

JOURNAL
OF THE
HOUSE OF ASSEMBLY
OF NEWFOUNDLAND

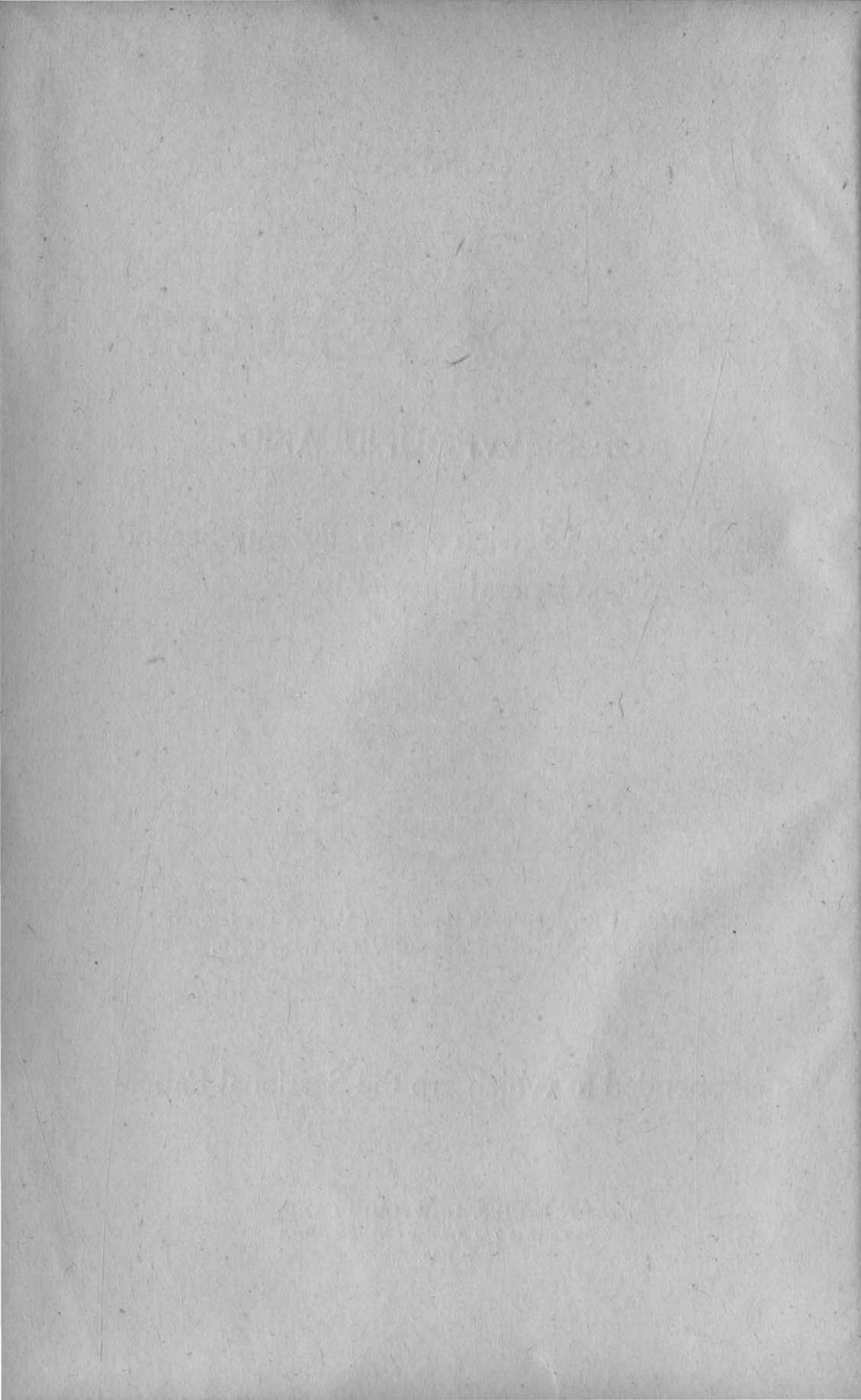
In the Second Session of the Twenty-Second
General Assembly.



Holden at St. John's, in the Tenth Year of the reign of
His Majesty, King Edward VII., A.D., 1910.

Appended to which are the Sessional Papers

ST. JOHN'S, NEWFOUNDLAND,
Printed at *The Evening Chronicle Office*.
1910.





PROCLAMATION

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

*By His Excellency Sir WILLIAM H HORWOOD,
Administrator 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 August, instant; and whereas I think fit to further prorogue the said General Assembly until Thursday, the thirtieth day of September next;

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

Given under my Hand and Seal, at the Government House,
St. John's, this 17th day of September, A.D. 1909.

By His Excellency's Command,

R. WATSON,
Colonial Secretary.



PROCLAMATION

RALPH C. WILLIAMS,
GOVERNOR.
[L. S.]

By His Excellency Sir RALPH CHAMPNEYS WILLIAMS, Knight Commander of the Most Distinguished Order of St. Michael and St. George, Governor and Commander-in-Chief in and over the Island of Newfoundland and its Dependencies.

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

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

Given under my Hand and Seal, at the Government House,
St. John's, this 28th day of September, A.D. 1909.

By His Excellency's Command,

A. MEWS,
Deputy Colonial Secretary.



PROCLAMATION

RALPH C. WILLIAMS
GOVERNOR.
[L. S.]

By His Excellency Sir RALPH CHAMPNEYS WILLIAMS, Knight Commander of the Most Distinguished Order of St. Michael and St. George, Governor and Commander-in-Chief in and over the Island of Newfoundland and its Dependencies.

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

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

Given under my Hand and Seal, at the Government House,
St. John's, this 8th day of November, A.D. 1909.

By His Excellency's Command,

A. MEWS,
Deputy Colonial Secretary.



PROCLAMATION

RALPH C. WILLIAMS
GOVERNOR.
[L. S.]

By His Excellency Sir RALPH CHAMPNEYS WILLIAMS, Knight Commander of the Most Distinguished Order of St. Michael and St. George, Governor and Commander-in-Chief in and over the Island of Newfoundland and its Dependencies.

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

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

Given under my Hand and Seal, at the Government House,
St. John's, this 20th day of December, A.D. 1909.

By His Excellency's Command,

R. WATSON,
Colonial Secretary.



PROCLAMATION

RALPH C. WILLIAMS
GOVERNOR.
[L. S.]

By His Excellency Sir RALPH CHAMPNEYS WILLIAMS, Knight Commander of the Most Distinguished Order of St. Michael and St. George, Governor and Commander-in-Chief in and over the Island of Newfoundland and its Dependencies.

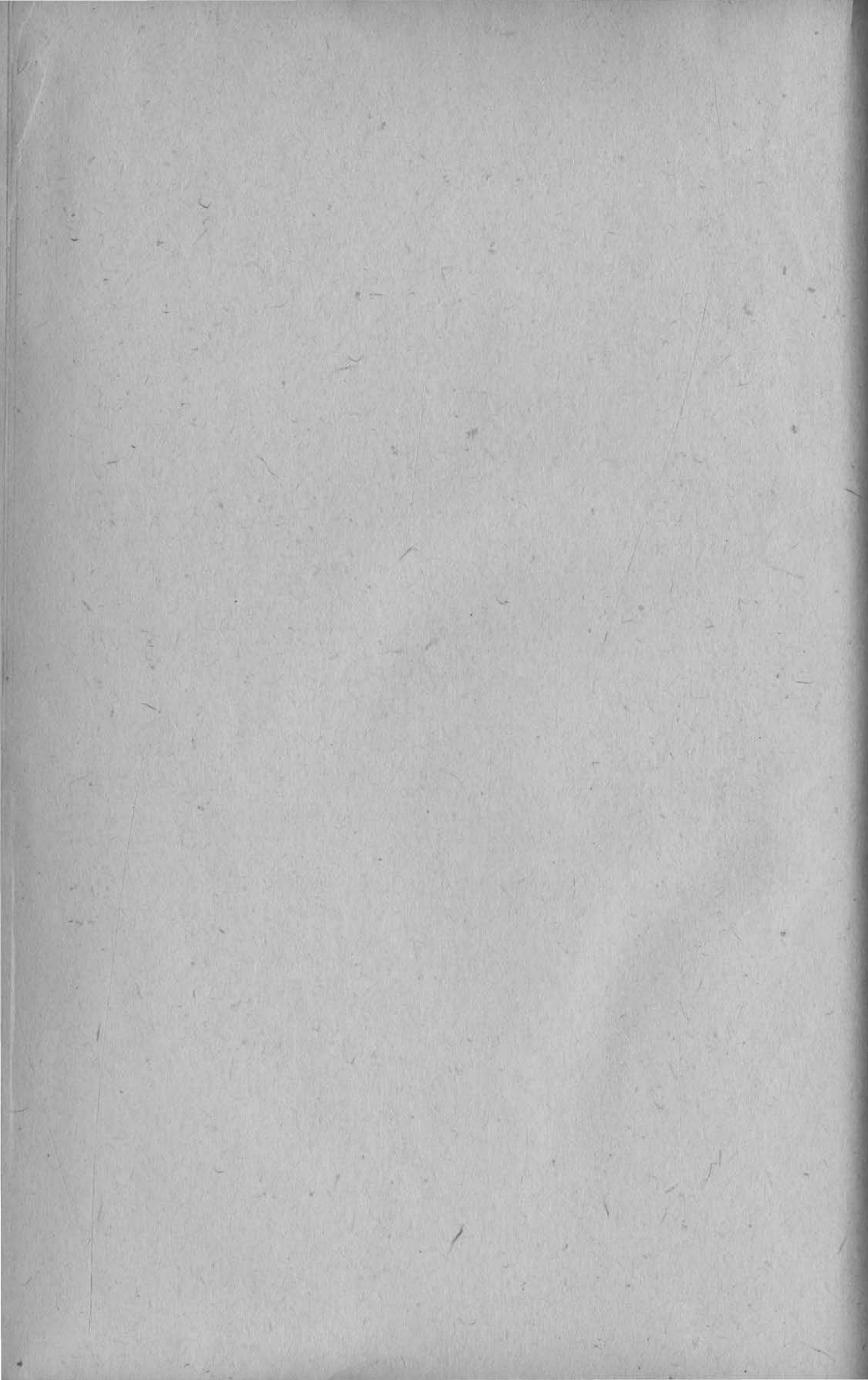
WHEREAS the General Assembly stands prorogued until Monday, the tenth day of January, instant; and whereas I think fit to further prorogue the said General Assembly until Wednesday, the twenty-sixth day of January next;

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

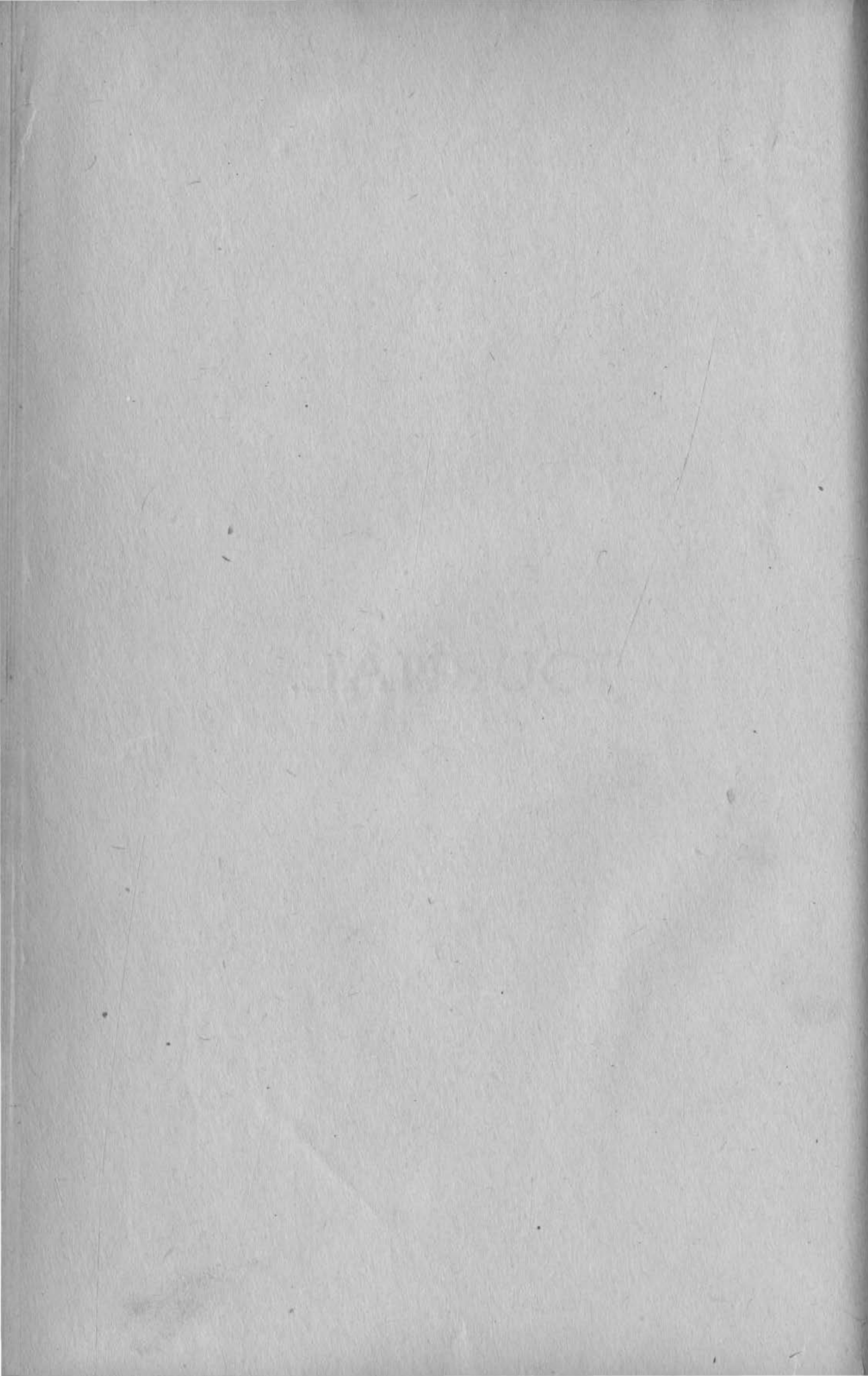
Given under my Hand and Seal, at the Government House,
St. John's, this 10th day of January, A.D. 1910.

By His Excellency's Command,

R. WATSON,
Colonial Secretary.



JOURNAL.



Journal and Proceedings

OF THE

SECOND SESSION

OF THE

Twenty-Second General Assembly of Newfoundland.

WEDNESDAY, Jan. 26th, 1910.

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

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

Mr. President and Honourable Gentlemen of the Legislative Council:

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

As I now, for the first time since assuming the office of Governor of this Colony, enjoy the privilege of meeting its Legislature in session, and as this is also the first occasion on which I exercise this function in a Colony possessing the advantages of Responsible

Government, I desire to emphasize to you my full recognition of the responsibilities attaching to the position; my purpose to be guided by a strict adherence to constitutional principles in the discharge of my duties; and my cordial desire to assist in promoting the best interests of this, the oldest dependency of the Empire.

Although but a few months resident in the Island, I have been able to visit widely-separated sections of the country, and to learn something of its varied resources and industries. I have been most favourably impressed with the sterling character of the people and their remarkable adaptability to the changing conditions which the evolution of industry amongst you has made imperative; and it is a pleasure for me to have confirmed by personal observation the testimony so generously contributed by competent authorities to the capabilities and resourcefulness of the working classes amongst you. I have also been gratified to observe the progress that has been made in the development of your fisheries, forest resources and mineral wealth, and the evidence of enlarged agricultural interest which is becoming increasingly apparent.

The operations of the industrial classes of the people during the past year were fairly remunerative. The catch of codfish, on the whole, was about an average one, and the increased price which was obtained contributed materially to offset the losses sustained in sections where, unfortunately, the catch was short. The realization in the foreign markets has been attended with favourable results, and the outlook for the coming season is encouraging. The other fisheries were moderately remunerative. The export of minerals was large, and yielded a substantial return; whilst the marketing of our lumber in South America promises to become an industry of no mean importance.

The formal opening of the Anglo-Newfoundland Development Company's paper mills at Grand Falls, and the successful manufacture of paper of a superior quality there, mark the dawn of a new era of industrial progress in the Colony. It must be gratifying to the people of Newfoundland, no less than to the enterprising capitalists who have invested so large an amount in this pioneer undertaking, to realize that the success of this vast enterprise has now been demonstrated beyond question, and that the inexhaustible supply

of pulp-wood which the Colony's areas afford, makes it certain that a permanent industry of constantly increasing magnitude is secured to the Colony, which should result in a highly profitable financial return to investors.

Events have amply justified the policy of the statesmen who in the past, foresaw through the opening up of Newfoundland by railways the best agency to unlock the treasures of the interior, and promote the development of our natural resources. At the recent general election my Ministers received a mandate from the people to further extend the railway system, so as to bring to large and populous sections of the country, now without railway connection, the advantages hitherto denied them. To give effect to the desire of the electorate in this respect, a contract has been entered into for the construction and operation of certain branch railways, which will be submitted at an early date for your approval.

My Ministers have had under consideration a policy by which industrial corporations in this Colony will be enabled to contribute a reasonable sum annually towards the maintenance of those public services which facilitate the safe and expeditious carrying on of their operations. I am glad to be able to announce that an agreement has been concluded with the Mining Companies working at Bell Island, Conception Bay, under which, for a period of ten years, they will pay a royalty on the gross output of ore from the mines. This agreement will be submitted to you for ratification.

My Ministers will propose for your adoption measures looking to a vigorous development of agriculture throughout the country—the advantages of which, it is believed, can be brought within the reach of every community in the Island. Provision will be made for the establishment of agricultural societies, and grants in aid thereof; the distribution of new and reliable seeds and live stock; the holding of agricultural exhibitions; the preparation of a suitable textbook on agriculture for adoption in our schools; the encouragement of sheep raising; the manufacture of woollens; the utilization of sun-dried peat for fuel; and, generally, for agricultural development in all its branches.

With a view to preventing the further destruction by fire of

our woodland areas, the enhanced value of which is becoming more and more apparent, my Ministers have arranged for a conference to take place in St. John's at an early date, between representatives of the Government, the Railway Company, and various industrial corporations interested in the preservation of our forest wealth.

One of my first public duties, after my arrival in the country, was to assist at the formal inauguration of the Board of Trade in this city. When we recognize what similar institutions have accomplished in other countries, it must be a matter for congratulation to all that an opportunity is now afforded the commercial interests of the Colony to deal intelligently and effectively with such trade problems as will result in realizing to the best advantage the products of the Colony.

In conjunction with the Board of Trade, my Ministers have initiated a policy of establishing agencies in foreign countries to which our dried codfish is exported, with a view to an enlargement of our trade. It has also been demonstrated that our fresh codfish can be expeditiously and economically conveyed long distances and in all temperature without deterioration; and that herein is the prospect of a large and profitable industry. By the sympathetic co-operation of His Majesty's Government, it is hoped that our canned fresh codfish will find a substantial consumption in the British Navy.

A contract has been concluded with English capitalists for an exhaustive and scientific examination of our coal areas, which contract you will be asked to ratify. It is the purpose of the company to begin operations during the coming summer.

Each general election since the adoption of the Ballot Act has shown the necessity of providing some machinery in St. John's to enable the large number of outport electors, whose business requirements compel them to be in St. John's at that season, to exercise the franchise. A measure to facilitate this, and also to effect other necessary amendments to the election law, has been prepared for your consideration.

My Ministers have determined upon the payment of poor relief in cash, and a Bill for that purpose will be submitted to you. You

will also be invited to make provision for the construction of a Poor Asylum.

Fully impressed with the fact that the best interests of the community, as well as of the individual, are promoted by the spread of education amongst the people, my Ministers propose a further addition to the Education Vote, supplementing that of the sum of thirty thousand dollars granted at the last session. Of the sum now proposed, it is intended that a portion shall be set apart annually for the construction of new school buildings, and the repair of existing ones, so that, amongst other objects, the health of both scholars and teachers may be further safeguarded.

Few will dispute that the time has arrived when the practice of employing women on fishing vessels on the Labrador coast should be abolished; and a measure with this object in view will, I trust, be accorded your unanimous support.

The prime importance of stimulating the development of our mineral resources will be readily recognized. A measure has been framed by which the original discoverer of a mineral deposit shall continue to possess an interest in it, no matter on whose land it may have been located. Provision has also been made for the establishment of a smelter at Bay of Islands, the Government undertaking to pay a bounty on quantities of ore that may be treated there. Arrangements have also been made to encourage those interested in the development of our oil-producing areas.

At the request of the St. John's Municipal Council, legislation will be introduced with a view of dealing with the housing problem in the city; the extension of the water and sewerage systems; and the acquisition by the Council of the occupied land fronting on Windsor Lake.

Measures are being devised for the settlement of unoccupied lands along the line of railway by the establishing there of farming colonies composed of suitable agricultural immigrants from the British Isles, so that the population may be increased, and new communities built up to help promote the general prosperity.

You will be asked to make provision for the completion of the

Lighthouse Service on the coasts of the Island, and its further extension on Labrador; the extension of the wireless telegraph service on Labrador, and on the north-east coast, where the sealing fleet can avail itself of its advantages; and the extension of the telegraph system to the District of St. Barbe.

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

I am glad to be able to inform you that the revenue for the half year which ended with December was the largest in the history of the Colony for the same period in any fiscal year, and was in excess of the expenditure for the same period.

The financial condition of the Colony is most encouraging, trade and commerce exhibit marked activity in every branch, and the year upon which we have just entered gives promise of exceptional productiveness.

You will be gratified to learn that the estimate of revenue for the fiscal year will probably be exceeded, and that a surplus over expenditure may be anticipated.

The estimates for the coming year have been prepared, and will be laid before you at an early date. While due regard has been had to maintaining the efficiency of the public service, considerations of prudence and economy have not been overlooked, so that no increased taxation may be necessary. I am sure that you will readily provide the sums required for carrying on the public service.

Mr. President and Honourable Gentlemen of the Legislative Council:

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

In July last a conference to consider measures to promote the defence of the Empire was held in London, at which all of the self-governing colonies were represented. My Prime Minister was present as the representative of Newfoundland. Proposals to achieve this loyal and patriotic purpose were considered, and are to-day being given effect to by the Dominions beyond the Seas. The sympathy and practical support exhibited by the Dominions and Colonies

towards the Mother Country challenge the respect and command the admiration of the world.

Recently this Colony was invited to participate in a Festival of Empire, to be held in London next summer, and preliminary steps have been taken to ensure that the Colony will be fittingly represented. The occasion will afford to the Colony an opportunity to display to its sister dependencies and to the world at large the record of its history, and more especially the evidence of its marked progress and advancement during the last quarter of a century.

The question of the use of steam trawlers on the Grand Banks has been brought to the notice of the Right Honourable the Secretary of State for the Colonies, with a view of seeing if some international arrangement cannot be arrived at either to abolish or regulate their use in the fisheries.

In the month of August last, His Majesty's Government appointed a Royal Commission to enquire into the trade relations between Canada and the West Indies. My Ministers have arranged that a statement of the trade relations of this country with Canada and the West Indies shall be laid before the Commission.

In leaving you to your deliberations, I do so in the earnest hope that the blessings of Almighty God, Who has watched over us in the past, may be with you and guide you in the furtherance of all measures which may conduce to the abiding welfare of this Colony.

On motion of Mr. Squires, seconded by Mr. Devereux, it was resolved that a Select Committee be appointed to prepare an Address in Reply to the gracious speech wherewith His Excellency the Governor has been pleased to open the present session of the Legislature.

Ordered accordingly, and that the Committee consist of Mr. Squires, Mr. Devereux, Hon. Minister of Justice, Mr. Kent, Mr. Bennett, Mr. Clift and Mr. Moulton.

The Honourable Minister of Justice gave notice of motion as follows:—That he would on to-morrow ask leave to move that Rules

27, 30, 31, 37 and 49 for the proceedings of the House of Assembly be amended so as to read as follows:—

27.—Unless otherwise ordered, the House shall meet upon Mondays, Tuesdays, Wednesdays, Thursdays and Fridays, at three of the clock, and, upon the adjournment of Friday's session, shall stand adjourned until the following Monday.

30.—If twelve members be not present by a quarter after three of the clock, Mr. Speaker shall adjourn the House until the usual hour upon the next sitting day, without question first put.

31.—When the House meets before the ordinary time, and twelve members be not present, no business shall be entered upon until such number be present; but Mr. Speaker shall not adjourn the House until a quarter after three of the clock, without question put.

37.—If at the hour of six of the clock in the evening, the business of the House or of a Committee of the Whole be not concluded, Mr. Speaker, or the Chairman, as the case may be, shall leave the chair until half past seven.

49.—Petitions shall not be received after four o'clock, unless they relate to any order of the day, or to the subject of any motion, in which cases they may be presented when such order of the day is read, or immediately before such motion is made.

Also to move the following to replace Rules 22 and 23:—

That the stages of Committee and Report on the Address to His Excellency the Governor, to convey the thanks of the House for His Excellency's gracious Speech at the opening of the Session, be discontinued.

Hon. Minister of Justice gave notice that he would on to-morrow ask leave to introduce a Bill entitled "An Act to Amend Chapter 3

of the Consolidated Statutes, Second Series, entitled, 'The Election Act, 1889.' "

Hon. Minister of Justice gave notice that he would on to-morrow ask leave to introduce a bill entitled "An Act respecting Cash Notes."

Hon. Minister of Justice gave notice that he would on to-morrow ask leave to introduce a bill entitled: "An Act to amend Chapter 134 of the Consolidated Statutes, Second Series, entitled 'Of the Solemnization of Marriages.' "

Hon. Minister of Justice gave notice that he would on to-morrow ask leave to introduce a bill entitled: "An Act respecting the Remission of Fines."

Hon. Minister of Justice gave notice that he would on to-morrow ask leave to introduce a bill entitled: "An Act to amend the Act incorporating the Vicar Apostolic of St. George's."

It was moved and seconded that when the House rises, it adjourn till to-morrow (Thursday) January 27th, at four o'clock in the afternoon.

The House adjourned accordingly.

THURSDAY, January 27th, 1910.

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

Petitions were presented by—

Mr. Woodford from residents of Conception Harbor for a wharf.

Mr. Kent, from residents of Flatrock, for a wharf.

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

Hon. Colonial Secretary, on behalf of the 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, 1909.

Statement of the Imports and Exports of the Colony for the year ended June 30th, 1909.

Comparative statement of goods, wares and merchandise imported into the Colony during the years ended 30th June, 1908, and 30th June, 1909, showing increase and decrease for the year 1908-09.

Comparative statement of Revenue received at each of the outports for the years 1907-1908 and 1908-1909.

Comparative statement of Light Dues, showing collection at each outport for the years 1907-1908 and 1908-1909.

Return of the Bank Fishery for the year 1909.

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, 1909.

Abstract of shipping for the year ended 31st December, 1909.

Pursuant to notice and leave granted, the Hon. Minister of Justice introduced a Bill entitled "An Act to Amend Chapter 3 of the Consolidated Statutes (Second Series) entitled 'The Election Act, 1889,' " and it was read a first time, and ordered to be read a second time on to-morrow.

Pursuant to notice and leave granted, the Hon. Minister of Justice introduced a Bill entitled "An Act Respecting Cash Notes," and it was read a first time and ordered to be read a second time on to-morrow.

Pursuant to notice and leave granted, the Hon. Minister of Justice introduced a Bill entitled "An Act to Amend Chapter 134 of the Consolidated Statutes (Second Series) entitled 'Of the Solemnization of Marriage,' " and it was read a first time and ordered to be read a second time on to-morrow.

Pursuant to notice and leave granted, the Hon. Minister of Justice introduced a Bill entitled "An Act Respecting the Remission of Fines," and it was read a first time and ordered to be read a second time on to-morrow.

Pursuant to notice and leave granted, the Hon. Minister of Justice introduced a Bill entitled "An Act to Amend the Act Incorporating the Vicar Apostolic of St. George's," and it was read a first time and ordered to be read a second time on to-morrow.

Mr. Squires, Chairman of the Select Committee on the Address of Thanks, presented the report of the said committee, with draft address.

The said address was read by the Clerk, and is as follows—

*To His Excellency Sir RALPH CHAMPNEYS
WILLIAMS, Knight Commander of the
Most Distinguished Order of St Michael
and St. George, Governor and Com-
mander-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 unanimously; and it was ordered accordingly.

Pursuant to notice, it was moved by the Hon. Minister of Justice and seconded by the Hon. the Prime Minister that Rules 27, 30, 31 and 49, for the proceedings of the House of Assembly, be amended to read as follows—

27—Unless otherwise ordered, the House shall meet upon Mondays, Tuesdays, Wednesdays, Thursday and Fridays at three of the clock and, upon the adjournment of Friday's session, shall stand adjourned until the following Monday.

30—If twelve members be not present by a quarter after three of the clock, Mr. Speaker shall adjourn the House until

the usual hour upon the next sitting day, without question first put.

31—When the House meets before the ordinary time, and twelve members be not present, no business shall be entered upon until such number be present; but Mr. Speaker shall not adjourn the House until a quarter after three of the clock, without question put.

49—Petitions shall not be received after four o'clock, unless they relate to any order of the day or to the subject of any motion, in which cases they may be presented when such order of the day is read, or immediately before such motion is made.

And there being more than twenty-four members present in their places in the House (exclusive of Mr. Speaker), namely, the Hons. Prime Minister, Minister of Justice, Colonial Secretary, Minister of Agriculture and Mines, Mr. Emerson and Mr. Grosbie, the Minister of Public Works, the Minister of Marine and Fisheries, and Messrs. Bennett, Clift, Devereux, Dwyer, Goodison, Howley, Kent, Kennedy, Moore, Moulton, Morris, Murphy, Parsons, Seymour, Shea, Squires, Whiteway and Winsor.

And none dissenting, it was ordered that the said motion do pass; and

That the said rules be amended in conformity with the terms of the motion.

The remaining Notice of Motion was deferred.

Mr. Clift gave notice that he would on to-morrow ask the Minister of Public Works to lay on the Table of the House copies of all allocations, Local, Main Line and Special Road Grants made in the Electoral District of Harbour Grace from 1st April, 1909, to the present date; also, to lay on the Table copies of returns and details of expenditure of all such allocations; also, to ask if the Local Road Grant for Coley's Point was expended by the Local Road Board and, if not by the Road Board, to give the names of the persons authorized to expend the local road money at that place.

Mr. Kent gave notice that he would on to-morrow ask the Minister of Marine and Fisheries to lay on the Table of the House details of all expenditures, paid or contracted for, and of all other

expenses of or connected with the Ss Fiona from June 1st, 1909, to the present date, with copies of all vouchers for the same.

Mr. Kent gave notice that he would on to-morrow ask the Hon. the Colonial Secretary whether Hon. C. H. Emerson was appointed by the Governor-in-Council to be a member of the Lunacy Board; if so, whether he is still a member of such Board and, if he is not now a member, for how long did he remain a member thereof, and to lay upon the Table a copy of the commission appointing him.

Mr. Kent gave notice that he would on to-morrow ask the Hon. the Prime Minister to lay on the Table of the House copy of all correspondence relating to the increase in the number of members of the Legislative Council and the recent appointments thereto.

Hon. Minister of Justice gave notice that he would on to-morrow move the following to replace Rules 22 and 23—

That the stages of Committee and Report on the Address to His Excellency the Governor, to convey the thanks of the House for His Excellency's gracious speech at the opening of the session, be discontinued.

Minister of Marine and Fisheries gave notice that he would on to-morrow ask leave to introduce a bill to prohibit the employment of steamers at the cod fishery at Labrador.

It was moved and seconded when the House rises it adjourn till to-morrow, Friday, January 28th, at three of the clock in the afternoon; and the House then adjourned accordingly.

FRIDAY, January 28th, 1910.

The House met at three of the clock in the afternoon, pursuant to adjournment.

A petition was presented by the Hon. the Colonial Secretary from the residents of Heart's Delight on the subject of a breakwater.

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

Pursuant to notice and leave granted, the Minister of Marine and Fisheries introduced 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 the Hon. Minister of Justice, the Bill entitled "An Act Respecting Cash Notes," was read a second time, and it was ordered that it be referred to Committee of the Whole on to-morrow.

Pursuant to order and on motion of the Hon. Minister of Justice, the Bill entitled "An Act to Amend Chapter 134 of the Consolidated Statutes (Second Series) entitled 'Of the Solemnization of Marriages,' " was read a second time, and it was ordered that it be referred to Committee of the Whole on to-morrow.

Pursuant to order and on motion of the Hon. Minister of Justice, the Bill entitled "An Act Representing the Remission of Fines" was read a second time, and it was ordered that it be referred to Committee of the Whole on to-morrow.

Pursuant to order and on motion of the Hon. Minister of Justice, the Bill entitled "An Act to Amend the Act Incorporating the Vicar Apostolic of St. George's" was read a second time, and it was ordered that it be referred to Committee of the Whole on to-morrow.

The remaining orders of the day were deferred.

Mr. Kent gave notice that he would on to-morrow ask the Hon. Minister of Agriculture and Mines to lay upon the Table a statement from June 30th to date, showing the number of acres of land in this Colony or dependencies applied for pulp or timber purposes, the names of the applicants, the area in acres applied for in each case, whether the applicants have been approved by the Governor in Council, the date of the application and of the approval, area approved and if for timber or pulp purposes, the date and amount of fees paid in each case, whether any area has been forfeited or notice of forfeiture sent, giving name of party and date of notice; also showing whether the areas so forfeited or regarding which notice of forfeiture was given, have since been approved or issued to the same or any other person.

Hon. Colonial Secretary (on behalf of Hon. Minister of Finance and Customs) gave notice that he would on to-morrow ask leave that Supply be granted to His Majesty.

It was moved and seconded that when the House rises it adjourn until Monday next, January 31st, at three of the clock in the afternoon

The House then adjourned accordingly.

MONDAY, January 31st, 1910.

The House met at three of the clock in the afternoon, pursuant to adjournment.

Petitions were presented by—

Mr. Clift from residents of Twillingate for a road.

Mr. Clift from residents of Herring Neck for a road.

Mr. Clift from residents of Moreton's Harbor for a wharf.

Mr. Clift from residents of Nipper's Harbor for a wharf.

Mr. Clift from residents of Moreton's Harbor for a road.

Mr. Parsons from residents of Port de Grave for a wharf.

Mr. Parsons from residents of Island Cove for an amendment of education laws.

Mr. Parsons from residents of Spaniard's Bay for an amendment of education laws.

Mr. Winsor from residents of Port de Grave for an amendment of sealing laws.

Mr. Winsor from residents of North River for a road.

Mr. Winsor from residents of Otterbury for a road.

Hon. Mr. Watson from residents of Scilly Cove for a well.

Mr. Piccott from residents of Bareneed for a wharf.

Mr. Piccott from residents of Black Duck Pond for a road.

Hon. Mr. Morison from residents of Cupids for an amendment of education laws.

Hon. Mr. Morison from residents of Wesleyville for a harbor master.

Hon. Mr. Morison from residents of Bonavista for a well.

Hon. Mr. Emerson from residents of Harbor Breton for a road.

Mr. Howley from residents of Placentia Bay for a fog alarm.

Mr. Howley from residents of St. Mary's for a road.

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

The Hon. Minister of Justice moved, seconded by the Hon. Prime Minister, that the appended resolutions be referred to a Select Committee, viz—

“The following to replace Rules 22 and 23 of the Rules and Orders of the House of Assembly of Newfoundland—

“ ‘That the stages of Committee and Report on the Address to His Excellency the Governor, to convey the thanks of the House for His Excellency's gracious speech at the opening of the session, be discontinued.’ ”

The motion was carried unanimously, and it was ordered that the Select Committee consist of the Hon. Prime Minister, Hon. Minister of Justice, Mr. Kent, Mr. Clift and Mr. Howley.

Pursuant to notice and on motion of the Hon. Colonial Secretary (on behalf of the Hon. Minister of Finance and Customs) it was ordered that Supply be granted to His Majesty.

Pursuant to order and on motion of the Hon. Minister of Justice, the House resolved itself into Committee of the Whole on the Bill entitled “An Act Respecting Cash Notes.”

Mr. Speaker left the Chair.

Mr. Parsons took the Chair of Committee.

Mr. Speaker resumed the Chair.

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

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

Pursuant to order and on motion of the Hon. Minister of Justice, the House resolved itself into Committee of the Whole on the Bill entitled "An Act to Amend Chapter 134 of the Consolidated Statutes (Second Series) entitled 'Of the Solemnization of Marriages.' "

Mr. Speaker left the Chair.

Mr. Parsons 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 comment.

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

Pursuant to order and on motion of the Hon. Minister of Justice, the House resolved itself into Committee of the Whole on the Bill entitled "An Act Respecting the Remission of Fines."

Mr. Speaker left the Chair.

Mr. Parsons 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 comment.

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

The remaining orders of the day were deferred.

Mr. Speaker announced the appointment of the following gentlemen to the Library Committee—Hon. Colonial Secretary, Mr. F. J. Morris, Mr. Goodison, Mr. Clift, Mr. Dwyer and His Honor the Speaker.

Mr. Speaker acquainted the House that His Excellency the Governor would receive the House with the Address of Thanks at Government House on to-morrow (Tuesday) at half past eleven o'clock in the forenoon.

Mr. Kent gave notice that he would on to-morrow ask the Hon. Minister of Agriculture and Mines whether Mr. Joseph F. Downey, Member for the District of St. George's, was employed by his department at any time since the accession of the present Government to power to date; if so, to state in detail the nature of such employment, how long he was employed, and whether he is now employed; whether he has made any report or reports thereon; if so, to table a copy of such report or reports, and the amount which Mr. Downey has been paid or agreed to be paid for such services, and to what account the same is charged.

Mr. Kent gave notice that he would on to-morrow ask the Minister of Marine and Fisheries whether Mr. Joseph F. Downey, Member for the District of St. George's, was employed by his department at any time since the accession of the present Government to power to date; if so, to state in detail the nature of such employment, how long he was employed, and whether he is now employed; whether he has made any report or reports thereon; if so, to table a copy of such report or reports, and the amount which Mr. Downey has been paid or agreed to be paid for such services, and to what account the same is charged.

Mr. Kent gave notice that he would on to-morrow ask the Minister of Marine and Fisheries whether it is the intention of the Government to erect a lighthouse at Bell Island, in Conception Bay; also, whether it is the intention to extend the public wharf at the Beach, Bell Island, and at Lance Cove, Bell Island.

Mr. Kent gave notice that he would on to-morrow ask the Minister of Public Works to lay on the Table of the House a statement in detail showing (1) the total amount of the Legislative Grant for the current year (1909-1910) appropriated to the Electoral District of St. John's for (a) Main Line Road, (b) Local Roads, (c) Ordinary and Surplus Trust Special ; (2) the expenditure and allocations stated separately from each of the said grants showing in

each case the date, object, locality and amount of each item of expenditure or for which allocation is made and the parties by and through whom they were made.

Mr. Kent gave notice that he would on to-morrow ask the Hon. Colonial Secretary to lay on the table of the House a copy of the contract between the Government and the owners or charterers of the Ss Louise, and between the Government and the owners or charterers of the Ss Othar, and between the Government and the owners or charterers of the Ss Sebastian for the carrying of mails and passengers, with a copy of all correspondence relating thereto, and to the several services therein provided for, and a statement showing all payments made in connection therewith.

Mr. Kent gave notice that he would on to-morrow ask the Hon. Minister of Finance and Customs to lay upon the table of the House a statement in detail showing date of payment, names of persons paid and the nature of claims discharged of the expenditure from the accession of the present Government to power to date (1) by special warrant issued under Section 33 (b) of the Exchequer and Audit Act, 1899; (2) by order of Executive Council, for which no legislative authority exists; (3) under the vote for General Contingencies.

Mr. Clift gave notice that he would on to-morrow ask the Hon. Minister of Agriculture and Mines if Mr. A. H. Seymour, M.H.A., is now, or has been, in the employ of his department; and, if so, to lay on the table of the House the following—(1) a copy of any instructions issued to Mr. Seymour; (2) a copy of any reports made by Mr. Seymour; (3) a statement of the nature of the services to be performed by Mr. Seymour; (4) a detailed statement of all expenses for travelling or otherwise incurred by Mr. Seymour and paid on account thereof; (5) the date of Mr. Seymour's appointment and what remuneration he has received, or is to receive, for his services; (6) to what funds the said services and expenses are charged.

Mr. Clift 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 detailed statement of all expenditures made from the 30th June to date out of the vote for the Experimental Farm.

Mr. Clift gave notice that he would on to-morrow ask the Minister of Public Works to lay on the Table of the House a detailed statement of expenditure on account of Bay Roberts Court House, with copies of all vouchers for the same from June 30th to the present date.

Mr. Clift gave notice that he would on to-morrow ask the Minister of Marine and Fisheries to lay on the Table of the House a detailed statement of the expenditure made on account of the Fishery Wardens during the past season, giving the names and the jurisdiction of each warden, including the amount paid each warden; also a similar statement regarding the Game Wardens.

The Hon. Prime Minister gave notice that he would on to-morrow ask leave to move the House into Committee of the Whole on Thursday next to consider certain resolutions to provide for construction of certain branch railways and the operation of the same.

The Hon. Minister of Justice gave notice that he would on to-morrow ask leave to introduce a Bill in relation to the Employment of Females on board Fishing Vessels on Labrador.

The Hon. Minister of Justice gave notice that he would on to-morrow ask leave to move the House into Committee of the Whole on Friday next to consider resolutions in regard to rates of pilotage levied on vessels entering the port of St. John's.

The Hon. Colonial Secretary gave notice that he would on to-morrow (on behalf of the Hon. Minister of Finance and Customs) ask leave to move the House into Committee of the Whole on Supply on Thursday next.

It was moved and seconded that when the House rises it adjourn till to-morrow (Tuesday) February 1st, at a quarter past eleven of the clock in the forenoon.

The House then adjourned accordingly.

TUESDAY, February 1st, 1910.

The House met at quarter past eleven of the clock in the forenoon, pursuant to adjournment.

Mr. Speaker informed the House that, in accordance with the intimation received yesterday, His Excellency the Governor would receive the Address of Thanks at half past eleven of the clock to-day.

Accordingly, Mr. Speaker and the House proceeded to Government House, and being returned to the Assembly Room, Mr. Speaker

informed the House that His Excellency had received the Address of Thanks, and had been pleased to reply thereto as follows—

“Mr. Speaker and Honourable Members of the Commons of Nfld.—

“I thank you for your address in reply to the speech with which your present session was opened.

“(Sgd.) RALPH WILLIAMS,

“Governor.”

Mr. Speaker then left the Chair until three of the clock.

Mr. Speaker resumed the Chair at three of the clock in the afternoon.

Petitions were presented by—

Mr. Parsons from residents of Harbor Grace for a breakwater.

Mr. Howley from residents of Dunville for a road.

Mr. Moulton from residents of Ramea for telegraph extension.

Hon. Mr. Emerson from residents of Bay L'Argent for a road.

Hon. Mr. Emerson from residents of Bay L'Argent for a road.

Hon. Mr. Watson from residents of Catalina for educational reforms.

Hon. Mr. Watson from residents of Blaketown for educational reforms.

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

Pursuant to notice and leave granted, the Hon. Minister of Justice introduced a Bill entitled “An Act Respecting the Employment of Females on Board Fishing Vessels on Labrador,” and it was read a first time and ordered to be read a second time on to-morrow.

Pursuant to order and on motion of the Hon. Minister of Justice, the Bill entitled “An Act to Amend Chapter 134 of the Consolidated Statutes (Second Series) entitled ‘Of the Solemnization of Mar-

riages' " was read a third time and passed; and it was ordered that it be engrossed, being entitled as above, and that it be sent to the Legislative Council, with a message requesting the concurrence of that body in its provisions.

Pursuant to order and on motion of the Hon. Minister of Justice, the Bill entitled "An Act Respecting the Remission of Fines" was read a third time and passed; and it was ordered that it be engrossed, being entitled as above, and that it be sent to the Legislative Council, with a message requesting the concurrence of that body in its provisions.

Pursuant to order and on motion of the Hon. Minister of Justice, the House resolved itself into Committee of the Whole on the Bill entitled "An Act Respecting Cash Notes."

Mr. Speaker left the Chair.

Mr. Parsons took the Chair of Committee.

Mr. Speaker resumed the Chair.

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

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

Pursuant to order and on motion of the Hon. Minister of Justice, the House resolved itself into Committee of the Whole on the Bill entitled "An Act to Amend the Act Incorporating the Vicar Apostolic of St. George's."

Mr. Speaker left the Chair.

Mr. Parsons took the Chair of Committee.

Mr. Speaker resumed the Chair.

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

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

Pursuant to order and on motion of the Hon. Minister of Justice, the Bill entitled "An Act to Amend Chapter 3 of the Consolidated Statutes (Seocnd Series) entitled 'The Election Act, 1889,' " was read a second time and referred to the following Select Committee—Hon. Minister of Justice, Minister of Marine and Fisheries, Rt. Hon. Sir Robert Bond, Mr. Warren, Mr. Davey, Mr. Squires and Mr. Howley.

The remaining orders of the day were deferred.

Mr. Kent gave notice that he would on to-morrow ask the Hon. Minister of Justice to lay on the table of the House a copy of the evidence and report of the Commission of Enquiry into the use of the railway telegraph wires for purposes other than those contemplated by the Railway Contract of 1901, conducted by Mr. McNeily, K.C., last year.

Mr. Kent gave notice that he would on to-morrow ask the Hon. Minister of Agriculture and Mines for a statement showing in addition to the information asked by me from his department on January 31st ultimo upon the subject of timber and pulp application (1) the date upon which the survey was made and the boundary line cut in the case of each application or license; (2) the name of the surveyors by whom such survey was made in the case of each application or license.

Mr. Gear 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 detailed statement of all monies paid in Mortier Bay, District of Burin, for clearing land, to whom paid and by whom during the year 1907-8.

Rt. Hon. Sir Robert Bond gave notice that he would on to-morrow ask the Hon. Colonial Secretary to lay on the table of the House a copy of the agreement with the Government, under which the Reid Newfoundland Railway Company commenced work on the railway branch line to Bonavista in November last; also of all correspondence that has passed between the Government and the said contractors in relation to the branch lines referred to in His Excellency the Governor's speech; also a copy of railway contract that is to be submitted to this House for ratification.

Rt. Hon. Sir Robert Bond gave notice that he would on to-morrow ask the Hon. Colonial Secretary to lay on the table of the House a copy of all correspondence that has passed between the Government and the proprietors of the mining properties on Bell Island in reference to the imposition of a tax upon iron ore; also for a copy of the agreements under which a tax of seven and one-half cents is to be collected on all iron ore exported from Bell Island.

Rt. Hon. Sir Robert Bond gave notice that he would on to-morrow ask the Hon. Premier whether it is the intention of the Government to appoint any person to act as Minister of Finance and Customs during the absence of Mr. Cashin from this Colony; and, if so, who is to be appointed.

Rt. Hon. Sir Robert Bond gave notice that he would on to-morrow ask the Hon. Premier, in the absence of the Minister of Finance, to lay on the table of the House a statement showing what payments have been made to members of this House within the past six months for special services; the names of the members who have received such payment; and the services rendered.

Rt. Hon. Sir Robert Bond gave notice that he would on to-morrow ask the Hon. Premier to lay on the table of the House a copy of all correspondence that has passed between the Government and the proprietors of the Solling Process for the preservation of fish; of the agreement, if any, that has been entered into, and a statement of all expenses that have been incurred by the Government to date in connection with the experiment.

Rt. Hon. Sir Robert Bond gave notice that he would on to-morrow ask the Hon. Colonial Secretary to lay on the table of the House a copy of all correspondence that has passed between the Government and the Commercial Cable Company, and the Government and His Excellency the Governor in relation to the contract entered into between the Government of this Colony and the said Commercial Cable Company, in the year 1909.

It was moved and seconded that when the House rises it adjourn till to-morrow (Wednesday), February 2nd, at three of the clock in the afternoon.

The House then adjourned accordingly.

WEDNESDAY, February 2nd, 1910.

The House met at three of the clock in the afternoon, pursuant to adjournment.

Petitions were presented by—

Hon. Mr. Watson from residents of Fox Harbor for a road.

Hon. Prime Minister from residents of St. John's for amendments to License Act.

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

Rt. Hon. Sir Robert Bond asked the Hon. Colonial Secretary to lay on the table of the House a copy of the agreement with the Government, under which the Reid Newfoundland Railway Company commenced work on the railway branch line to Bonavista in November last; also of all correspondence that has passed between the Government and the said contractors in relation to the branch lines referred to in His Excellency the Governor's speech; also a copy of railway contract that is to be submitted to this House for ratification.

Hon. Colonial Secretary stated, in reply to this question, that no regularly executed agreement was entered into with the Reid Newfoundland Company under which the company commenced work upon the branch line to Bonavista in October last. The work was undertaken as the result of correspondence, constituting an agreement, and was instituted by the Government to provide labour for those who had returned to their homes without any provision for the winter, owing to the failure of the Labrador fishery. The work was performed as part of the proposed branch to Bonavista, and will be paid for at the rates, and in all respects will be governed by the conditions provided for under the contract for the construction of that branch, which has since been entered into. Copies of the correspondence would now be laid on the table, and a copy of the contract will be furnished in due course.

The Minister of Public Works laid upon the table of the House the Report of the Medical Superintendent of the Lunatic Asylum for 1909.

The Hon. Prime Minister, by command of His Excellency the Governor, presented to the House the following message from His Excellency the Governor—

“Ralph Williams—

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

“Government House,

“St. John’s, Newfoundland,

“29th January, 1910”

*Certified Copy of Minutes of the Honourable Executive Council,
Approved by His Excellency the Governor on the
29th January, 1910*

“January 29th, 1910.

“Under the provisions of Section 4, Cap. 1, 61 Vic., the following to constitute the Commission of Internal Economy of the Legislature, namely—

“Hon. Sir E. D. Shea, Kt., President of the Legislative Council

“Hon. John Harris

“Hon. George Skelton, M.D.

“Hon. W. R. Warren, Speaker House of Assembly

“Hon. Sir E. P. Morris, Kt., K.C., LL.D.

“Hon. D. Morison, K.C.

“Hon. R. Watson

“Certified True Copy,

“(Sgd.) ARTHUR MEWS,

“ Deputy Colonial Secretary.

“Executive Council,

“Newfoundland.”

Pursuant to order and on motion of the Hon. Minister of Justice, the Bill entitled “An Act Respecting Cash Notes” was read a third time and passed; and it was ordered that it be engrossed, being entitled as above, and that it be sent to the Legislative Council with a message requesting the concurrence of that body in its provisions.

Pursuant to order and on motion of the Hon. Minister of Justice, the Bill entitled “An Act to Amend the Act Incorporating the Vicar Apostolic of St. George’s” was read a third time and passed; and it was ordered that it be engrossed, being entitled as above, and that it be sent to the Legislative Council with a message requesting the concurrence of that body in its provisions.

Pursuant to order and on motion of the Hon. Minister of Justice, the Bill entitled “An Act Prohibiting the Prosecution of the Labrador Fishery in Steam Vessels” was read a second time, and ordered to be referred to the following Select Committee—

● Hon. Minister of Justice, Minister of Marine and Fisheries, Hon. Colonial Secretary, Mr. Clift, Mr. Earle, Mr. Grant and Mr. Winsor.

Pursuant to order and on motion of the Hon. Minister of Justice, the Bill entitled “An Act to Prohibit the Employment of Females on Board Labrador Fishing Vessels” was read a second time and ordered to be referred to the following Select Committee—

Hon. Minister of Justice, Minister of Marine and Fisheries, Hon. Colonial Secretary, Mr. Clift, Mr. Earle, Mr. Grant and Mr. Winsor.

Mr. Kent gave notice that he would on to-morrow ask the Hon. Prime Minister to lay on the table of the House a copy of all correspondence between himself and the Government Engineer in relation to the construction of branch lines of railways, contracted for with the Reid Newfoundland Company previous and subsequent to the signing of the said contract; also, whether the Government Engineer was asked to make any report in connection with the construction of the said branch lines or on the proposal made by or to the Reid Newfoundland Company in connection therewith, or with or for the purposes of negotiations between the Government and the contractor in relation thereto. If so, did he make any such report, and to table a copy thereof.

Mr. Kent gave notice that he would on to-morrow ask the Minister of Marine and Fisheries whether he has seen the letter of Captain Kean, in this morning's Daily News, in relations to the petition recently presented to this House on the subject of the seal fishery, which states that "when Mr. Morine was Minister of Marine and Fisheries, he had all the captains of the fleet examined," and to ask him if the evidence then taken was reduced to writing and has been preserved by the Government; if so, to lay a copy thereof on the table of this House.

Mr. Kent 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 showing the quantity, in acres, of land for which grants have been issued to the late Sir R. G. Reid, or to the Reid Newfoundland Company, and for which the grants are still outstanding and have not been surrendered, cancelled or forfeited, and whether grants have been issued for all lands to which they are or either of them is entitled, under contract with the Government and, if not, what quantity of acres remain ungranted.

It was moved and seconded that when the House rises it adjourn till to-morrow (Thursday), February 3rd, at three of the clock in the afternoon.

The House then adjourned accordingly.

THURSDAY, February 3rd, 1910.

The House met at three of the clock in the afternoon, pursuant to adjournment.

Petitions were presented by—

Hon. Mr. Morison from residents of King's Cove for a wharf.

Mr. Moulton from residents of Burnt Island for a ferry.

Mr. Grant from residents of Trouty for a wharf.

Mr. Gear from residents of Fortune for educational reforms.

Mr. Gear from residents of Fortune for remission of duties.

Mr. Squires from residents of Turk's Cove for a road.

Mr. Squires from residents of Scilly Cove for a road.

Mr. Squires from residents of Cavendish for a road.

Mr. Squires from residents of Elliston for a road.

Mr. Squires from residents of Clarenville for a road.

Mr. Squires from residents of Old Shop for a road.

Mr. Squires from residents of Turk's Cove for a road.

Mr. Squires from residents of New Harbor for a road.

Mr. Squires from residents of Foster's Point for a road.

Mr. Squires from residents of Heart's Content for educational reform.

Hon. Mr. Emerson from residents of Terenceville for a break-water.

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

Pursuant to notice and on motion of the Hon. Prime Minister, the House resolved itself into Committee of the Whole on the resolutions to provide for the construction of certain branch railways and the operation of the same.

Mr. Speaker left the Chair.

Mr. Parsons took the Chair of Committee.

Mr. Speaker resumed the Chair.

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

Ordered: That this report be received and that the Committee have leave to sit again on Tuesday next.

Rt. Hon. Sir Robert Bond gave notice that he would on to-morrow ask the Hon. Colonial Secretary to lay on the table of this House the Auditor-General's report for the past year and to date.

Mr. Kent gave notice that he would on to-morrow ask the Minister of Public Works to lay on the table of the House the returns of all moneys spent at Conception Harbor, in the District of Harbor Main, from the Main Line Grant, the Ordinary and Surplus Trust Special Grants, with a statement showing by whom same has been expended.

It was moved and seconded that when the House rises it adjourn till to-morrow, Friday, February 4th, at three of the clock in the afternoon.

The House then adjourned accordingly.

FRIDAY, February 4th, 1910.

The House met at three of the clock in the afternoon, pursuant to adjournment.

Petitions were presented by—

Mr. Kent from residents of Quidi Vidi for a wall.

Mr. Earle from residents of Indian Island for a road.

Mr. Earle from residents of Indian Island for a wharf.

Mr. Earle from residents of Tilton Harbor for fishery laws.

Mr. Earle from residents of Cape Cove for fishery laws.

Mr. Earle from residents of Dog Bay for fishery laws.

Mr. Earle from residents of Indian Island for fishery laws.

Mr. Morris from residents of St. Mary's Bay for railway extension.

Mr. Howley from residents of St. Mary's Bay for railway extension.

Mr. Devereux from residents of St. Mary's Bay for railway extension.

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

Pursuant to notice and on motion of the Hon. Minister of Justice, the House resolved itself into Committee of the Whole to consider resolutions in regard to rates of pilotage levied on vessels entering the port of St. John's.

Mr. Speaker left the Chair.

Mr. Parsons took the Chair of Committee.

Mr. Speaker resumed the Chair.

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

Ordered: That this report be received; whereupon the Bill entitled "An Act Respecting Pilotage for the Port of St. John's" was introduced and read a first time, and ordered to be read a second time on to-morrow.

Rt. Hon. Sir Robert Bond gave notice that he would on to-morrow ask the Hon. Premier to inform the House of the present position of the title to the Old Newfoundland Railway property, at Fort William, including the old railway yard and extension there-

of towards the Battery, at the East End of the city, and if there are any persons, other than the Colony or Crown, owning or claiming to have any right, title or interest therein, or in any part thereof. If so, to name such party, giving the nature and origin of such claims and whether the same is, in the opinion of the Government, valid in law.

Rt. Hon. Sir Robert Bond gave notice that he would on to-morrow ask the Hon. Premier whether any correspondence or negotiations have taken place between the Government and the Reid Newfoundland Company since the accession of the present Ministry to power, upon the subject of the claims of the Company against this Colony in respect of (1) additional rolling stock, equipment and accommodation alleged to have been supplied under the Railway Operating Contract of 1893, between the years 1901 and 1904; (2) the Coastal Steam Service and the contract in relation thereto, made with Messrs. Bowring Bros., Ltd.; if so, to lay on the table a copy of all correspondence and documents relating thereto; also to state the present position of these claims.

Mr. Kent gave notice that he would on to-morrow ask the Minister of Marine and Fisheries to lay on the table of the House a statement showing details of all expenditure on marine works in the Electoral District of Harbor Grace from March 1st, 1909, to date.

Mr. Kent gave notice that he would on to-morrow ask the Minister of Marine and Fisheries to lay on the table of the House a statement showing details of expenditure on marine works in the Electoral District of St. John's East from March 1st, 1909, to date; also the returns made for all and every such expenditure.

Mr. Gear gave notice that he would on to-morrow ask the Hon. Colonial Secretary to lay on the table of the House copies of all letters from any department of the Government to Mr. George Bartlett, of Burin, dismissing him as Reporter to the Meteorological Office of Canada; also to ask if daily reports have been made to the Toronto office since the appointment of his successor; also to lay on the table copies of all correspondence between officials of the Meteorological Office of Canada and any department of the Newfoundland Government; also all correspondence and reports between the Marine and Fisheries and Colonial Secretary's Departments of this Colony from June, 1905, to present date.

Hon. Prime Minister gave notice that he would on to-morrow move the House into a Committee of the Whole to consider certain

resolutions in relation to an agreement entered into by the Government of this Colony with the Newfoundland Exploration Company, Limited, of London, for the exploration of certain coal areas.

Hon. Prime Minister gave notice that he would on to-morrow move the House into a Committee of the Whole to consider certain resolutions in relation to the discovery of minerals in this country.

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

It was moved and seconded that when the House rises it adjourn till Monday next, February 7th, at three of the clock in the afternoon.

The House then adjourned accordingly.

MONDAY, February 7th, 1910.

The House met at three of the clock in the afternoon, pursuant to adjournment.

Petitions were presented by—

Hon. Mr. Emerson from residents of Pushthrough for a lighthouse.

Mr. Kent from residents of Portugal Cove for educational reforms.

Mr. Clapp from residents of St. Margaret's Bay for a road.

Mr. Clapp from residents of Brent's Cove for a lighthouse.

Mr. Parsons from residents of Spaniard's Bay for a road.

Hon. Mr. Watson from residents of Trinity for a road.

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

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

Report of Department of Agriculture and Mines for year 1908-9.

Report of Crown Land Grants issued during the year 1908-9.

Report of Licenses to cut timber during the year 1908-9.

Report of Mining Licenses issued during the year 1908-9.

Report of 99-year Mining Leases issued during the year 1908-9.

Report of Fee-simple Mining Grants issued during year 1908-9.

Report of Licenses of Quarries issued during the year 1908-9.

Report of Chief Woods Ranger for the year 1908-9.

Report of Acting Superintendent of Experimental Farm.

Report of Timber Inspector for the year 1909.

Report (with maps) of Director of Geological Survey on Coal Boring operations during the year 1909.

Report of First Surveyor for year 1909.

Report of Second Surveyor for year 1909.

Rt. Hon. Sir Robert Bond asked the Hon. Premier to inform the House (1) of the present position of the title to the Old Newfoundland Railway property at Fort William, including the old railway yard and extension thereof towards the Battery at the East End of the city, and if there are any persons, other than the Colony or Crown, owning or claiming to have any right, title or interest therein, or in any part thereof; if so, to name such party, giving the nature and origin of such claims, and whether the same is, in the opinion of the Government, valid in law; (2) also whether any correspondence or negotiations have taken place between the Government and the Reid Newfoundland Company since the accession of the present Ministry to power, upon the subject of the claims of the Company against this Colony in respect of (1) additional rolling stock, equipment and accommodation alleged to have been supplied under the Railway Operating Contract of 1893, between the years 1901 and

1904; (2) the Coastal Steam Service, and the contract in relation thereto, made with Messrs. Bowring Brothers, Ltd.; also to state the present position of these claims.

Hon. Prime Minister (Sir Edward Morris) replied as follows—The present position, so far as I know, of the property referred to is as follows—The property, previous to 1880, was partly owned by the Crown and partly by private parties. When the contract with the Newfoundland Railway Company was entered into the private property was acquired under statute and, with the Crown land, was handed over for terminal facilities to the Newfoundland Railway Company. In 1897, when the Colony purchased out the rights of the Newfoundland Railway Company in the Newfoundland Railway, this property became the property of the Colony. Under the 1898 Contract, it was leased to R. G. Reid for fifty years, and the reversion, at the end of fifty years, sold to him. Under the 1901 Contract, it was reconveyed to the Colony, and is now held, like the rest of the railway property, under the said lease made in 1898 and extended in 1901, the unexpired term of which is about forty years. I understand that between the time it was sold in 1898 and reconveyed in 1901, a portion was sold to a rink company, but in the reconveyance to the Colony no reduction was made in the original consideration. I am not aware of any person, other than the Crown and Colony, subject to the existing lease, claiming to have any rights on the property. If there is any special reason underlying or suggesting the question of the right honourable member I shall be glad to have it investigated and the report laid on the table. No correspondence or negotiations have taken place between the Government and the Reid Newfoundland Company since the accession of the present Ministry to power upon the subject of the claims of the company against this Colony in respect of (1) additional rolling stock, equipment and accommodation, alleged to have been supplied under the Railway Operating Contract of 1893, between the years 1901 and 1904; (2) the Coastal Steam Service and the contract made in relation thereto with Messrs Bowring Brothers, Limited. The present position of these claims, briefly, is as follows—In the year 1904, the Reid Newfoundland Company made a claim on the Colony for the cost of additional rolling stock, equipment and accommodation alleged to have been supplied under the Railway Operating Contract of 1893, between the years 1901 and 1904. On the 26th November, 1904, I, as Attorney General, advised the Government that the Colony was not liable and that the claim should be resisted for the reasons set forth in my letter of that date. I afterwards prepared a case for the opinion of English counsel, and my opinion was confirmed. Beyond serving a notice of their intention to apply to the court for the appoint-

ment of an arbitrator, nothing further has been done, at least as far as the records show. As regards the claim arising out of the Bowring Coastal Contract, the present status of that claim is as follows—The northern and western coastal service expired in 1898. The 1898 Contract with the Reid Newfoundland Company only provided for a bay service and a partial coastal service on the West Coast. The Government, in 1904, determined on providing a coastal service north and south to meet the increasing demands of traffic. Before calling for tenders, or entering into a contract, I was called upon, as Attorney General, to advise the Government whether in doing so they would render the Colony liable to the Reid Newfoundland Company for damages, under the Contract of 1898. I advised the Government that there was nothing in the contract to prevent them entering into an agreement for such a service. The contract was then entered into with Messrs. Bowring Brothers for the present service. I afterwards prepared a case which was submitted to English counsel, and the opinion given by me was confirmed. Beyond filing a notice of claim, I am not aware that anything further has been done by the Reid Newfoundland Company.

Pursuant to notice and on motion of the Hon. Prime Minister, the House resolved itself into Committee of the Whole to consider certain resolutions in relation to an agreement entered into by the Government of this Colony with the Newfoundland Exploration Company, Limited, of London, for the exploration of certain coal areas.

Mr. Speaker left the Chair.

Mr. Parsons 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, made some progress; and asked leave to sit again.

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

Pursuant to notice and leave granted, the Honourable Minister of Agriculture and Mines introduced a Bill entitled "An Act to Amend the Crown Lands Act," and it was read a first time; and ordered to be read a second time on to-morrow.

Pursuant to order and on motion of the Honourable Minister of Justice, the Bill entitled "An Act Respecting Pilotage Rates for the Port of St. John's" was read a second time; and ordered to be referred to Committee of the Whole House on to-morrow.

Mr. Kent gave notice that he would on to-morrow ask the Minister of Public Works whether any members of the Road Board which executed the work at Bear's Cove Bridge, in the District of Harbour Grace, received payment of commission, as well as for labour, at the said work; if so, give the names of such member or members, with the amount paid each for commission and labour, respectively; also for a statement of the quantity of material paid for in connection with said bridge, the amount paid therefor, and the parties to whom paid.

Mr. Kent gave notice that he would on to-morrow ask the Minister of Public Works to lay on the table of the House a copy of returns of all moneys spent out of the grants allocated for the district of Bay de Verde, from Brodey's Cove to Smooth Cove, both inclusive, from March 1st, 1909, to date, and for the name of the parties to whom the allocations were sent, and the amount of each allocation.

Mr. Kent gave notice that he would on to-morrow ask the Hon. Minister of Agriculture and Mines whether any agricultural pigs were sent to the District of Harbor Grace for breeding purposes; and, if so, when and to whom they were sent.

Mr. Clift gave notice that he would on to-morrow ask the Hon. Minister of Justice if it is the intention of the Government to make provision during the session of the Legislature for the consolidation and publication of the Statutes of this Colony.

Mr. Clift gave notice that he would on to-morrow ask the Hon. Colonial Secretary to lay on the table of the House a copy of the tenders received for the following Winter Mail Courier Services and to state in each case which tender was accepted—(1) Lewisporte to Comfort Cove; (2) Lewisporte to Boyd's Cove.

Mr. Clapp gave notice that he would on to-morrow ask the Minister of Public Works to lay on the table of the House a detailed statement of all expenditures made in connection with the drain and fence leading by the R. C. Church to St. Patrick's Street, in the town of Carbonear.

Mr. Clapp gave notice that he would on to-morrow ask the Minister of Marine and Fisheries to lay on the table of the House (1)

a statement of the total expenditure made on account of the break-water at Carbonear Beach during the past autumn; and (2) if Charles McCarthy, of Carbonear, is in the employ of his department, if so, in what capacity and at what salary.

It was moved and seconded that when the House rises it adjourn till to-morrow (Tuesday), February 8th, at three of the clock in the afternoon.

The House then adjourned accordingly.

TUESDAY, February 8th, 1910.

The House met at three of the clock in the afternoon, pursuant to adjournment.

Pursuant to order and on motion of the Honourable Minister of Justice, the House resolved itself into Committee of the Whole on the Bill entitled "An Act Respecting Pilotage Rates for the Port of St. John's."

Mr. Speaker left the Chair.

Mr. Parsons took the Chair of Committee.

Mr. Speaker resumed the Chair.

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

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

Pursuant to order and on motion of the Hon. Prime Minister, the House resolved itself into Committee of the Whole House on the subject of railway extension.

Mr. Speaker left the Chair.

Mr. Parsons took the Chair of Committee.

Mr. Speaker resumed the Chair.

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

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

The remaining orders of the day were deferred.

Mr. Clift gave notice that he would on to-morrow ask the Hon. Minister of Agriculture and Mines to lay on the table a copy of a letter written by Mr. J. P. Howley to the head of the department in connection with the coal-boring contract about to be entered into with Mr. Randell, of New York, and in which he recommended the acceptance of Mr. Randell's tender.

Mr. Clapp gave notice that he would on to-morrow ask the Minister of Public Works what has been done as regards the completion of Baker's Brook Bridge, Bonne Bay; and if the said bridge is not completed, to state if it is the intention of the department to complete the same this summer.

Mr. Clapp gave notice that he would on to-morrow ask the Hon. Colonial Secretary what tenders were received for the carriage of mails between Bonne Bay and Deer Lake during the present winter, with the amount of each tender, and name of parties tendering; and also which of the said tenders was accepted, and to lay on the table copies of all tenders received.

It was moved and seconded that when the House rises it adjourn till to-morrow (Wednesday) at three of the clock in the afternoon.

The House then adjourned accordingly.

WEDNESDAY, February 9th, 1910.

The House met at three of the clock in the afternoon, pursuant to adjournment.

Petitions were presented by—

Hon. Mr. Watson from residents of Heart's Delight for amendments to the sealing laws.

Hon. Mr. Watson from residents of New Melbourne for amendments to the education laws.

Hon. Mr. Watson from residents of Hant's Harbor for amendments to the education laws.

Hon. Mr. Emerson from residents of Rencontre for a bridge.

Mr. Moulton from residents of Cape Ray for a road.

Mr. Winsor from residents of Clown Cove for a road.

Mr. Moore from residents of Ferryland for a wharf.

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

On motion of the Hon. Minister of Justice, the order of the day for the third reading of the Bill entitled "An Act Respecting Pilotage Rates for the Port of St. John's" was discharged; and the House again resolved itself into Committee of the Whole on the said Bill.

Mr. Speaker left the Chair.

Mr. Parsons took the Chair of Committee.

Mr. Speaker resumed the Chair.

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

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

Pursuant to order and on motion of the Hon. Prime Minister, the House resolved itself into Committee of the Whole on the subject of railway extension.

Mr. Speaker left the Chair.

Mr. Parsons took the Chair of Committee.

Mr. Speaker resumed the Chair.

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

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

The remaining orders of the day were deferred.

The Hon. Prime Minister laid upon the table of the House copy of the legal opinion by Sir R. B. Finlay, K.C., late Attorney-General of Great Britain, in the matter of the Government of Newfoundland, and the obligation of the Reid Newfoundland Company as to the construction of branch railways.

The Hon. Prime Minister also gave notice that he would on to-morrow ask leave to introduce a Bill in relation to trade unions.

It was moved and seconded that when the House rises it adjourn till to-morrow (Thursday) at three of the clock in the afternoon.

The House then adjourned accordingly.

THURSDAY, February 10th, 1910.

The House met at three of the clock in the afternoon, pursuant to adjournment.

Mr. Goodison presented a petition from the Methodist Conference praying for an amendment to the Local Option Law.

Ordered: That this petition be received and referred to the Department of Justice.

Hon. Colonial Secretary, on behalf of the Hon. Minister of Finance and Customs, laid upon the table of the House—

Detailed Statement of Expenditure

Current Account

Public Debt Account

Balance Sheet

Agriculture Trust Account

Railway Arbitration Awards

Pursuant to notice and leave granted, the Hon. Prime Minister introduced a Bill entitled "An Act Respecting Trade Unions;" it was read a first time, and ordered to be read a second time on to-morrow.

Pursuant to order and on motion of the Hon. Prime Minister, the House resolved itself into Committee of the Whole on the resolutions respecting railway extension.

Mr. Speaker left the Chair.

Mr. Parsons 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 reported having passed the resolutions without amendment, and recommended the introduction of a Bill to give effect thereto.

On the motion for the adoption of the report, the Rt. Hon. Sir Robert Bond moved, seconded by Mr. Kent, the following amendments—

WHEREAS the Government in October last, without the approval of the Legislature and contrary to the provision of the Audit Act, authorized the expenditure of \$150,000 on a branch railway to Bonavista;

AND WHEREAS in the opinion of this House such a large expenditure should not have been undertaken before this House was convened and its approval obtained;

AND WHEREAS in the resolutions now before the House, it is called upon to approve of the branch railway to Bonavista, the work upon which was commenced solely on executive responsibility and also to make provision for other branch lines of railway;

AND WHEREAS no steps have as yet been taken to colonize along the existing lines of railway, and no evidence has been produced before the House to show that in all the localities to which the branch railways are to run, the present or prospective trade is such as to warrant the expenditure which the construction of all these lines will necessarily entail;

BE IT RESOLVED, THEREFORE, that this House marks disapproval of such large expenditure on railway construction work without the sanction of the Legislature as being entirely unwarranted, unjustifiable and contrary to the statute provided by the Legislature to control and govern public expenditure;

BE IT RESOLVED FURTHER that in the opinion of this House the construction of branch lines of railway should be deferred until it has been clearly demonstrated to this House that the present or prospective requirements of trade demand such facilities, and that the revenue of the Colony can respond to such expenditure without involving serious financial embarrassment.

On the amendments being put, there appeared for them Rt. Hon. Sir Robert Bond, Mr. Kent, Mr. Clift, Mr. Gear, Mr. Clapp (5); and against them, Hon. Prime Minister, Hon. Minister of Justice, Hon. Colonial Secretary, Hon. Minister of Agriculture and Mines, Hon. Mr. Emerson, Hon. Mr. Crosbie, Minister of Public Works, Messrs. Bennett, Devereux, Downey, Goodison, Grant, Howley, Kennedy, Moore, F. Morris, Moulton, Murphy, Parsons, Seymour, Squires, Whiteway and Winsor (23).

So it passed in the negative.

The original motion for the adoption of the report was then put, when there appeared in favor of it—Hon. Prime Minister, Hon. Minister of Justice, Hon. Colonial Secretary, Hon. Minister of Agriculture and Mines, Hon. Mr. Emerson, Hon. Mr. Crosbie, Minister of Public Works, Messrs. Bennett, Devereux, Downey, Goodison, Grant, Howley, Kennedy, Moore, F. Morris, Moulton, Murphy, Parsons, Seymour, Squires, Whiteway and Winsor (23); and against it—Rt. Hon. Sir Robert Bond, Mr. Kent, Mr. Clift, Mr. Gear and Mr. Clapp (5).

So it passed in the affirmative; and ordered accordingly.

Whereupon the Bill entitled "An Act to Provide for the Construction and Operation of Certain Branch Railways" was introduced and read a first time; and ordered to be read a second time on to-morrow.

The remaining orders of the day were deferred.

The Hon. Colonial Secretary (on behalf of the Hon. Minister of Finance and Customs), laid upon the table of the House the Report of the Auditor General, under Section 33 B of the Audit Act.

Mr. Kent gave notice that he would on to-morrow ask the Minister of Public Works to lay on the table of the House a detailed statement of all expenditure made by the Carbonear Road Board from May 10th past to date, together with a copy of all returns made of each expenditure.

Mr. Kent 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 showing in detail whether any of the applications for the areas mentioned in the statement already tabled regarding timber areas were for pulp licenses; and, if so, to state in what cases this was so.

Mr. Clift gave notice that he would on to-morrow ask the Hon. Minister of Finance and Customs, or minister acting for him in his absence, to lay on the table of the House a statement showing the gross revenue and expenditure of this Colony for the seven months, commencing July 1st, 1909, to January 31st, 1910, giving the revenue and expenditure of each month during that period separately.

Mr. Kent gave notice that he would on to-morrow ask the Hon. Prime Minister to lay on the table of the House the original letter containing a firm offer alleged to have been made of 96 for the 3½ per cent. debenture bonds of the Colony, which it is proposed to float in connection with the construction of the projected branch lines of railway.

Mr. Kent gave notice that he would on to-morrow ask the Minister of Marine and Fisheries to lay on the table of the House a statement in detail of all expenditures made by his department in

connection with marine works at Harbor Main, Conception Harbor and Chapel's Cove, showing to whom all such allocations were granted or sent, the names of those employed, and the amounts paid to each, with copy of all returns.

Mr. Kent gave notice that he would on to-morrow ask the Minister of Public Works to lay on the table of the House a statement showing in detail all expenditure made in the District of Harbor Main, at Holyrood, Harbor Main, Colliers and Chapel's Cove, from the main line grants, the special grants, and out of the surplus trust, showing to whom such allocations were granted or sent, the names of those employed, and the amount paid to each, with copy of returns.

Mr. Kent gave notice that he would on to-morrow ask the Hon. Prime Minister to lay on the table of the House a statement giving the names of the members and directors of the Newfoundland Exploration Syndicate, Limited, and a copy of all correspondence and other documents bearing upon the financial standing of the said corporation; also a copy of the memorandum and articles of association thereof.

It was moved and seconded that when the House rises it adjourn till to-morrow (Friday), February 11th, at three of the clock in the afternoon.

The House then adjourned accordingly.

FRIDAY, February 11th, 1910.

The House met at three of the clock in the afternoon, pursuant to adjournment.

Petitions were presented by—

Mr. Piccott from residents of Bay Roberts for a bridge.

Mr. Seymour from residents of Bishop's Cove for a road.

Hon. Mr. Watson from residents of Scilly Cove for a relieving officer.

Hon. Mr. Blandford from residents of Bonavista for sealing laws

Hon. Mr. Blandford from residents of Bishop's Hr. for a well.

Hon. Mr. Blandford from residents of Bonavista for launchway.

Hon. Mr. Blandford from residents of Indian Arm for education.

Hon. Mr. Blandford from residents of Seal Cove for education.

Hon. Mr. Blandford from residents of South-west Bay for road.

Hon. Mr. Blandford from residents of Happy Adventure for road

Hon. Mr. Blandford from residents of Salvage for a road.

Hon. Mr. Blandford from residents of Southern Bay for a road.

Hon. Mr. Blandford from residents of Birchy Cove for a bridge.

Hon. Mr. Blandford from residents of St. Brendan's for bridge.

Hon. Mr. Blandford from residents of Amherst Cove for launchway.

Hon. Mr. Blandford from residents of Plate Cove for harbor improvement.

Hon. Mr. Blandford from residents of Greenspond for a landing place.

Hon. Mr. Blandford from residents of St. Brendan's for public wharf.

Mr. Winsor from residents of Port de Grave for educational reforms.

Mr. Parsons from residents of Harbor Grace on the subject of the Guy Centenary.

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

Pursuant to order and on motion of the Hon. Prime Minister, the House resolved itself into Committee of the Whole to consider

certain resolutions in relation to the discovery of minerals in this country.

Mr. Speaker left the Chair.

Mr. Parsons took the Chair of Committee.

Mr. Speaker resumed the Chair.

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

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

Pursuant to order and on motion of the Hon. Prime Minister, the House resolved itself into Committee of the Whole on the resolutions providing for the development of the coal deposits of the Colony

Mr. Speaker left the Chair.

Mr. Parsons took the Chair of Committee.

Mr. Speaker resumed the Chair.

The Chairman from the Committee reported that they had considered the matter to them referred and adopted the resolutions without amendment; and recommended the introduction of a Bill to give effect thereto.

Ordered: That this report be received.

Whereupon the Bill entitled "An Act for the Confirmation of the Contract for the Development of the Coal Deposits of this Colony" was read a first time; and ordered to be read a second time on to-morrow.

Pursuant to order and on motion of the Hon. Prime Minister, the Bill providing for the extension of the railway system of the Colony was read a second time; and ordered to be referred to a Committee of the Whole House on to-morrow.

The remaining orders of the day were deferred.

Mr. Speaker informed the House that he had received messages from the Legislative Council acquainting the House of Assembly that the Legislative Council had passed the bills sent up, entitled—

“An Act to Amend Chapter 133 of the Consolidated Statutes, entitled ‘Of the Solemnization of Marriage;’ ”

“An Act Respecting the Remission of Penalties;” and

“An Act to Authorize Certain Payments under the Public Services of the Colony by Cash Notes and for Other Purposes”—

Without amendment.

The Honourable Minister of Justice gave notice that he would on to-morrow ask leave to introduce a Bill respecting certain retiring allowances.

It was moved and seconded that when the House rises it adjourn till Monday next, February 14th, at three of the clock in the afternoon

The House then adjourned accordingly.

MONDAY, February 14th, 1910.

The House met at three of the clock in the afternoon, pursuant to adjournment.

Petitions were presented by—

Hon. Mr. Watson from residents of Seal Cove for a road.

Hon. Mr. Emerson from residents of English Hr. for breakwater.

Mr. Murphy from residents of Kelligrews for a breakwater.

Mr. Grant from residents of Port Rexton for a ferry.

Mr. Downey from residents of Codroy for education amendments

Mr. Downey from residents of Barachoix for a road.

Mr. Downey from residents of Crabbes for a road.

Mr. Downey from residents of South Branch for a road.

Mr. Downey from residents of Sandy Point for a breakwater.

Mr. Downey from residents of Port-au-Port for water service.

Mr. Downey from residents of Stephenville for a road.

Mr. Downey from residents of St George's N. for branch railway

Mr. Downey from residents of Lark Harbor for a wharf.

Mr. Downey from residents of Crabbes for education amendments.

Mr. Downey from residents of Lark Harbor for education amendments.

Mr. Downey from residents of Sandy Point for education amendments.

Mr. Winsor from residents of Newtown for a bridge.

Mr. Winsor from residents of Bayly's Cove for a bridge.

Mr. Winsor from residents of Wesleyville for education amendments.

Mr. Winsor from residents of Greenspond for education amendments.

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

Hon. Colonial Secretary laid upon the table of the House—

(a)—Expenditure and revenue of St. John's Municipal Council for year ending 31st December, 1909;

(b)—Accounts in detail of St. John's Municipal Council for year ending 31st December, 1909;

(c)—Balance sheet of St. John's Municipal Council for year ending 31st December, 1909;

(d)—Estimates of expenditure and revenue of St. John's Municipal Council for year ending 31st December, 1909.

Pursuant to order and on motion of the Hon. Prime Minister, the House resolved itself into Committee of the Whole on the subject of resolutions on the discovery of minerals.

Mr. Speaker left the Chair.

Mr. Parsons took the Chair of Committee.

Mr. Speaker resumed the Chair.

The Chairman from the Committee reported that they had considered the matter to them referred, and passed the same without amendment; and recommended the introduction of a Bill to give effect thereto.

Ordered: That this report be received.

Whereupon the Bill entitled "An Act Respecting the Discovery of Minerals" was introduced, and read a first time; and ordered to be read a second time on to-morrow.

Pursuant to order and on motion of the Hon. Prime Minister, the House resolved itself into Committee of the Whole on the Bill entitled "An Act to Provide for the Extension of the Railway System of the Colony."

Mr. Speaker left the Chair.

Mr. Parsons took the Chair of Committee.

Mr. Speaker resumed the Chair.

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

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

Pursuant to order and on motion of the Hon. Prime Minister, the Bill entitled "An Act for the Confirmation of a Contract for the Development of the Coal Deposits of this Colony" was read a second

time, and ordered to be referred to Committee of the Whole on to-morrow.

The remaining orders of the day were deferred.

The Hon. Prime Minister gave notice that he would on Wednesday, the 23rd instant, move the House into Committee of the Whole to consider certain resolutions in relation to the St. John's Municipal Council.

It was moved and seconded that when the House rises it adjourn till to-morrow (Tuesday), February 15th, at three of the clock in the afternoon.

The House then adjourned accordingly.

TUESDAY, February 15th, 1910.

The House met at three of the clock in the afternoon, pursuant to adjournment.

Petitions were presented by—

Mr. Goodison from residents of Carbonear for a breakwater.

Mr. Downey from residents of North River for education reforms

Mr. Seymour from residents of Harbor Grace for a ferry.

Mr. Goodison from residents of Bareneed for a wharf.

Mr. Roberts from residents of Herring Neck for a wharf.

Mr. Roberts from residents of Farmer's Arm for a bridge.

Mr. Moulton from residents of Little Barachoix for a bridge.

Hon. Mr. Watson from residents of Chance Cove for a bridge

Mr. Woodford from residents of Holyrood for a wharf.

Mr. Grant from residents of Trinity for amendments to sealing laws.

Mr. Bennett from residents of Blackhead for amendments to fishery laws.

Rt. Hon. Sir Robert Bond from residents of Friday's Bay for amendments to fishery laws.

Rt. Hon. Sir Robert Bond from residents of Friday's Bay for education reforms.

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

Hon. Colonial Secretary (on behalf of the Hon. Minister of Finance and Customs), by command of His Excellency the Governor, laid upon the table of the House the Estimates for the Public Service for the fiscal year 1910-11.

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

Mr. Speaker left the Chair.

Mr. Parsons took the Chair of Committee.

Mr. Speaker resumed the Chair.

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

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

Pursuant to order, the Hon. Prime Minister moved that the Bill entitled "An Act to Provide for the Extension of the Railway System of the Colony" be now read a third time.

Whereupon the House divided, and there appeared for the motion—Hon. Prime Minister, Hon. Colonial Secretary, Hon. Mr. Crosbie, Minister of Public Works, Messrs. Bennett, Devereux, Goodison, Kennedy, F. Morris, Moore, Moulton, Murphy, Parsons,

Seymour, Whiteway and Winsor—(16); and against it—Rt. Hon. Sir Robert Bond, Messrs. Clapp, Clift, Dwyer, Gear, Kent, Roberts and Shea—(8).

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

Pursuant to notice and on motion of the Hon. Prime Minister, the House resolved itself into Committee of the Whole on the Bill entitled "An Act for the Confirmation of a Contract for the Development of the Coal Deposits of this Colony."

• Mr. Speaker left the Chair.

Mr. Parsons 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.

On the motion for the adoption of the report, Mr. Kent moved, seconded by Mr. Clift, the following amendment—

That there be inserted in the Bill a new section to stand as Clause 4.

(4)—In Clause 9 of the agreement, forming the schedule hereto, the words "cease to be operated" shall mean and be construed to mean "cease to work with skill and judgment and to continue without interruption, except when prevented by causes over which the company has no control, to work and manage such veins, seams or deposits of coal of workable and commercial quantity and quality, as may be discovered in all and each of the coal lands for which grants in fee simple shall be given to the company, according to the most approved system of working veins, seams or deposits of coal of the character of those discovered on the said coal lands so as to render them and each of them as productive as possible; and in the case of the occurrence of any fault, dead or inferior measure the company shall make all proper trials to recover the last vein, seam or deposit and to open through such fault, or dead or inferior measure to the

coal beyond; and also to adopt every reasonable, scientific and appropriate means to discover the quantity and extent of such veins, seams or deposits of coal as may be contained in the said coal lands and each of them."

Whereupon the House divided, and there appeared for the amendment—Rt. Hon. Sir R. Bond, Messrs. Clapp, Clift, Dwyer, Kent and Roberts—(6); and against it—Hon. Prime Minister, Hon. Colonial Secretary, Hon. Mr. Emerson, Hon. Mr. Crosbie, Minister of Public Works, Messrs. Bennett, Goodison, Kennedy, F. Morris, Moore, Moulton, Murphy, Seymour, Whiteway and Winsor—(15).

So it passed in the negative.

Mr. Kent then moved, seconded by Mr. Clift, the following amendment—

That there be added to the Bill a new clause to stand as Clause 6.

(6)—The reservations and conditions contained in the Act 4 Edward VII., Cap. 13, entitled "An Act to Provide for the Transportation of Timber over Streams and Lakes and for Other Purposes in Connection with Crown Lands" shall apply to all lands granted to the company under the agreement forming the schedule hereto.

Whereupon the House divided, and there appeared for the amendment—Rt. Hon. Sir R. Bond, Messrs. Clapp, Clift, Dwyer, Kent and Roberts—(6); and against it—Hon. Prime Minister, Hon. Colonial Secretary, Hon. Mr. Emerson, Hon. Mr. Crosbie, Minister of Public Works, Messrs. Bennett, Goodison, Kennedy, F. Morris, Moore, Moulton, Murphy, Seymour, Whiteway and Winsor—(15).

So it passed in the negative.

The original motion was then put, and there appeared in favour of it—Hon. Prime Minister, Hon. Colonial Secretary, Hon. Mr. Emerson, Hon. Mr. Crosbie, Minister of Public Works, Messrs. Bennett, Goodison, Kennedy, F. Morris, Moore, Moulton, Murphy, Seymour, Whiteway and Winsor—(15); and against it—Rt. Hon. Sir Robert Bond, Messrs. Clapp, Clift, Dwyer, Kent and Roberts—(6).

So it passed in the affirmative, and it was ordered that the Bill be read a third time on to-morrow.

Pursuant to notice and on motion of the Hon. Prime Minister, the Bill entitled "An Act Respecting the Discovery of Minerals" was read a second time, and it was ordered that the House resolve itself into Committee of the Whole on to-morrow.

The remaining orders of the day were deferred.

Rt. Hon. Sir Robert Bond gave notice that he would on to-morrow ask the Hon. Colonial Secretary if the statement of revenue and expenditures for the period July 1st to December 31st, already tabled, includes the half year's interest, payable in June or December last; if not, to lay upon the table a statement including the interest paid.

Mr. Kent 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 copy of the form of grant, lease or license of land for timber or other purposes on the Labrador and to state whether there is or is intended to be contained or inserted in such grant, lease or license any proviso or other condition regarding the result of the pending dispute over the boundary between the jurisdiction of the Government of Newfoundland and that of the Dominion of Canada or the Province of Quebec; and to lay on the table of the House a copy of any such proviso or condition.

Mr. Kent gave notice that he would on to-morrow ask the Hon. Prime Minister to inform the House of the present condition of the negotiations for settlement of certain pecuniary claims made by the Government of the United States, on behalf of American citizens, against the Government of this Colony, arising out of the Fishery Dispute with the United States.

Mr. Kent gave notice that he would on to-morrow ask the Hon. Minister of Agriculture and Mines whether the Governor in Council has granted to any person a right to cut timber for the purpose of the manufacture of pulp or paper upon the limits specified in the statement already tabled respecting timber areas, under the provisions of 6 Edward VII., Cap. 27, Sec. 10; if so, to lay on the table of the House a statement showing in what cases this has been done and all correspondence relating to such grant and all applications made for any such grant.

Mr. Clapp gave notice that he would on to-morrow ask the Hon. Colonial Secretary whether the Ss Prospero made Western Cove, White Bay, a regular port of call during the past season, and whether

she called there every trip; if not, why not? Is it the intention to have her call at that port every trip in future?

Mr. Clift gave notice that he would on to-morrow ask the Hon. Colonial Secretary who was Acting Relieving Officer and Wreck Commissioner on East Coast of Labrador during the past season, and what salary was paid to such officer; also, to lay on the table of the House a statement showing the names of persons receiving permanent and casual relief on Labrador and, if any of such persons were paid in goods or in kind, the name of the person or persons who supplied same.

Mr. Clift gave notice that he would on to-morrow ask the Hon. Minister of Finance and Customs the following questions—(1) The name of the Sub-Collector of Customs for East Coast of Labrador during past season; (2) What duties were collected by him; (3) If he has made any report of his work during the season; and, if so, to lay a copy of same on the table of the House.

It was moved and seconded that when the House rises it adjourn until to-morrow (Wednesday), February 16th, at three of the clock in the afternoon.

The House then adjourned accordingly.

WEDNESDAY, February 16th, 1910.

The House met at three of the clock in the afternoon, pursuant to adjournment.

Petitions were presented by—

Mr. Earle from residents of Joe Batt's Arm for a road.

Mr. Earle from residents of Seldom Come By for a bridge.

Mr. Earle from residents of Tilton Harbor for a bridge.

Mr. Earle from residents of Change Islands for a public wharf.

Mr. Earle from residents of Change Islands for a road board.

Mr. Earle from residents of Carmanville for telegraph.

Mr. Winsor from residents of Loo Cove for a bridge.

Mr. Downey from residents of Flat Bay for a road.

Mr. Downey from residents of Crabbes for a road.

Mr. Downey from residents of Robinson's Head for a road.

Mr. Moore from residents of Witless Bay for a road.

Mr. Murphy from residents of Colliers for a public wharf.

Hon. Mr. Emerson from residents of Fox Cove for a breakwater.

Mr. Goodison from residents of Victoria for education reforms.

Mr. Goodison from residents of Mosquito for Guy celebration.

Hon. Mr. Watson from residents of Little Catalina for a well.

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

On motion of the Hon. Prime Minister, leave was granted for the withdrawal of a Notice of Motion given by the Hon. Minister of Justice for the introduction of the Bill respecting certain retiring allowances.

Pursuant to order and on motion of the Hon. Prime Minister, the Bill entitled "An Act for the Confirmation of a Contract for the Development of the Coal Deposits of the Colony" was read a third time and passed; and it was ordered that it be engrossed, being entitled as above, and that it be sent to the Legislative Council with a message requesting the concurrence of that body in its provisions.

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

Mr. Speaker left the Chair.

Mr. Parsons 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.

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

Pursuant to order and on motion of the Hon. Prime Minister, the House resolved itself into Committee of the Whole on the Bill entitled "An Act Respecting the Discovery of Minerals."

Mr. Speaker left the Chair.

Mr. Parsons took the Chair of Committee.

Mr. Speaker resumed the Chair.

The Chairman from the Committee reported that they had considered the matter to them referred and passed the Bill with some amendment.

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

The remaining orders of the day were deferred.

Mr. Kent gave notice that he would on to-morrow ask the Minister of Public Works to lay on the table of the House a statement showing at whose suggestion the recent alterations made in Carbonear Post Office Building were made and the cost of such alterations; also, at whose suggestion the Telegraph Office at Carbonear was moved from the quarters originally occupied by that office to the main floor of the same building and later moved back to its original quarters, together with the cost of such double removal.

Mr. Kent gave notice that he would on to-morrow ask the Hon. Prime Minister whether it is the intention of the Government to build during the present year a breakwater at Carbonear and, if so, to state whether an estimate has been made of the cost thereof; if so, to state the amount of such estimate and to what grant the same is to be charged.

Mr. Kent gave notice that he would on to-morrow ask the Minister of Marine and Fisheries to lay on the table of the House a detailed statement of the expenses incurred in connection with the erection of the flag staff, known as a Leading Mark at Venison Island, Labrador, showing the amounts paid, to whom the same were paid, and the nature of the work done thereon during the year 1909.

Mr. Clapp gave notice that he would on to-morrow ask the Hon. Minister of Justice to lay on the table of the House a copy of voucher for \$100.00 paid to A. H. Seymour in June last, as Justice of the Peace; and what were the duties performed.

Mr. Roberts 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 detailed statement of all expenditures under the head of Civil and Criminal Prosecutions, from June 30th last to date.

Hon. Prime Minister gave notice that he would on to-morrow ask leave to move the House into Committee of the Whole (on Wednesday, February 23rd) to consider certain resolutions in relation to the St. John's Municipal Council.

Hon. Prime Minister gave notice that he would on to-morrow ask leave to move the House into Committee of the Whole (on Wednesday, February 23rd) to consider certain resolutions in reference to the allocation or disposition under the several sections of the Education Act of the \$25,000 which may be voted this session for education.

It was moved and seconded that when the House rises it adjourn untill to-morrow (Thursday), February 17th, at three of the clock in the afternoon.

The House then adjourned accordingly.

THURSDAY, February 17th, 1910.

The House met at three of the clock in the afternoon, pursuant to adjournment.

Petitions were presented by—

Hon. Mr. Emerson from residents of Belleoram for compulsory education.

Hon. Mr. Emerson from residents of English Harbor for a road.

Hon. Mr. Emerson from residents of English Hr. for breakwater

Hon. Mr. Blandford from residents of Keels for a wharf.

Hon. Mr. Blandford from residents of Newtown for fishery laws.

Hon. Mr. Blandford from residents of Openhall for a road.

Hon. Mr. Blandford from residents of Pound Cove for a lighthouse.

Hon. Mr. Blandford from residents of Salvage for compulsory education.

Hon. Mr. Blandford from residents of Newman's Cove for compulsory education.

Hon. Mr. Blandford from residents of Fair Is. for compulsory education.

Mr. Clapp from residents of Cow Head for compulsory education.

Mr. Clapp from residents of LaScie for compulsory education.

Mr. Clapp from residents of Trout River for a breakwater.

Mr. Goodison from residents of Carbonear for a road.

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

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

Premium and Management (Public Debt) ..	\$12,000.00
Civil Government	130,212.33
Pensions	7,367.99
Administration of Justice	180,987.00
Legislation	33,405.00
Education	3,800.00
Public Charities	290,324.00
Lighthouses, etc.	79,214.00
Agriculture & Mines	26,420.00
Marine & Fisheries	83,990.00
Roads, Bridges and Ferries	174,956.00
Postal and Telegraphs	492,138.00

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

Pursuant to order and on motion of the Hon. Prime Minister, the Bill entitled "An Act Respecting the Discovery of Minerals" was read a third time; and it was ordered that it be engrossed, being entitled as above, and that it be sent to the Legislative Council with a message requesting the concurrence of that body in its provisions.

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

Mr. Speaker left the Chair.

Mr. Parsons 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.

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

Pursuant to order and on motion of the Hon. Prime Minister, the Bill entitled "An Act Respecting Trade Unions and Trade Disputes" was read a second time, and ordered to be referred to Committee of the Whole House on Monday next.

The remaining orders of the day were deferred.

Hon. Prime Minister gave notice that he would on to-morrow ask leave (on behalf of the Hon. Minister of Justice) to introduce a Bill in Relation to Certain Retiring Allowances.

It was moved and seconded that when the House rises it adjourn till to-morrow (Friday), February 18th, at four of the clock in the afternoon.

The House then adjourned accordingly.

FRIDAY, February 18th, 1910.

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

Petitions were presented by—

Hon. Colonial Secretary from residents of Trinity for education reforms.

Hon. Colonial Secretary from residents of Elliston for education reforms.

Hon. Colonial Secretary from residents of Heart's Ease for education reforms.

Hon. Colonial Secretary from residents of Seal Cove for education reforms.

Mr. Downey from residents of Highlands for a road.

Mr. Downey from residents of Searston for a road.

Mr. Moulton from residents of Burnt Islands for education reforms.

Mr. Squires from residents of New Perlican for education reforms.

Mr. Squires from residents of Norman's Cove for education reforms.

Mr. Squires from residents of Scilly Cove for education reforms.

Mr. Squires from residents of Dildo for education reforms.

Mr. Squires from residents of Hodge's Cove for education reforms.

Mr. Squires from residents of Bay Bulls Arm for education reforms.

Mr. Squires from residents of Lead Cove for a road.

Mr. Squires from residents of New Melbourne for a road.

Mr. Squires from residents of Mortman Cove for a road.

Mr. Squires from residents of Norman's Cove for a road.

Mr. Squires from residents of Sibley's Cove for a bridge.

Mr. Squires from residents of Hant's Harbor for a breakwater.

Mr. Squires from residents of Hant's Harbor for a road.

Mr. Squires from residents of Hant's Harbor for a well.

Hon. Mr. Emerson from residents of Belleoram for a breakwater

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

The Hon. Minister of Justice, by consent, presented a petition from Thomas McNeil, J. J. Channing and others praying for incorporation of a Newfoundland Pharmaceutical Society.

And he moved, with the consent of the House, that the rules be suspended as regards notice, and that the petition be received and referred to a Select Committee.

Ordered accordingly; and that the Committee consist of the Hon. Minister of Justice, Messrs. Kent, Clift, Goodison, Bennett, and Squires.

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

Customs	\$146,031.00
Contingencies	10,000.00
Coal and Water Refunds	67,550.00
Prevention of Tuberculosis	4,000.00
Branch Railway Surveys	3,000.00

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

Pursuant to notice and on motion of the Hon. Minister of Justice, the Bill entitled "An Act Respecting Certain Retiring Allowances" was introduced, and read a first time; and ordered to be read a second time on to-morrow.

The remaining orders of the day were deferred.

Mr. Speaker acquainted the House that he had received a message from the Legislative Council acquainting the House of Assembly that they had passed a Bill entitled "An Act Respecting Certain Changes in the Hours of the Day and Night," in which they requested the concurrence of the House of Assembly.

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

Mr. Clift gave notice that he would on to-morrow ask the Minister of Marine and Fisheries to lay on the table of the House a detailed statement, with vouchers, showing expenditure made by P. J. Fitzgerald of three hundred dollars on public wharves at Harbor Grace; also, to lay on the table a statement of all monies expended

for the enforcement of the Deer Act, giving name and amount paid each person for expenses and wages, and to what account the same has been charged.

It was moved and seconded that when the House rises it adjourn till Monday, February 21st, at three of the clock in the afternoon.

The House then adjourned accordingly.

MONDAY, February 21st, 1910.

The House met at three of the clock in the afternoon, pursuant to adjournment.

Petitions were presented by—

Mr. Piccott from residents of Bishop's Cove for education reforms.

Mr. Piccott from residents of Coley's Point for education reforms.

Mr. Piccott from residents of Harbor Grace for education reforms.

Mr. Piccott from residents of Spaniard's Bay for road board for Bishop's Cove.

Mr. Piccott from residents of Harbor Grace for harbor master.

Mr. Piccott from residents of Riverhead, Hr. Grace, for a road.

Mr. Piccott from residents of North Waters for a road.

Mr. Piccott from residents of Shearstown for education reforms.

Mr. Howley from residents of Come By Chance Valley for road.

Mr. Howley from residents of Petit Fort for a road.

Mr. Howley from residents of Southern Harbor for mail service

Mr. Howley from residents of Little Hr. West for mail service.

Mr. Squires from residents of Burgoyne's Cove for a road.

Mr. Squires from residents of Elliston for coastal boat.

Mr. Squires from residents of New Melbourne for a road.

Mr. Clift from residents of Leading Ticks for coastal service.

Mr. Clift from residents of Twillingate for a road.

Mr. Earle from residents of Joe Batt's Arm for motor boats.

Mr. Earle from residents of Barred Islands for motor boats.

Mr. Earle from residents of Wild Cove for seal fishery laws.

Mr. Earle from residents of Change Islands for seal fishery laws.

Mr. Earle from residents of Barred Islands for seal fishery laws.

Mr. Downey from residents of Bay of Islands for herring fishery laws.

Hon. Mr. Watson from residents of Catalina for a road.

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

Pursuant to order and on motion of the Hon. Prime Minister, the House resolved itself into Committee of the Whole on the Bill entitled "An Act Respecting Trade Unions and Trade Disputes."

Mr. Speaker left the Chair.

Mr. Parsons took the Chair of Committee.

Mr. Speaker resumed the Chair.

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

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

Pursuant to order and on motion of the Hon. Minister of Justice, the Bill entitled "An Act Respecting Certain Retiring Allowances"

was read a second time, and ordered to be referred to a Committee of the Whole House on to-morrow.

Pursuant to order, Mr. F. Morris moved, seconded by Mr. Winsor, that the Bill entitled "An Act Respecting Certain Changes in the Hours of the Day and Night" be read a second time.

To which Mr. Howley moved an amendment, seconded by Hon. Mr. Crosbie, that this Bill be read a second time this day six months.

Whereupon the House divided, and there appeared for the amendment—Hon. Prime Minister, Hon. Mr. Crosbie, Messrs. Dwyer, Devereux, Downey, Earle, Howley, Kennedy, Kent, Moore, Murphy, Seymour and Shea—(13); and against it—Hon. Minister of Justice, Hon. Colonial Secretary, Hon. Minister of Agriculture and Mines, Hon. Mr. Emerson, Minister of Marine and Fisheries, Minister of Public Works, Messrs. Bennett, Clapp, Clift, F. Morris, Moulton, Parsons, Squires and Roberts—(14).

So it passed in the negative.

The original motion was then put, when there appeared for it—Hon. Minister of Justice, Hon. Colonial Secretary, Hon. Minister of Agriculture and Mines, Hon. Mr. Emerson, Minister of Marine and Fisheries, Minister of Public Works, Messrs. Bennett, Clapp, Clift, F. Morris, Moulton, Parsons, Squires and Roberts—(14); and against it—Hon. Prime Minister, Hon. Mr. Crosbie, Messrs. Dwyer, Devereux, Downey, Earle, Howley, Kennedy, Kent, Moore, Murphy, Seymour and Shea—(13).

So it passed in the affirmative, and ordered accordingly.

Mr. F. Morris then moved that the Bill be referred to a Select Committee, and it was ordered accordingly, and that the Committee consist of Messrs. F. J. Morris, Bennett, Kennedy, Shea, Kent, Hon. Colonial Secretary, Davey, Winsor and Clift.

Mr. Clift gave notice that he would on to-morrow ask the Minister of Public Works to lay on the table of the House a statement showing all sums of money allocated out of special grants for expenditure in the District of Twillingate during the year 1909, giving the names of the parties authorized to make expenditure of such allocations and the purpose for which such moneys have been allocated; also, upon whose recommendation such allocations have been made.

Mr. Clift gave notice that he would on to-morrow ask the Minister of Marine and Fisheries to lay on the table of the House a statement showing all sums of money allocated out of special grants for expenditure in the District of Twillingate during the year 1909, giving the names of the parties authorized to make expenditure of such allocations, and showing the purposes for which such moneys have been allocated; also, upon whose recommendation such allocations have been made.

Mr. Clift gave notice that he would on to-morrow ask the Minister of Public Works to lay on the table of the House a copy of the accounts or statements of the Road Board of Ochre Pit Cove, in the District of Bay de Verde, for all expenditures made during the year 1909, and also if any special moneys have been expended by the said Board, to lay a detailed statement of same on the table of the House.

Mr. Clapp gave notice that he would on to-morrow ask the Hon. Premier whether it is the intention of the Government to accede to the request of the people of Bonne Bay, contained in a petition presented to this House in June last for the establishment and maintenance of a Power Ferry Service on Bonne Bay, and to that end to allocate a part of the general grant of \$2,000, recently voted by the House for Ferry Services.

Mr. Clapp gave notice that he would on to-morrow ask the Hon. Minister of Finance and Customs if Mr. Charles McCarthy, of Carbonear, is now, or has been recently, in the employ of his department; and, if so, in what capacity has he been so employed and at what remuneration.

Hon. Prime Minister gave notice that he would on to-morrow ask leave to move the House into a Committee of the Whole to consider certain resolutions in relation to the granting of a premium upon all wool imported into this Colony or grown or raised in this Colony, and which may be manufactured in the Colony.

Hon. Prime Minister gave notice that he would on to-morrow ask leave to move the House into a Committee of the Whole to consider certain resolutions in relation to the establishing of smelters for the smelting of copper ore, in this Colony.

It was moved and seconded that when the House rises it adjourn till to-morrow (Tuesday), February 22nd, at three of the clock in the afternoon.

The House then adjourned accordingly.

TUESDAY, February 22nd, 1910.

The House met at three of the clock in the afternoon, pursuant to adjournment.

Petitions were presented by—

Mr. Howley from residents of St. Mary's for a fog alarm.

Mr. Devereux from residents of Gaskins for a breakwater.

Mr. Devereux from residents of Branch for dredging.

Mr. Downey from residents of Little River for a road.

Mr. Downey from residents of Grand River for a road.

Mr. Downey from residents of Grand River for a road.

Mr. Squires from residents of Whitbourne for temperance.

Mr. Squires from residents of Burgoyne's Cove for a road.

Mr. Squires from residents of Queen's Cove for a road.

Mr. Squires from residents of Bay Bulls Arm for a freight shed.

Mr. Squires from residents of Deep Bight for mail facilities.

Mr. Squires from residents of Lance Cove South for a road.

Mr. Squires from residents of Broad Cove for a road.

Mr. Squires from residents of Salmon Cove for a hoisting winch.

Hon. Mr. Blandford from residents of Bonavista for a road.

Hon. Mr. Blandford from residents of Squid Tickle for a road.

Hon. Mr. Blandford from residents of St. Brendan's for a bridge

Hon. Mr. Blandford from residents of Happy Adventure for a coastal steamer.

Hon. Mr. Blandford from residents of Flat Islands for education reforms.

Hon. Mr. Blandford from residents of Open Hall for telegraph communication.

Hon. Mr. Blandford from residents of Keels for prohibition of dogs.

Mr. Clift from residents of Little Bay Island for telegraph extension.

Mr. Clift from residents of Herring Neck for seal fishery laws.

Mr. Clift from residents of Herring Neck for education reforms.

Mr. Clift from residents of Farmer's Arm for a road.

Mr. Clift from residents of Boyd's Cove for a road.

Mr. Clift from residents of Moreton's Harbor for a road.

Mr. Devereux from residents of Mussel Arm for coastal steamer.

Mr. Whiteway from residents of Bay de Verde for a public well.

Mr. Whiteway from residents of Burnt Point for a road.

Hon. Mr. Crosbie from residents of Flatrock for a road.

Hon. Mr. Crosbie from residents of Job's Cove for a road.

Hon. Mr. Crosbie from residents of Gratis Cove for a landing place.

Hon. Mr. Crosbie from residents of Freshwater for education reforms.

Mr. Roberts from residents of Bozas Cove for coastal steamer and telegraph extension.

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

Pursuant to order and on motion of the Hon. Prime Minister, the Bill entitled "An Act Respecting Trade Unions and Trade Disputes" was read a third time and passed; and it was ordered that it be engrossed, being entitled as above, and that it be sent to the

Legislative Council with a message requesting the concurrence of that body in its provisions.

Pursuant to order and on motion of the Hon. Minister of Justice, the House resolved itself into Committee of the Whole on the Bill entitled "An Act Respecting Certain Retiring Allowances."

Mr. Speaker left the Chair.

Mr. Parsons 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 the Hon. Prime Minister, the House resolved itself into Committee of the Whole on the resolutions on the subject of smelting of copper ore.

Mr. Speaker left the Chair.

Mr. Parsons took the Chair of Committee.

Mr. Speaker resumed the Chair.

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

Whereupon the Bill entitled "An Act to Provide for the Smelting of Copper Ore" was read a first time; and ordered to be read a second time on to-morrow.

The remaining orders of the day were deferred.

The Minister of Marine and Fisheries laid upon the table of the House the Annual Report of the Department of Marine and Fisheries for the year 1910.

Mr. Speaker informed the House that he had received a message from the Legislative Council acquainting the House of Assembly that they had passed the Bill sent up entitled "An Act Respecting Pilotage Rates for the Port of St. John's."

Rt. Hon. Sir R. Bond gave notice that he would on to-morrow ask the Hon. Premier—

1st—If the Contract entered into between the Government of this Colony and the Commercial Cable Company, under date February, 1909, has been repudiated by the Government;

2nd—If not, is it the intention of the Government to take such action in the premises as may be necessary to carry out the said Contract;

3rd—What are the present relations between the Government and the said Company in respect to the said Contract;

4th—If the Contract has formed the subject of correspondence between the Government and the Secretary of State for the Colonies; and, if so, to lay on the table of the House copy of such correspondence.

Mr. Howley gave notice that he would on to-morrow ask leave to introduce a Bill to amend "The Newfoundland Dental Act, 1906."

It was moved and seconded that when the House rises it adjourn till to-morrow (Wednesday), February 23rd, at three of the clock in the afternoon.

The House then adjourned accordingly.

WEDNESDAY, February 23rd, 1910.

The House met at three of the clock in the afternoon, pursuant to adjournment.

Petitions were presented by—

Rt. Hon. Sir R. Bond from residents of Beaver Cove for roads.

Rt. Hon. Sir R. Bond from residents of Peter's Arm for education reforms.

Rt. Hon. Sir R. Bond from residents of Exploits for telegraph extension.

Rt. Hon. Sir R. Bond from residents of Moreton's Harbor for a ferry.

Hon. Mr. Blandford from residents of Greenspond for a bridge.

Hon. Mr. Blandford from residents of Salvage Bay for coastai steamer.

Hon. Mr. Blandford from residents of Coward's Island for a ferry.

Hon. Mr. Blandford from residents of Fair Islands for sealing laws.

Hon. Mr. Blandford from residents of Dock Cove, St Brendan's, for a bridge.

Mr. Devereux from residents of St. Bride's for a road.

Mr. Devereux from residents of Lance Cove for a bridge.

Mr. Devereux from residents of Arnold's Cove for education reforms.

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

Rt. Hon. Sir Robert Bond asked the Hon. Colonial Secretary—

- 1—If the Contract entered into between the Government of this Colony and the Commercial Cable Company, under date February 19th, 1909, has been repudiated by the Government?
- 2—If not, is it the intention of the Government to take such action in the premises as may be necessary to carry out the said contract?
- 3—What are the present relations between the Government and the said company in respect to the said contract?

- 4—If the contract has formed the subject of correspondence between the Government and the Secretary of State for the Colonies; and, if so, to lay upon the table of the House a copy of such correspondence?

The Hon. Colonial Secretary replied as follows—

- 1—No contract was entered into, consequently there could be no repudiation.
- 2—This is answered by my reply to the previous question.
- 3—The present relations are simply these—The alleged contract was perfectly valueless without the approval of the Legislature. Both parties to the alleged contract were aware of that fact. The present Government, upon its accession to office, adopted the only course commensurate with the rights of the Legislature and the interest of the Colony and, at the same time, considerate and straightforward towards the Commercial Cable Company. That is when they became aware that the Commercial Cable Company was presuming upon the validity of an alleged contract without the sanction of the Legislature behind it; without the approval of the House of Assembly, which created a monopoly for twenty-five years; making free grants of Crown Lands and free rights of way over Crown Lands; agreeing to the remission of taxes provided by special acts of the Legislature; and, notwithstanding the Revenue Acts, importing certain goods without payment of duties; and, the contract being one which the Government were satisfied was not in the best interests of the Colony, they immediately warned the Commercial Cable Company of the real nature of the situation. There was no repudiation. There was nothing to repudiate.
- 4—The contract has formed the subject of correspondence between the Government and the Secretary of State for the Colonies, but it has not reached the stage when the consideration of laying it upon the table of the House can be taken up.

Mr. Howley, by consent, presented a petition from Messrs. Hallett, Smith and others, dental surgeons, of St. John's, praying for an amendment in "The Newfoundland Dental Act, 1906."

And he moved, with the consent of the House, that the rules be suspended as regards notice, and that the petition be received and referred to a Select Committee.

Ordered accordingly, and that the Committee consist of—Mr. Howley, Hon. Minister of Justice, Mr. F. Morris, Mr. Kent and Mr. Clift.

Pursuant to notice and on motion of the Hon. Prime Minister, the House resolved itself into Committee of the Whole to consider certain resolutions on the subject of the encouragement of woollen manufacture.

Mr. Speaker left the Chair.

Mr. Parsons 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.

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

Pursuant to notice and on motion of the Hon. Prime Minister, the House resolved itself into Committee of the Whole to consider certain resolutions on the subject of education.

Mr. Speaker left the Chair.

Mr. Parsons 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.

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

On motion of Mr. Howley, leave was granted for the withdrawal of the notice with respect to the introduction of the Bill to amend "The Newfoundland Dental Act, 1906."

Pursuant to order and on motion of the Hon. Prime Minister, the Bill entitled "An Act Respecting Certain Retiring Allowances" was read a third time and passed; and it was ordered to be engrossed, being entitled as above, and that it be sent to the Legislative Council with a message requesting the concurrence of that body in its provisions.

Pursuant to order and on motion of the Hon. Prime Minister, the Bill entitled "An Act Respecting the Smelting of Copper Ores" was read a second time; and ordered to be referred to a Committee of the Whole House on to-morrow.

The remaining orders of the day were deferred.

It was moved and seconded that when the House rises it adjourn till to-morrow (Thursday), February 24th, at three of the clock in the afternoon.

The House then adjourned accordingly.

THURSDAY, February 24th, 1910.

The House met at three of the clock in the afternoon, pursuant to adjournment.

Petitions were presented by—

Mr. Squires from residents of Seal Cove for roads.

Mr. Squires from residents of Hodge's Cove for roads.

Mr. Winsor from residents of Middle Amherst Cove for a road.

Mr. Winsor from residents of Cape Freels for motor ferry.

Mr. Clapp from residents of Bonne Bay for education reforms.

Mr. Clapp from residents of Greenspond for coastal boat.

Mr. Murphy from residents of Colliers for ferry.

Hon. Minister of Justice from residents of Salvage Bay for road.

Hon. Minister of Justice from residents of Keels for a telephone.

Hon. Minister of Justice from residents of Indian Arm for a road.

Hon. Minister of Justice from residents of Bonavista for education reforms.

Hon. Minister of Justice from residents of Squid Tickle for education reforms.

Hon. Minister of Justice from residents of Keels for education reforms.

Hon. Minister of Justice from residents of Musgrave Town for education reforms.

Mr. Piccott from Thomas F. Calpin for subsidy for patent anchor.

Mr. Devereux from residents of Haystack for education reforms

Mr. Devereux from residents of Western Cove for a road.

Mr. Devereux from residents of Custolett for a road.

Mr. Devereux from residents of Branch for a road.

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

Pursuant to order and on motion of the Hon. Prime Minister, the House resolved itself into Committee of the Whole on the Bill entitled "An Act Respecting the Smelting of Copper Ores."

Mr. Speaker left the Chair.

Mr. Parsons took the Chair of Committee.

Mr. Speaker resumed the Chair.

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

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

Pursuant to order and on motion of the Hon. Prime Minister, the House resolved itself into Committee of the Whole on the resolutions on the subject of the woolen manufactures.

Mr. Speaker left the Chair.

Mr. Parsons took the Chair of Committee.

Mr. Speaker resumed the Chair.

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

Whereupon the Bill entitled "An Act Respecting the Encouragement of Woolen Manufactures" was introduced and read a first time; and ordered to be read a second time on to-morrow.

Pursuant to order and on motion of the Hon. Prime Minister, the House resolved itself into Committee of the Whole on the resolutions on the subject of education.

Mr. Speaker left the Chair.

Mr. Parsons took the Chair of Committee.

Mr. Speaker resumed the Chair.

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

Whereupon the Bill entitled "An Act Respecting Education" was introduced and read a first time; and ordered to be read a second time on to-morrow.

Pursuant to order and on motion of the Hon. Minister of Agriculture and Mines, the Bill entitled "An Act to Amend the Crown Lands Act, 1903, and to Provide for the Issue of Dredging Leases on Rivers" was read a second time, and ordered to be referred to a Committee of the Whole House on to-morrow.

Mr. Speaker read messages from the Legislative Council acquainting the House of Assembly that the Legislative Council had passed the Bill sent up entitled "An Act Respecting the Discovery of Minerals" and "An Act to Provide for the Extension of the Railway System of the Colony" without amendment.

Hon. Minister of Justice, on behalf of the Select Committee, on the Bill in relation to the employment of women on the Labrador, presented the report of the Select Committee, which was as follows—

" Mr. Speaker—The Select Committee appointed
" to consider the Bill entitled 'An Act in Relation to the
" Employment of Females on Board Fishing Vessels at
" Labrador' beg to report that in the short time at its
" disposal, the Committee has been unable to obtain
" sufficient information with regard to the probable
" effect of such a Bill upon the fishing trade of the
" Colony to justify the Committee in coming to a definite
" conclusion with regard to the proposed Bill during
" the present session of the Legislature.

"The Committee, therefore, recommend that the
" proposed Bill be not further proceeded with during
" the present session and that steps be taken to obtain
" all proper and necessary information with regard to
" the probable operation of the proposed Bill in order
" to enable the House, should it so desire, to deal with
" the subject during the next session of the Legislature.

" Respectfully submitted,

" (Signed)

D. MORISON,

" A. W. PICCOTT,

" WILLIAM C. WINSOR,

" EDWIN G. GRANT,

" HENRY J. EARLE,

" J. A. CLIFT,

" R. WATSON."

On motion, the said report was received and adopted.

Mr. Howley, on behalf of the Select Committee to which was referred the Bill to amend the Newfoundland Dental Act, 1906, presented the report of the said Committee, recommending the intro-

duction of the said Bill, and that the preamble thereof be read, which report was on motion received and adopted.

Whereupon Mr. Howley gave notice that he would on to-morrow ask leave to introduce a Bill to amend the Newfoundland Dental Act, 1906.

Mr. Clift gave notice that he would on to-morrow ask the Hon. Colonial Secretary if, during the past autumn, the Government issued any instructions to Josiah Gosse, of Spaniard's Bay, to make any expenditure on account of relief to distressed fishermen or others at Labrador; and, if so, to lay on the table a copy of such instructions, together with a statement of the expenditure made, giving the names of the persons who received the same and their places of abode.

Hon. Minister of Justice gave notice that he would on to-morrow ask leave to introduce a Bill to amend Chap. 54 of the Consolidated Statutes (Second Series), entitled "Of the Law Society—Barristers and Solicitors."

Hon. Minister of Justice gave notice that he would on to-morrow ask leave to introduce a Bill to amend Chap. 36 of the Consolidated Statutes (Second Series), entitled "Of Nuisances and Municipal Regulations."

Hon. Minister of Justice gave notice that he would on to-morrow ask leaves to introduce a Bill to amend the law relating to the jurisdiction of magistrates.

Hon. Minister of Justice gave notice that he would on to-morrow ask leave to introduce a Bill to amend the law with regard to the payment of wages due to workmen and others.

Hon. Minister of Justice gave notice that he would on to-morrow ask leave to introduce a Bill to amend the law in relation to the sale of intoxicating liquors.

Minister of Marine and Fisheries gave notice that he would on to-morrow ask leave to introduce a Bill to amend the law in relation to the Department of Marine and Fisheries.

It was moved and seconded that when the House rises it adjourn till to-morrow (Friday), February 25th, at three of the clock in the afternoon.

The House then adjourned accordingly.

FRIDAY, February 25th, 1910.

The House met at three of the clock in the afternoon, pursuant to adjournment.

Petitions were presented by—

Hon. Mr. Blandford from residents of Plate Cove for a road.

Mr. Earle from residents of Fogo for a road.

Mr. Earle from residents of Joe Batt's Arm for a road.

Mr. Earle from residents of Joe Batt's Arm for a road.

Mr. Earle from residents of Joe Batt's Arm to deepen a well.

Mr. Earle from residents of Fogo to dig a well.

Mr. Earle from residents of Tilton Harbor for a road.

Mr. Earle from residents of Fogo for motor boats.

Mr. F. Morris from residents of Fox Harbor for a road.

Hon. Mr. Watson from residents of New Bonaventure for a public wharf.

Mr. Devereux from residents of Harbor Buffett for a road.

Mr. Devereux from residents of St. Mary's Bay for lighthouse.

Mr. Devereux from residents of Spencer's Cove for coastal steamer.

Mr. Clapp from residents of Cape Norman for coastal steamer.

Mr. Clift from residents of Exploits for education reforms.

Mr. Clift from residents of Botwoodville for a public wharf.

Mr. Kent from residents of Pouch Cove for pedlers' fines.

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

The Hon. Colonial Secretary laid on the table of the House the report of the Postmaster General for the year 1909.

Pursuant to notice and on motion of the Hon. Minister of Justice, the Bill entitled "An Act to Amend Chapter 54 of the Consolidated Statutes (Second Series) entitled 'Of the Law Society—Barristers and Solicitors'" was introduced and read a first time; and ordered to be read a second time on to-morrow.

Pursuant to notice and on motion of the Hon. Minister of Justice, the Bill entitled "An Act to Amend Chapter 36 of the Consolidated Statutes (Second Series), entitled 'Of Nuisances and Municipal Regulations'" was introduced and read a first time; and ordered to be read a second time on to-morrow.

Pursuant to notice and on motion of the Hon. Minister of Justice, the Bill entitled "An Act to Amend the Law Relating to the Jurisdiction of Magistrates" was introduced and read a first time; and ordered to be read a second time on to-morrow.

Pursuant to notice and on motion of the Hon. Minister of Justice, the Bill entitled "An Act to Amend the Law with Regard to the Payment of Wages Due to Workmen and Others" was introduced and read a first time; and ordered to be read a second time on to-morrow.

Pursuant to notice and on motion of the Hon. Minister of Justice, the Bill entitled "An Act to Amend the Law in Relation to the Sale of Intoxicating Liquors" was introduced and read a first time; and ordered to be read a second time on to-morrow.

Pursuant to notice and on motion of the Minister of Marine and Fisheries, the Bill entitled "An Act to Amend the Law in Relation to the Department of Marine and Fisheries" was introduced and read a first time; and ordered to be read a second time on to-morrow.

Pursuant to notice and on motion of Mr. Howley, the Bill entitled "An Act to Amend 'The Newfoundland Dental Act, 1906'" was introduced and read a first time; and ordered to be read a second time on to-morrow.

Pursuant to order and on motion of the Hon. Prime Minister, the Bill entitled "An Act Respecting the Smelting of Copper Ores" was read a third time and passed; and it was ordered that it be engrossed, being entitled as above, and that the said Bill be sent to the Legislative Council with a message requesting the concurrence of that body in its provisions.

Pursuant to order and on motion of the Hon. Minister of Finance and Customs, the House resolved itself into Committee of the Whole on the Bill entitled "An Act to Amend the Crown Lands Act, 1903, and to Provide for the Issuing of Dredging Leases on Rivers."

Mr. Speaker left the Chair.

Mr. Parsons took the Chair of Committee.

Mr. Speaker resumed the Chair.

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

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

Pursuant to order and on motion of the Hon. Prime Minister, the Bill entitled "An Act Respecting the Encouragement of Woolen Manufactures" was read a second time; and ordered to be referred to a Committee of the Whole House on to-morrow.

Pursuant to order and on motion of the Hon. Prime Minister, the Bill entitled "An Act Further to Amend the Education Act, 1903," was read a second time; and ordered to be referred to a Committee of the Whole House on 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 Bill sent up entitled "An Act to Amend the Act Incorporating the Vicar Apostolic of St. George's" with some amendments, in which they request the concurrence of the House of Assembly.

On motion of the Hon. Minister of Justice, the House resolved itself into Committee of the Whole to consider the said amendments.

Mr. Speaker left the Chair.

Mr. Parsons took the Chair of Committee.

Mr. Speaker resumed the Chair.

The Chairman reported that the Committee recommended that the House send a message to the Legislative Council requesting them to agree to the omission of the amendments.

On motion of the Hon. Minister of Justice, it was ordered that such message be sent to the Legislative Council.

Rt. Hon. Sir Robert Bond gave notice that he would on to-morrow ask the Hon. Minister of Finance and Customs to lay on the table of this House a copy of the returns from the Customs Department at Trinity for the past half year.

It was moved and seconded that when the House rises it adjourn till Monday, February 28th, at three of the clock in the afternoon.

The House then adjourned accordingly.

MONDAY, February 28th, 1910.

The House met at three of the clock in the afternoon, pursuant to adjournment.

Petitions were presented by—

Hon. Colonial Secretary from residents of Salmon Cove West for a road.

Hon. Colonial Secretary from residents of Robin Hood for a road.

Hon. Colonial Secretary from residents of Apsey Brook for a road.

Hon. Colonial Secretary from residents of Hodge's Cove for a road.

Hon. Colonial Secretary from residents of Little Hearts Ease (2) for a road.

Hon. Colonial Secretary from residents of Heart's Delight for a road.

Hon. Colonial Secretary from residents of Hant's Harbor for a road.

Hon. Colonial Secretary from residents of Seal Cove for a road.

Hon. Colonial Secretary from residents of New Melbourne (2) for a road.

Hon. Colonial Secretary from residents of Sibley's Cove for a road.

Mr. Goodison from residents of Carbonear for education reforms.

Mr. Clapp from residents of Englee for Sunday observance.

Mr. Downey from residents of Codroy Valley for agriculture reforms.

Hon. Mr. Blandford from residents of Open Hall for telephone extension.

Mr. F. Morris from the Coopers' Union against the Daylight Bill.

Mr. F. Morris from the Longshoremen's Union against the Daylight Bill.

Mr. F. Morris from the Carpenters' Union against the Daylight Bill.

Mr. Clift from residents of Twillingate for a lighthouse.

Mr. Clift from residents of Lewisporte for education reforms.

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

Pursuant to notice and on motion of the Hon. Prime Minister, the House resolved itself into Committee of the Whole to consider certain resolutions in relation to the St. John's Municipal Council.

Mr. Speaker left the Chair.

Mr. Parsons took the Chair of Committee.

Mr. Speaker resumed the Chair.

The Chairman from the Committee reported that they had considered the matter to them referred and passed the resolutions with some amendment; and recommended the introduction of a Bill to give effect thereto.

Whereupon the Bill entitled "An Act Further to Amend the St. John's Municipal Act, 1902," was introduced and read a first time, and ordered to be read a second time on to-morrow.

Pursuant to order and on motion of the Hon. Prime Minister, the Bill entitled "An Act to Amend the Crown Lands Act, 1903, and to Provide for the Issuing of Dredging Leases on Rivers" was read a third time and passed; and it was ordered that it be engrossed, being entitled as above, and that it be sent to the Legislative Council with a message requesting the concurrence of that body in its provisions.

Pursuant to order and on motion of the Hon. Prime Minister, the House resolved itself into Committee of the Whole on the Bill entitled "An Act Respecting the Encouragement of Woolen Manufactures."

Mr. Speaker left the Chair.

Mr. Parsons took the Chair of Committee.

Mr. Speaker resumed the Chair.

The Chairman from the Committee reported that they had considered the matter to them referred and passed the Bill with some amendment.

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

Pursuant to order and on motion of the Hon. Prime Minister, the House resolved itself into Committee of the Whole on the Bill entitled "An Act Further to Amend the Education Act, 1903."

Mr. Speaker left the Chair.

Mr. Parsons took the Chair of Committee.

Mr. Speaker resumed the Chair.

The Chairman from the Committee reported that they had considered the matter to them referred and passed the Bill with some amendment.

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

Pursuant to order and on motion of the Hon. Minister of Justice, the Bill entitled "An Act to Amend Chapter 36 of the Consolidated Statutes (Second Series), entitled 'Of Nuisances and Municipal Regulations'" was read a second time, and ordered to be referred to Committee of the Whole House on to-morrow.

Pursuant to order and on motion of the Minister of Marine and Fisheries, the Bill entitled "An Act Respecting the Constitution and Establishment of the Game and Inland Fisheries Board" was read a second time; and ordered to be referred to Committee of the Whole House on to-morrow.

Pursuant to order and on motion of Mr. Howley, the Bill entitled "An Act to Amend the Newfoundland Dental Act, 1906," was read a second time, and ordered to be referred to Committee of the Whole House on to-morrow.

The remaining orders of the day were deferred.

Hon. Minister of Finance and Customs gave notice that he would on to-morrow ask leave to move the House into Committee of the Whole to consider certain resolutions to provide for the raising of a certain sum of money by loan for the extension of the railway system of the Colony.

Hon. Minister of Finance and Customs gave notice that he would on to-morrow ask leave to move the House into Committee of the Whole on Ways and Means (on Tuesday, March 8th).

It was moved and seconded that when the House rises it adjourn till to-morrow (Tuesday), March 1st, at three of the clock in the afternoon.

The House then adjourned accordingly.

TUESDAY, March 1st, 1910.

The House met at three of the clock in the afternoon, pursuant to adjournment.

Petitions were presented by—

Hon. Mr. Blandford from residents of Bennett's' Cove for a road

Mr. Winsor from residents of St. John's in favor of Daylight Bill

Mr. Clift from residents of Three Arms for a road.

Mr. Clift from residents of Little Bay for a ferry.

Hon. Mr. Watson from residents of Seal Cove for a road.

Mr. Earle from residents of Carmanville for ferryman's salary.

Mr. Earle from residents of Victoria Cove for a bridge.

Mr. Earle from residents of Carmanville (2) for a road.

Mr. Earle from residents of Barred Islands for a breakwater.

Mr. Earle from residents of Cat Harbor for a wharf.

Mr. Earle from residents of Doting Cove for a wharf.

Mr. Earle from residents of Joe Batt's Arm for a road.

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

Mr. Speaker informed the House that he had received a message from the Legislative Council acquainting the House of Assembly that they had passed the Bill sent up entitled "An Act for the Confirmation of a Contract for the Development of the Coal Deposits of the Colony" without amendment.

Mr. Speaker informed the House that he had received a message from the Legislative Council acquainting the House of Assembly that they had passed a Bill entitled "An Act Respecting the Preservation of Beavers," in which they request the concurrence of the House of Assembly.

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

The Hon. Colonial Secretary laid upon the table of the House the annual report of the Newfoundland Savings Bank for the calendar year 1909.

The Hon. Minister of Finance and Customs laid upon the Table of the House the report of the Comptroller and Auditor General of the public accounts for the fiscal year 1908-9.

Pursuant to notice and on motion of the Hon. Minister of Finance and Customs, the House resolved itself into Committee of the Whole to consider certain resolutions to provide for the raising of a sum of money by loan for the extension of the railway system of the Colony.

Mr. Speaker left the Chair.

Mr. Parsons took the Chair of Committee.

Mr. Speaker resumed the Chair.

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

Whereupon the Bill entitled "An Act to Provide for the Raising of a Sum of Money by Loan for the Extension of the Railway System of the Colony" was introduced and read a first time, and ordered to be read a second time on to-morrow.

Pursuant to order and on motion of the Hon. Prime Minister, the Bill entitled "An Act Respecting the Encouragement of Woolen Manufactures" was read a third time and passed; and it was ordered that it be engrossed, being entitled as above, and that it be sent to the Legislative Council with a message requesting the concurrence of that body in its provisions.

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

Pursuant to order and on motion of the Hon. Minister of Justice, the House resolved itself into Committee of the Whole on the Bill entitled "An Act to Amend Chapter 36 of the Consolidated Statutes (Second Series), entitled 'Of Nuisances and Municipal Regulations.' "

Mr. Speaker left the Chair.

Mr. Parsons took the Chair of Committee.

Mr. Speaker resumed the Chair.

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

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

Pursuant to order and on motion of the Minister of Marine and Fisheries, the House resolved itself into Committee of the Whole on the Bill entitled "An Act Respecting the Constitution and Establishment of a Game and Inland Fisheries Board."

Mr. Speaker left the Chair.

Mr. Parsons took the Chair of Committee.

Mr. Speaker resumed the Chair.

The Chairman from the Committee reported that they had considered the matter to them referred and passed the Bill with some amendment.

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

Pursuant to order and on motion of Mr. Howley, the House resolved itself into Committee of the Whole on the Bill entitled "An Act to Amend the Newfoundland Dental Act, 1906."

Mr. Speaker left the Chair.

Mr. Parsons took the Chair of Committee.

Mr. Speaker resumed the Chair.

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

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

Pursuant to order and on motion of the Hon. Prime Minister, the Bill entitled "An Act Further to Amend the St. John's Municipal Act, 1902," was read a second time, and ordered to be referred to a Committee of the Whole House on to-morrow.

The remaining orders of the day were deferred.

Mr. Kent gave notice that he would on to-morrow ask the Minister of Public Works to lay on the table of the House a statement in detail since June 30th last, showing (1) the amount expended for labor on a wooden railing erected on the east side of the street between St. Patrick Street and Crowdy Street (being part of the road leading from Adelaide Street to Crowdy Street) Carbonear; and (2) the amount of materials used, by whom furnished, and the cost of same.

Mr. Kent gave notice that he would on to-morrow ask the Hon. Colonial Secretary to lay on the table of the House a copy of all correspondence relating to the appointment of the present Postal Telegraph Operator at Carbonear, and to state the salary paid to that official.

Mr. Kent gave notice that he would on to-morrow ask the Hon. Minister of Finance and Customs if William Saunders, of Philip, of Carbonear, is now or was during the summer of 1909 in the employ of the Government; and, if so, for what period, at what work and for what salary; and to lay on the table of the House a copy of all correspondence relating to such appointment.

It was moved and seconded that when the House rises it adjourn till to-morrow (Wednesday), March 2nd, at three of the clock in the afternoon.

The House then adjourned accordingly.

WEDNESDAY, March 2nd, 1910.

The House met at three of the clock in the afternoon, pursuant to adjournment.

Petitions were presented by—

Hon. Mr. Watson from residents of Northern Bight for a road.

Mr. Goodison from residents of Carbonear for trawling laws

Mr. Piccott from Ropewalk employees in favor of Daylight Bill

Hon. Mr. Crosbie from residents of Perry's Cove for launchway.

Mr. Kent from residents of Flatrock for a winch.

Mr. Devereux from residents of Placentia for a lighthouse.

Hon. Mr. Blandford from residents of Tickle Cove for telephone extension.

Hon. Mr. Emerson from residents of Bay L'Argent for education reforms.

Mr. Earle from residents of Fogo for a road.

Rt. Hon. Sir R. Bond from residents of South-west Arm (G. B.) for education reforms.

Rt. Hon. Sir R. Bond from residents of South-west Arm (G. B.) for game laws.

Rt. Hon. Sir R. Bond from residents of South-west Arm (G. B.) for public wharf.

Mr. Moore from residents of Tor's Cove for a breakwater.

Mr. Moore from residents of Ferryland for prohibition of dogs.

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

Pursuant to order and on motion of the Hon. Minister of Justice, the Bill entitled "An Act to Amend Chapter 36 of the Consolidated Statutes (Second Series); entitled 'Of Nuisances and Municipal Regulations'" was read a third time and passed; and it was ordered that it be engrossed, being entitled as above, and that it be sent to the Legislative Council with a message requesting the concurrence of that body in its provisions.

Pursuant to order and on motion of the Minister of Marine and Fisheries, the Bill entitled "An Act Respecting the Constitution and Establishment of a Game and Inland Fisheries Board" was read a third time and passed; and it was ordered that it be engrossed, being entitled as above, and that it be sent to the Legislative Council with a message requesting the concurrence of that body in its provisions.

Pursuant to order and on motion of Mr. Howley, the Bill entitled "An Act to Amend the Newfoundland Dental Act, 1906," was read a third time and passed; and it was ordered that it be engrossed, being entitled as above, and that it be sent to the Legislative Council with a message requesting the concurrence of that body in its provisions.

Pursuant to order and on motion of the Hon. Prime Minister, the House resolved itself into Committee of the Whole on the Bill entitled "An Act Further to Amend the St. John's Municipal Act, 1903."

Mr. Speaker left the Chair.

Mr. Parsons took the Chair of Committee.

Mr. Speaker resumed the Chair.

The Chairman from the Committee reported that they had considered the matter to them referred and passed the Bill with some amendment.

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

Pursuant to order and on motion of the Hon. Minister of Finance and Customs, the Bill entitled "An Act to Provide for the Raising of a Sum of Money by Loan for the Extension of the Railway System of the Colony" was read a second time; and ordered to be referred to a Committee of the Whole House on to-morrow.

Pursuant to order and on motion of the Hon. Prime Minister, the Bill entitled "An Act Respecting the Preservation of Beavers" was read a second time; and ordered to be referred to a Committee of the Whole House on to-morrow.

The remaining orders of the day were deferred.

The Hon. Minister of Justice laid upon the table of the House the report of the Select Committee appointed to consider the Labrador Fishery Bill, as follows—

" Mr. Speaker—The Select Committee appointed
" to consider the Bill entitled 'An Act to Prohibit the
" Employment of Steamers at the Cod Fishery at Labra-

“dor’ beg to recommend the adoption of the Act submitted herewith.

“Respectfully submitted,

“ (Signed) A. W. PICCOTT,
 “ D. MORISON,
 “ W. C. WINSOR,
 “ EDWIN G. GRANT,
 “ HENRY J. EARLE,
 “ J. A. CLIFT.”

On motion, the said report was received and adopted; and it was ordered that the Bill be referred to a Committee of the Whole House on to-morrow.

Mr. Kent gave notice that he would on to-morrow ask the Minister of Public Works whether any petition was presented to his department or to him since the accession of the present Government to power in relation to the inspectorship of roads in the District of St. John’s East; and, if so, to lay the same upon the table of the House

Mr. Clapp gave notice that he would on to-morrow ask the Minister of Marine and Fisheries what action has been taken in connection with petitions from the fishermen of St. Barbe District on the subject of trap berths, forwarded by him under date April 3rd, 1909; and, if not, whether it is the intention to take any action in connection therewith; and whether any amendment will be made in the Fishery Rules and Regulations in order to meet the wishes of the petitioners.

Hon. Prime Minister gave notice that he would on to-morrow ask leave to introduce a Bill to confirm agreements made by the Government of this Colony with the Dominion Iron & Steel Company, Limited, and the Nova Scotia Steel & Coal Company, Limited, bearing date 15th of February, A.D. 1910, in relation to the export of iron ore from Bell Island.

Hon. Minister of Agriculture and Mines gave notice that he would on to-morrow ask leave to introduce a Bill to amend Act 8 Edward VII., Cap. 7, entitled “An Act in Respect of the Establishment of a Model Farm.”

It was moved and seconded that when the House rises it adjourn till to-morrow (Thursday), March 3rd, at three of the clock in the afternoon.

The House then adjourned accordingly.

THURSDAY, March 3rd, 1910.

The House met at three of the clock in the afternoon, pursuant to adjournment.

Petitions were presented by—

Hon. Mr. Blandford from residents of Red Cliff Island for telephone extension.

Hon. Mr. Crosbie from residents of Old Perlican for education reforms.

Hon. Mr. Crosbie from residents of Mulley's Cove for temperance laws.

Hon. Mr. Crosbie from residents of Adam's Cove for temperance laws.

Hon. Mr. Crosbie from residents of Broad Cove for temperance laws.

Hon. Mr. Crosbie from residents of Broad Cove for education reforms.

Hon. Mr. Crosbie from residents of Western Bay for education reforms.

Mr. Moulton from residents of Rencontre for coastal steamer.

Mr. F. Morris from Newfoundland Boot & Shoe Factory employees against the Daylight Bill.

Mr. Moore from Standard Manufacturing Company employees for the Daylight Bill.

Mr. Woodford from residents of Colliers for agricultural stock.

Hon. Mr. Morison from residents of Broad Cove for telephone extension.

Mr. Squires from residents of Trinity for motor ferry.

Mr. Devereux from residents of Petit Fort for postal matters.

Mr. Devereux from residents of St. Mary's for mail courier.

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

The Hon. Prime Minister laid upon the table of the House copy of a despatch from His Excellency the Governor to the Right Hon. Earle of Crewe, K.C., Secretary of State for the Colonies, which is as follows—

“ Government House,

“ St. John's,

“ February 28th, 1910.

“ Newfoundland.

“ N.Q. 15

“ My Lord—With reference to previous correspondence, I have
“ the honour to inform Your Lordship that the portraits of His
“ Majesty the King and Her Majesty the Queen, which His Majesty
“ has been graciously pleased to command to be placed in this Govern-
“ ment House have arrived safely and in order.

“ They will be duly placed in the best possible position and it is
“ my intention to hold a public reception for the purpose of formally
“ unveiling the pictures.

“ The possession of them will be a great privilege to successive
“ Governors, as well as to the people of this Colony, and I would
“ venture to ask that I may be permitted as Governor, and so as
“ trustee for the time being of Government House, to tender my
“ humble duty to His Majesty the King and to Her Majesty the Queen
“ and to express my grateful thanks for the splendid gifts which His
“ Majesty has been pleased to present to Newfoundland.

“ A copy of this despatch is being communicated to the Prime Minister for the information of both branches of the Legislature, now in session.

“ I have the honour to be,

“ My Lord,

“ Your Lordship's most obedient, humble servant,

“ (Signed) RALPH WILLIAMS.

“ The Right Honourable

“ Earl of Crewe, K. C.”

Hon. Colonial Secretary laid upon the table of the House the report of the Judge of the Labrador Court for the year 1909.

Pursuant to notice and leave granted, the Hon. Prime Minister introduced a Bill to confirm an agreement made by the Government of this Colony with the Dominion Iron & Steel Company, Limited, and the Nova Scotia Steel & Coal Company, Limited, bearing date 15th of February, A.D. 1910, in relation to the export of iron ore from Bell Island.

Pursuant to order and on motion of the Hon. Prime Minister, the Bill entitled “An Act Further to Amend the St. John's Municipal Act, 1902,” was read a third time and passed; and it was ordered to be engrossed, being entitled as above, and that it be sent to the Legislative Council with a message requesting the concurrence of that body in its provisions.

Pursuant to order and on motion of the Hon. Minister of Finance and Customs, the House resolved itself into Committee of the Whole on the Bill entitled “An Act to Provide for the Raising of a Sum of Money by Loan for the Extension of the Railway System of the Colony.”

Mr. Speaker left the Chair.

Mr. Parsons took the Chair of Committee.

Mr. Speaker resumed the Chair.

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

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

Pursuant to order and on motion of the Hon. Prime Minister, the House resolved itself into Committee of the Whole on the Bill entitled "An Act Respecting the Preservation of Beavers."

Mr. Speaker left the Chair.

Mr. Parsons took the Chair of Committee.

Mr. Speaker resumed the Chair.

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

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

Pursuant to order and on motion of the Hon. Minister of Justice, the 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. Parsons 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 Hon. Minister of Justice moved, seconded by the Hon. Prime Minister, that the Bill entitled "An Act to Amend Chapter 54 of the Consolidated Statutes (Second Series), entitled 'Of the Law Society—Barristers and Solicitors'" be now read a second time.

Hon. Mr. Emerson moved in amendment, seconded by Mr. Howley, that the said Bill be read this day six months.

Whereupon the House divided, and there appeared for the amendment—Hon. Mr. Emerson, Messrs. Howley, F. Morris, Parsons, Clift, Clapp, Kent and Squires—(8); and against it—Hon. Prime Minister, Hon. Minister of Justice, Hon. Minister of Finance and Customs, Hon. Mr. Crosbie, Minister of Marine and Fisheries, Messrs. Devereux, Grant Kennedy, Moore, Murphy, Winsor, Dwyer and Earle—(13); so it passed in the negative.

The original motion was then put, and there appeared for it—Hon. Prime Minister, Hon. Minister of Justice, Hon. Minister of Finance and Customs, Hon. Mr. Crosbie, Minister of Marine and Fisheries, Messrs. Devereux, Grant, Kennedy, Moore, Murphy, Winsor, Dwyer and Earle—(13); and against it—Hon. Mr. Emerson, Messrs. Howley, F. Morris, Parsons, Clift, Clapp, Kent and Squires—(8); so it passed in the affirmative; and it was ordered that the said Bill be referred to Committee of the Whole House on to-morrow.

Pursuant to order and on motion of the Hon. Minister of Justice, the Bill entitled "An Act Respecting the Jurisdiction of Magistrates and Justices of the Peace" was read a second time and ordered to be referred to Committee of the Whole House on to-morrow.

The remaining orders of the day were deferred.

Mr. Speaker informed the House that he had received a message from the Legislative Council acquainting the House of Assembly that they had passed the Bills sent up entitled respectively "An Act Respecting Certain Retiring Allowances," and "An Act Respecting Trade Unions and Trade Disputes" without amendment.

Mr. Clift gave notice that he would on to-morrow ask the Minister of Public Works to lay on the table of the House a copy of the resolution of the present Road Board at Port Blandford, in the Electoral District of Bonavista, whereby the present Chairman was appointed or elected to that position; and also to lay on the table of the House a detailed statement of all monies expended by the said Board since its appointment.

Mr. Kent 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 revenue from import customs duties for each of the following periods, namely—From July 1st to Decem-

ber 31st, 1900, 1901, 1902, 1903, 1904, 1905, 1906, 1907, 1908 and 1909, showing also the amount received for each month during each of the said periods.

Mr. Kent 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 amount of silver in the Treasury at the time of the accession of the present Government to power, whether any of the said silver has since been used by the Government or any department thereof; if so, when, to what amount, by what authority and for what purpose was the same used; and to lay on the table of the House all correspondence, accounts, Minutes of Council and other documents relating thereto; also whether the Government have purchased or intend to purchase, or have ordered or intend to order, any silver since the accession of the present Government to power; if so, what amount, and whether any of this silver has been used by the Government or any department thereof; and, if so, when, to what amount, by what authority and for what purposes was the same used; and to lay on the table of the House all correspondence, accounts, Minutes of Council and other documents relating thereto; also a statement of the amount of silver now in the Treasury.

It was moved and seconded that when the House rises it adjourn till to-morrow (Friday), March 4th, at three of the clock in the afternoon.

The House then adjourned accordingly.

FRIDAY, March 4th, 1910.

The House met at three of the clock in the afternoon, pursuant to adjournment.

Petitions were presented by—

Hon. Mr. Blandford from residents of Pool's Island for education reforms.

Mr. Clift from residents of Moreton's Harbor for education reforms.

Mr. Clift from residents of Twillingate for seal fishery laws.

Mr. Clift from residents of Farmer's Cove for a road.

Hon. Mr. Watson from residents of Trinity East for public wharf

Mr. Whiteway from residents of Freshwater for temperance laws

Mr. Kent from residents of Torbay for cutting wood.

Mr. Dowlley from residents of Wood's Island for telegraph extension.

Hon. Mr. Crosbie from residents of Adam's Cove for education reforms.

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

Pursuant to notice and leave granted, the Hon. Minister of Agriculture and Mines introduced a Bill entitled "An Act to Amend the Act 8, Ed. VII., Cap. 7, entitled 'An Act in Respect to the Establishment of a Model Farm,' " and it was read a first time; and ordered to be read a second time on to-morrow.

Pursuant to order and on motion of the Hon. Minister of Finance and Customs, the Bill entitled "An Act for the Raising of a Sum of Money by Loan for the Extension of the Railway System of the Colony" was read a third time and passed; and it was ordered to be engrossed, being entitled as above, and that it be sent to the Legislative Council with a message requesting the concurrence of that body in its provisions.

Pursuant to order and on motion of the Hon. Prime Minister, the Bill entitled "An Act Respecting the Preservation of Beavers" was read a third time and passed; and it was ordered to be engrossed, being entitled as above, and that it be sent to the Legislative Council with a message requesting the concurrence of that body in its provisions.

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

Pursuant to order and on motion of the Hon. Minister of Justice, the House resolved itself into Committee of the Whole on the Bill entitled "An Act to Amend Chapter 54 of the Consolidated Statutes (Second Series), entitled 'Of the Law Society—Barristers and Solicitors.' "

Mr. Speaker left the Chair.

Mr. Parsons 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.

On motion of the Hon. Minister of Justice, the Bill entitled "An Act Respecting the Jurisdiction of Magistrates and Justices of the Peace" was referred to the following Select Committee—

Hon. Minister of Justice, Mr. Kent, Hon. Mr. Emerson, Mr. Squires, Mr. Clift, Mr. Devereux and Hon. Mr. Crosbie.

Pursuant to order and on motion of the Hon. Prime Minister, the Bills entitled respectively "An Act for the Confirmation of an Agreement Between the Government and the Nova Scotia Steel & Coal Company, Limited," and "An Act for the Confirmation of an Agreement Between the Government and the Dominion Iron & Steel Company, Limited," were read a second time; and ordered to be referred to a Committee of the Whole House on to-morrow.

The remaining orders of the day were deferred.

It was moved and seconded that when the House rises it adjourn until Monday next, March 7th, at three of the clock in the afternoon.

The House then adjourned accordingly.

MONDAY, March 7th, 1910.

The House met at three of the clock in the afternoon, pursuant to adjournment.

Petitions were presented by—

Mr. Gear from residents of Grand Bank for coastal service.

Mr. Winsor from residents of Cape Island for dredging.

Mr. Winsor from residents of Bonne Bay for branch railway.

Hon. Mr. Emerson from residents of Brigus for a public wharf.

Mr. Earle from residents of Gander Bay for bridge repairs.

Mr. Earle from residents of Joe Batt's Arm for education reforms

Mr. Earle from residents of Horwood for education reforms.

Mr. Earle from residents of Carmanville for education reforms.

Mr. Earle from residents of Change Islands for education reforms.

Mr. Earle from residents of Seldom Come By for education reforms.

Hon. Mr. Blandford from residents of Newtown for education reforms.

Hon. Mr. Watson from residents of Heart's Delight for education reforms.

Hon. Mr. Watson from residents of Chance Cove for education reforms.

Hon. Mr. Watson from residents of Hant's Harbor for public slip

Hon. Mr. Watson from residents of Catalina (3) for public well

Hon. Mr. Watson from residents of Little Heart's Ease for road.

Mr. Goodison from residents of Brigus on the subject of trawling

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

Pursuant to order and on motion of the Hon. Minister of Justice, the Bill entitled "An Act to Amend Chapter 54 of the Consolidated Statutes (Second Series), entitled 'Of the Law Society—Barristers and Solicitors'" was read a third time and passed; and it was ordered to be engrossed, being entitled as above, and that it be sent to the Legislative Council with a message requesting the concurrence of that body in its provisions.

Pursuant to order and on motion of the Hon. Prime Minister, the House resolved itself into Committee of the Whole on the Bills entitled respectively "An Act for the Confirmation of an Agreement Between the Government and the Dominion Iron & Steel Company, Limited," and "An Act for the Confirmation of an Agreement Between the Government and the Nova Scotia Steel & Coal Company, Limited."

Mr. Speaker left the Chair.

Mr. Parsons took the Chair of Committee.

Mr. Speaker resumed the Chair.

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

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

Pursuant to order and on motion of the Hon. Minister of Agriculture and Mines, the Bill entitled "An Act to Amend Act 8, Ed. VII., Cap. 7, entitled 'An Act in Respect to the Establishment of a Model Farm'" was read a second time; and ordered to be referred to Committee of the Whole House on to-morrow.

The remaining orders of the day were deferred.

Mr. Speaker informed the House that he had received messages from the Legislative Council acquainting the House of Assembly that they had passed the Bills sent up entitled, respectively, "An Act Respecting the Smelting of Copper Ore," and "An Act to Amend the Education Act, 1903," without amendment.

The Minister of Marine and Fisheries gave notice that he would on to-morrow ask leave to introduce a Bill respecting the qualification of firemen.

It was moved and seconded that when the House rises it adjourn till to-morrow (Tuesday), March 8th, at three of the clock in the afternoon.

The House then adjourned accordingly.

TUESDAY, March 8th, 1910.

The House met at three of the clock in the afternoon, pursuant to adjournment.

Petitions were presented by—

Mr. Goodison from residents of Mosquito for railway station.

Mr. Devereux from residents of Spencer's Cove for a road.

Mr. Woodford from residents of Avondale for a road.

Hon. Mr. Blandford from residents of Bonavista for a road.

Mr. Moulton from residents of Port-aux-Basques for shipping dues.

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

The Hon. Minister of Finance and Customs laid upon the table of the House a statement of the trade relations between Newfoundland and the British West Indies.

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

Mr. Speaker left the Chair.

Mr. Parsons 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, made some progress, and asked leave to sit again on Thursday.

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

Pursuant to notice and leave granted, the Minister of Marine and Fisheries introduced a Bill "Respecting the Qualification of Firemen;" and it was read a first time, and ordered to be read a second time on to-morrow.

Pursuant to order and on motion of the Hon. Prime Minister, the Bills entitled respectively—

"An Act for the Confirmation of an Agreement Between the Government and the Dominion Iron & Steel Company, Limited," and

"An Act for the Confirmation of an Agreement Between the Government and the Nova Scotia Steel & Coal Company, Limited," were read a third time; and it was ordered that they be engrossed, being entitled as above, and that they be sent to the Legislative Council with a message requesting the concurrence of that body in their provisions.

Pursuant to order and on motion of the Hon. Minister of Agriculture and Mines, the House resolved itself into Committee of the Whole on the Bill entitled "An Act to Amend the Act 8, Ed. VII., Cap. 7, entitled 'An Act in Respect to the Establishment of a Model Farm.'"

Mr. Speaker left the Chair.

Mr. Parsons 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, 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 accordingly.

The remaining orders of the day were deferred.

The Hon. Minister of Justice presented the report of the Select Committee, to which was referred the Bill entitled "An Act to Amend 'The Election Act, 1889,'" as follows—

"House of Assembly of Newfoundland,

"Mr. Speaker—The Select Committee appointed to consider the Bill entitled 'An Act to amend "The Election Act, 1889,"' beg to report that they have considered the matter to them referred and recommend the adoption of the Act herewith submitted.

"Respectfully submitted,

"(Signed) D. MORISON,
"WM. R. HOWLEY,
"A. W. PICCOTT,
"W. C. WINSOR."

Ordered: That this report be received and the House resolve itself into Committee of the Whole on the said Bill on to-morrow.

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

"An Act Respecting the Preservation of Beavers;"

"An Act to Amend Chapter 36 Consolidated Statutes (Second Series), entitled 'Of Nuisances and Municipal Regulations;' " and

"An Act Respecting the Constitution and Establishment of the 'Game and Inland Fisheries Board,' " without amendment.

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

On motion of the Hon. Prime Minister, 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 of the concurrence of the House of Assembly therein.

It was moved and seconded that when the House rises it adjourn till to-morrow (Wednesday), March 9th, at three of the clock in the afternoon.

The House then adjourned accordingly.

WEDNESDAY, March 9th, 1910.

The House met at three of the clock in the afternoon, pursuant to adjournment.

Petitions were presented by—

Mr. Clapp from residents of Ferrole for trap berths.

Mr. Clapp from residents of LaScie for a road.

Mr. Seymour from residents of Harbor Grace for a road.

Mr. Downey from residents of Codroy for a road.

Mr. Kent from residents of Bell Island for local government.

Mr. Piccott from residents of Shearstown for a road.

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

Pursuant to order and on motion of the Hon. Minister of Agriculture and Mines, the House resolved itself into Committee of the Whole on the Bill entitled "An Act to Amend the Act 8, Ed. VII., Cap. 7, entitled 'An Act in Respect to the Establishment of a Model Farm.' "

Mr. Speaker left the Chair.

Mr. Parsons 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, recommending, moreover, that it be entitled "An Act for the Encouragement of Agriculture."

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

Pursuant to order and on motion of the Hon. Minister of Justice, the House resolved itself into Committee of the Whole on the Bill entitled "An Act to Amend the Election Act, 1889."

Mr. Speaker left the Chair.

Mr. Parsons took the Chair of Committee.

Mr. Speaker resumed the Chair.

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

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

Pursuant to order and on motion of the Minister of Marine and Fisheries, the Bill entitled "An Act Respecting the Qualification of Firemen" was read a second time; and ordered to be referred to a Committee of the Whole House on to-morrow.

The remaining orders of the day were deferred.

Hon. Prime Minister gave notice that he would on to-morrow ask leave to move the House into Committee of the Whole to consider certain resolutions to confirm an agreement made between the Government of Newfoundland and the Atlantic Pebble Company, Limited.

Hon. Prime Minister gave notice that he would on to-morrow ask leave to move the House into Committee of the Whole to consider certain resolutions in relation to the establishment of cold storage in connection with fisheries and agriculture of this Colony.

It was moved and seconded that when the House rises it adjourn till to-morrow (Thursday), March 10th, at three of the clock in the afternoon.

The House then adjourned accordingly.

THURSDAY, March 10th, 1910.

The House met at three of the clock in the afternoon, pursuant to adjournment.

Petitions were presented by—

Mr. Clift from residents of Cape Shore for game laws.

Mr. Clift from residents of New Bay for a road.

Hon. Mr. Morison from residents of Squid Tickle for a road.

Hon. Mr. Morison from residents of Charlottetown for education reforms.

Mr. Clapp from residents of Rocky Harbor for education reforms.

Mr. Grant from residents of Trinity East for education reforms.

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

Pursuant to order and on motion of the Hon. Prime Minister, the House resolved itself into Committee of the Whole to consider certain resolutions in relation to the establishment of cold storage in connection with fisheries and agriculture of this Colony.

Mr. Speaker left the Chair.

Mr. Parsons took the Chair of Committee.

Mr. Speaker resumed the Chair.

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

Whereupon the Bill entitled "An Act Respecting Cold Storage" was introduced and read a first time; and ordered to be read a second time on to-morrow.

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

Pursuant to order and on motion of the Hon. Minister of Justice, the Bill entitled "An Act to Amend the Election Act, 1889," was read a third time and passed; and it was ordered to be engrossed, being entitled as above, and that it be sent to the Legislative Council with a message requesting the concurrence of that body in its provisions.

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

Mr. Speaker left the Chair.

Mr. Parsons 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, made some progress, passed certain resolutions, and recommended the introduction of a Bill to give effect thereto, and asked leave to sit again.

Whereupon the Bill entitled "An Act Further to Amend the Revenue Act, 1905," was introduced and read a first time; and ordered to be read a second time on to-morrow.

The remaining orders of the day were deferred.

The Hon. Minister of Justice, from the Select Committee to which was referred the petition of Thomas M. McNeil and others in relation to a Bill entitled "An Act Respecting the Pharmaceutical Society and the Sale of Drugs in this Colony" presented its report, as follows—

" Mr. Speaker—The Select Committee to whom was
" referred the petition of Thomas M. McNeil and others
" in relation to a Bill respecting 'The Pharmaceutical
" Society and the Sale of Drugs in this Colony' beg to
" report as follows—

“(1) They recommend that the publication of the
“notice required by Rule 890 be waived with
“regard to the proposed Bill;

“(2) They submit the proposed Bill and recommend
“that it be adopted.

“Respectfully submitted,

“(Signed) D. MORISON,

“J. A. CLIFT,

“J. M. KENT,

“J. R. GOODISON.”

On motion, the said report was received and adopted, and the said Bill was introduced and read a first time; and ordered to be read a second time on to-morrow.

Mr. Speaker informed the House of Assembly that he had received a message from the Legislative Council acquainting the House of Assembly that they had passed the Bills sent up entitled respectively “An Act for Raising a Sum of Money by Loan for the Extension of the Railway System of the Colony;” “An Act to Prohibit the Prosecution of the Labrador Fishery in Steam Vessels;” and “An Act to Amend Chapter 54 of the Consolidated Statutes (Second Series), entitled ‘Of the Law Society—Barristers and Solicitors,’ ” without amendment.

Mr. Speaker also informed the House that he had received a message from the Legislative Council acquainting the House of Assembly that they had passed the accompanying Bill entitled “An Act Respecting the Fishermen’s and Sailors’ Home Joint Stock Company, Limited,” in which they request the concurrence of the House of Assembly.

On motion of the Hon. Prime Minister, the said Bill was read a first time, and it was ordered that it be read a second time on to-morrow.

Mr. Kent 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 per capita distribution between the several electoral districts of the appropriations for roads and marine works during the years 1905, 1906, 1907, 1908 and 1909 from the Surplus Revenue———voted by this House.

Mr. Kent gave notice that he would on to-morrow ask the Hon. Prime Minister whether the Government has entered, intends to enter or is now negotiating or in correspondence with any person or company for the construction, equipment and maintenance of public cold storage plants, stores or warehouses, under or to come under the terms of Section 3 of the resolutions submitted to-day to a Committee of the Whole House on the subject of Cold Storage; if so, to lay on the table a copy of such contract, with all correspondence, papers and other documents relating thereto.

Mr. Clift 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 showing what disposition has been made of the lands which, under the Contract of 1901, were taken back or purchased by the Government from the late Sir R. G. Reid, or the Reid Newfoundland Company.

Hon. Prime Minister gave notice that he would on to-morrow ask leave to move the House into Committee of the Whole to consider certain resolutions to confirm an agreement made between the Government of Newfoundland and the Atlantic Pebble Company, Limited.

Hon. Prime Minister gave notice that he would on to-morrow ask leave to introduce a Bill to re-enact 5 Edward VII., Cap 3, entitled "An Act to Facilitate the Investment of Trust and Other Funds in the United Kingdom in Certain Newfoundland Government Securities," with certain amendments.

It was moved and seconded that when the House rises it adjourn till to-morrow (Friday), March 11th, at three of the clock in the afternoon.

The House then adjourned accordingly.

FRIDAY, March 11th, 1910.

The House met at three of the clock in the afternoon, pursuant to adjournment.

Petitions were presented by—

Hon. Mr. Emerson from residents of English Harbor for road.

Hon. Mr. Emerson from residents of Seal Cove for breakwater.

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

Pursuant to order and on motion of the Hon. Prime Minister, the Bill entitled "An Act Respecting the Fishermen's and Sailors' Home Joint Stock Company, Limited," was read a second time and ordered to be referred to Committee of the Whole House on to-morrow.

Pursuant to order and on motion of the Hon. Prime Minister, the Bill entitled "An Act Respecting Cold Storage" was read a second time, and ordered to be referred to Committee of the Whole House on to-morrow.

Pursuant to order and on motion of the Hon. Minister of Finance and Customs, the Bill entitled "An Act Further to Amend the Revenue Act, 1905," was read a second time; and ordered to be referred to Committee of the Whole House on to-morrow.

Pursuant to order and on motion of the Hon. Minister of Justice, the Bill entitled "An Act Respecting the Pharmaceutical Society and the Sale of Drugs in this Colony" was read a second time; and ordered to be referred to Committee of the Whole House on to-morrow.

Pursuant to notice and on motion of the Hon. Prime Minister, the House resolved itself into Committee of the Whole to consider certain resolutions to confirm an agreement made between the Government and the Atlantic Pebble Company, Limited.

Mr. Speaker left the Chair.

Mr. Parsons took the Chair of Committee.

Mr. Speaker resumed the Chair.

The Chairman from the Committee reported that they had considered the matter to them referred and passed the resolutions with some amendment; and recommended the introduction of a Bill to give effect thereto.

Ordered: That this report be received.

Whereupon the Bill entitled "An Act to Confirm an Agreement Between the Government of Newfoundland and the Atlantic Pebble Company, Limited," was read a first time; and ordered to be read a second time on to-morrow.

Pursuant to notice and leave granted, the Hon. Prime Minister introduced a Bill entitled "An Act to Facilitate the Investment of Trust and Other Funds in the United Kingdom in Certain Newfoundland Government Securities," and it was read a first time, and ordered to be read a second time on to-morrow.

Pursuant to order and on motion of the Minister of Marine and Fisheries, the House resolved itself into Committee of the Whole on the Bill entitled "An Act Respecting the Qualification of Firemen."

Mr. Speaker left the Chair.

Mr. Parsons 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, made some progress, and asked leave to sit again on to-morrow.

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

Mr. Speaker informed the House that he had received a message from the Legislative Council requesting the House of Assembly to make the following amendment in the Bill sent up from the House of Assembly entitled "An Act to Amend 'The St. John's Municipal Act, 1903,'" namely, substitute in lieu of Section 39 in the said Bill the section hereinafter set forth, namely—

39—The Governor in Council shall have power to raise by the sale of debenture bonds of this Colony, issued under the provisions of this Act, a sum not exceeding \$90,000, th:

said sum to be applied for the purpose of advancing the same to the St. John's Municipal Council for the following purposes—(a)—The sum of \$25,000 to be expended in the distribution of water from the new high level system; (b)—The sum of \$30,000 to be applied to the inauguration and carrying out of a plan or system of furnishing water and sewerage, to be known and described as "The Small Houses Sewerage System;" (c)—The sum of \$30,000 to be applied to the compensation necessary for the expropriation of lands adjoining Windsor Lake; (d)—The sum of \$15,000 to be applied to the establishing of a water system and such system of sewerage as may be desirable for the Southside of St. John's.

On motion of the Hon. Prime Minister, the said proposed amendments were read a first time; and ordered to be read a second time on to-morrow.

The remaining orders of the day were deferred.

Hon. Prime Minister gave notice that he would on to-morrow ask leave to introduce a Bill to amend 9 Edward VII., Chapter 2, entitled "An Act to Incorporate the Newfoundland Board of Trade."

Hon. Prime Minister gave notice that he would on to-morrow ask leave to move the House into Committee of the Whole to consider certain resolutions dealing with an agreement between the Government of this Colony and the Newfoundland Oil Fields, Limited, in relation to the development, mining and manufacture of petroleum and its products in this country.

Hon. Minister of Finance and Customs gave notice that he would on to-morrow ask leave to move the House into Committee of the Whole to consider resolutions for the raising of a loan on the credit of the Colony for the public services of the Colony.

It was moved and seconded that when the House rises it adjourn till Monday next, March 14th, at three of the clock in the afternoon.

The House then adjourned accordingly.

MONDAY, March 14th, 1910.

The House met at three of the clock in the afternoon, pursuant to adjournment.

Petitions were presented by—

Mr. Devereux from residents of Dunville for a road.

Mr. Devereux from residents of Come By Chance for a road.

Hon. Mr. Blandford from residents of King's Cove for a road.

Mr. Downey from residents of South Branch for roads.

Mr. Goodison from residents of East St. Modiste on the subject of trawls.

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

The Hon. Minister of Agriculture and Mines laid upon the table of the House Report upon the Petroliferous Region situate on the north-west coast of Newfoundland by James P. Howley, F.G.S.

Pursuant to notice and leave granted, the Hon. Prime Minister introduced a Bill entitled "An Act to Amend the Act 9, Edward VII., Cap. 2, entitled 'An Act to Incorporate a Newfoundland Board of Trade;'" it was read a first time, and ordered to be read a second time on to-morrow.

Pursuant to notice and on motion of the Hon. Minister of Finance and Customs, the House resolved itself into Committee of the Whole to consider certain resolutions for the raising of a loan on credit of the Colony for the Public Service of the Colony.

Mr. Speaker left the Chair.

Mr. Parsons took the Chair of Committee.

Mr. Speaker resumed the Chair.

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

Ordered: That this report be received.

Whereupon the Bill entitled "An Act for Raising a Loan for the Public Service of the Colony" was introduced and read a first time; and ordered to be read a second time on to-morrow.

Pursuant to order, the House again resolved itself into Committee of the Whole on the Bill entitled "An Act Respecting the Qualification of Firemen."

Mr. Speaker left the Chair.

Mr. Parsons took the Chair of Committee.

Mr. Speaker resumed the Chair.

The Chairman from the Committee reported that they had considered the matter to them referred and passed the Bill with some amendment.

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

Pursuant to order and on motion of the Hon. Prime Minister, the House again resolved itself into Committee of the Whole on the Bill entitled "An Act Respecting the Fishermen's and Sailors' Home Joint Stock Company, Limited."

Mr. Speaker left the Chair.

Mr. Parsons took the Chair of Committee.

Mr. Speaker resumed the Chair.

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

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

Pursuant to order and on motion of the Hon. Prime Minister, the House again resolved itself into Committee of the Whole on the Bill entitled "An Act Respecting Cold Storage."

Mr. Speaker left the Chair.

Mr. Parsons took the Chair of Committee.

Mr. Speaker resumed the Chair.

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

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

Pursuant to order and on motion of the Hon. Minister of Finance and Customs, the House resolved itself into Committee of the Whole on the Bill entitled "An Act Further to Amend the Revenue Act, 1905."

Mr. Speaker left the Chair.

Mr. Parsons took the Chair of Committee.

Mr. Speaker resumed the Chair.

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

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

Pursuant to order and on motion of the Hon. Minister of Justice, the House resolved itself into Committee of the Whole on the Bill entitled "An Act Respecting the Pharmaceutical Society and the Sale of Drugs in this Colony."

Mr. Speaker left the Chair.

Mr. Parsons took the Chair of Committee.

Mr. Speaker resumed the Chair.

The Chairman from the Committee reported that they had considered the matter to them referred and passed the Bill with some amendment.

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

Pursuant to order and on motion of the Hon. Prime Minister, the Bill entitled "An Act to Confirm an Agreement Between the Government of Newfoundland and the 'Atlantic Pebble Company, Limited,' " was read a second time; and ordered to be referred to Committee of the Whole House on to-morrow.

Pursuant to order and on motion of the Hon. Prime Minister, the Bill entitled "An Act Respecting Newfoundland Government Securities" was read a second time; and ordered to be referred to Committee of the Whole House on to-morrow.

Pursuant to order and on motion of the Hon. Prime Minister, the amendment which the Legislative Council requested that the House of Assembly should make to the Bill entitled "An Act to Amend 'The St. John's Municipal Act, 1902,' " was read a second time and agreed to; and it was ordered that a message be sent to the Legislative Council acquainting them that the House of Assembly had agreed to make the said amendment to this Bill, and requesting the Legislative Council to insert the said amendment therein.

The remaining orders of the day were deferred.

Mr. Speaker informed the House that he had received a message from the Legislative Council acquainting the House of Assembly that they had passed the Bills sent up entitled respectively — "An Act to Amend 'The Newfoundland Dental Act, 1906;'" "An Act for the Confirmation of an Agreement Between the Government and the Nova Scotia Steel & Coal Company, Limited;" and "An Act for the Confirmation of an Agreement Between the Government and the Dominion Iron & Steel Company, Limited," without amendment.

Mr. Speaker also informed the House that he had received a message from the Legislative Council acquainting the House of Assembly that they had passed the Bill sent up entitled — "An Act to Amend 'The Crown Lands Act, 1903,' and to Provide for the Issue of Dredging Leases on Rivers," with some amendments, in which they request the concurrence of the House of Assembly.

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

The Minister of Marine and Fisheries gave notice that he would on to-morrow ask leave to introduce a Bill to amend Chapter 3 of the Act 61 Victoria, entitled "An Act Respecting the Department of Marine and Fisheries."

It was moved and seconded that when the House rises it adjourn till to-morrow (Tuesday), March 15th, at three of the clock in the afternoon.

The House then adjourned accordingly.

TUESDAY, March 15th, 1910.

The House met at three of the clock in the afternoon, pursuant to adjournment.

Petitions were presented by—

Hon. Mr. Blandford from residents of Greenspond for a road.

Mr. Clift from residents of Ward's Harbor for public wharf.

Mr. Clift from residents of Nipper's Harbor for prohibition of cod traps.

Mr. Clift from residents of Nipper's Harbor for education reforms.

Mr. Clift from residents of North-west Arm, Green Bay, for public wharf.

Hon. Mr. Watson from residents of Elliston for railway connection.

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

Pursuant to notice and on motion of the Hon. Prime Minister, the House resolved itself into Committee of the Whole to consider certain resolutions confirming an agreement between the Govern-

ment of this Colony and the Newfoundland Oil Fields, Limited, in relation to the development, mining and manufacture of petroleum and its products in this Colony.

Mr. Speaker left the Chair.

Mr. Parsons 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, passed the resolutions without amendment, and recommended the introduction of a Bill to give effect thereto.

Ordered: That this report be received.

Whereupon the Bill entitled "An Act for the Confirmation of an Agreement Between the Government of this Colony and the Newfoundland Oil Fields, Limited," was introduced and read a first time; and ordered to be read a second time on to-morrow.

Pursuant to notice and leave granted, the Minister of Marine and Fisheries introduced a Bill entitled "An Act to Amend Chapter 3 of the Act 61 Vic., entitled 'An Act Respecting the Department of Marine and Fisheries,'" and it was read a first time; and ordered to be read a second time on to-morrow.

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

Pursuant to order and on motion of the Hon. Prime Minister, the Bill entitled "An Act Respecting the Fishermen's and Sailors' Home Joint Stock Company, Limited," was read a third time and passed; and it was ordered that a message be sent to the Legislative Council acquainting them that the House of Assembly had passed the said Bill without amendment.

Pursuant to order and on motion of the Hon. Prime Minister, the Bill entitled "An Act Respecting Cold Storage" was read a third time and passed; and it was ordered to be engrossed, being entitled as above, and that it be sent to the Legislative Council with a message requesting the concurrence of that body in its provisions.

Pursuant to order and on motion of the Hon. Minister of Finance and Customs, the Bill entitled "An Act Further to Amend the Revenue Act, 1905," was read a third time and passed; and it was ordered to be engrossed, being entitled as above, and that it be sent to the Legislative Council with a message requesting the concurrence of that body in its provisions.

Pursuant to order and on motion of the Hon. Minister of Justice, the Bill entitled "An Act Respecting the Pharmaceutical Society and the Sale of Drugs in this Colony" was read a third time and passed; and it was ordered to be engrossed, being entitled as above, and that it be sent to the Legislative Council with a message requesting the concurrence of that body in its provisions.

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

Mr. Speaker left the Chair.

Mr. Parsons 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, made some progress, and asked leave to sit again on to-morrow.

Ordered: That this report be received and the Committee have leave to sit again accordingly.

Pursuant to order and on motion of the Hon. Prime Minister, the House resolved itself into Committee of the Whole on the Bill entitled "An Act for the Confirmation of an Agreement Between the Government of Newfoundland and the Atlantic Pebble Company Limited."

Mr. Speaker left the Chair.

Mr. Parsons took the Chair of Committee.

Mr. Speaker resumed the Chair.

The Chairman from the Committee reported that they had considered the matter to them referred and passed the Bill with some amendment.

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

Pursuant to order and on motion of the Hon. Prime Minister, the House resolved itself into Committee of the Whole on the Bill entitled "An Act Respecting Certain Newfoundland Government Securities."

Mr. Speaker left the Chair.

Mr. Parsons 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.

On motion of the Hon. Minister of Justice, leave was granted for the withdrawal of a Bill entitled "An Act Respecting Workmen's Wages," and a second reading was ordered to be discharged.

Pursuant to order and on motion of the Hon. Minister of Justice, the Bill entitled "An Act to Amend the Law Relating to the Sale of Intoxicating Liquors" was read a second time; and ordered to be referred to Committee of the Whole House on to-morrow.

Pursuant to order and on motion of the Hon. Minister of Finance and Customs, the Bill entitled "An Act to Provide for the Raising of a Sum of Money by Loan for the Public Service of the Colony" was read a second time; and ordered to be referred to Committee of the Whole House on to-morrow.

The remaining orders of the day were deferred.

Mr. Seymour gave notice that he would on to-morrow ask the Hon. Colonial Secretary to lay upon the table of this House a copy of the lease of building now rented and used as a Postal Telegraph Office at Spaniard's Bay.

Hon. Prime Minister gave notice that he would on to-morrow ask leave to move the suspension of the Rules of the House in relation to all matters now before the House.

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

It was moved and seconded that when the House rises it adjourn till to-morrow (Wednesday), March 16th, at three of the clock in afternoon.

The House then adjourned accordingly.

WEDNESDAY, March 16th, 1910.

The House met at three of the clock in the afternoon, pursuant to adjournment.

Petitions were presented by—

Mr. Squires from residents of Elliston for a road.

Mr. Squires from residents of Elliston for a landing place.

Mr. Squires from residents of New Melbourne for wharf.

Mr. Squires from residents of Deep Bight for road.

Mr. Squires from residents of Whale Brook for a road.

Mr. Squires from residents of Island Cove for road.

Mr. Squires from residents of Lady Cove for a bridge.

Mr. Squires from residents of New Melbourne for road.

Mr. Squires from residents of Lance Cove for road.

Mr. Squires from residents of New Perlican for coastal service.

Mr. Squires from residents of Heart's Delight for inland fisheries.

Mr. Squires from residents of Thoroughfare for education reforms.

Hon. Mr Watson from residents of Rocky Brook for a road.

Mr. Clapp from residents of Goose Cove for trawling laws.

Mr. Clapp from residents of St. Julien's for trawling laws.

Hon. Mr. Blandford from residents of Newman's Cove for coastal steamer.

Hon. Mr. Crosbie from residents of Port de Grave for trawling laws.

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

The Hon. Colonial Secretary laid upon the table of the House Annual Returns from the Reid Newfoundland Company, under Schedule E, Section 25, of the Contract of 1901.

Pursuant to notice and on motion of the Hon. Prime Minister, the Rules of the House were suspended in relation to all matters now before the House.

Pursuant to notice and leave granted, the Hon. Minister of Justice introduced a Bill entitled "An Act to Amend the Customs Act, 1898;" and it was read a first time, and ordered to be read a second time presently.

The said Bill was then read a second time and ordered to be referred to Committee of the Whole House presently.

On motion, the House resolved itself into Committee of the Whole on the said Bill.

Mr. Speaker left the Chair.

Mr. Parsons took the Chair of Committee.

Mr. Speaker resumed the Chair.

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

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

On motion, the said Bill was then read a third time and passed, and it was ordered to be engrossed, being entitled as above, and that it be sent to the Legislative Council with a message requesting the concurrence of that body in its provisions.

Pursuant to order and on motion of the Hon. Prime Minister, the Bill entitled "An Act to Confirm an Agreement Between the Government of Newfoundland and the Atlantic Pebble Company, Limited," was read a third time and passed; and it was ordered to be engrossed, being entitled as above, and that it be sent to the Legislative Council with a message requesting the concurrence of that body in its provisions.

Pursuant to order and on motion of the Hon. Prime Minister, the Bill entitled "An Act Respecting Newfoundland Government Securites" was read a third time and passed; and it was ordered to be engrossed, being entitled as above, and that it be sent to the Legislative Council with a message requesting the concurrence of that body in its provisions.

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

Mr. Speaker left the Chair.

Mr. Parsons took the Chair of Committee.

Mr. Speaker resumed the Chair.

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

Ordered: That this report be received.

Whereupon the said resolutions were read a first time as follows:

Supplemental Supply, 1910	\$104,452.87
Special Votes, 1909-10	110,000.00

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

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

Mr. Speaker left the Chair.

Mr. Parsons 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, 1910, the sum of \$214,452.27 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, 1911, the sum of \$1,737,745.16 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 neighborhoods having local boards or councils, to authorize the payment at any time after the 30th day of June, 1910, 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 aforesaid may be expended by such boards or councils for such local needs and requirements as the boards or councils may determine.

RESOLVED—The monies hereby appropriated shall be paid by the Hon. 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 to be engrossed, being entitled "An Act for the 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, 1910, and the 30th day of June, 1911, and for Other Purposes relating to the Public Service," and that it be sent to the Legislative Council, with a message requesting the concurrence of that body in its provisions.

Pursuant to order and on motion of the Hon. Minister of Justice, the House resolved itself into Committee of the Whole, on the Bill entitled "An Act to Amend the Act 6 Ed. VII., Cap. 17, entitled 'An Act Respecting Licenses for the Sale of Intoxicating Liquors.'"

Mr. Speaker left the Chair.

Mr. Parsons took the Chair of Committee.

Mr. Speaker resumed the Chair.

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

Ordered: That this report be received and the said Bill read a third time presently.

On motion, the said Bill was then read a third time and passed; and it was ordered to be engrossed, being entitled as above, and that it be sent to the Legislative Council with a message requesting the concurrence of that body in its provisions.

Pursuant to order and on motion of the Hon. Minister of Finance and Customs, the House resolved itself into Committee of the Whole on the Bill entitled "An Act for the Raising of a Sum of Money by Loan for the Public Service of the Colony."

Mr. Speaker left the Chair.

Mr. Parsons took the Chair of Committee.

Mr. Speaker resumed the Chair.

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

Ordered: That this report be received and the said Bill read a third time presently.

On motion, the said Bill was then read a third time and passed; and it was ordered to be engrossed, being entitled as above, and that it be sent to the Legislative Council with a message requesting the concurrence of that body in its provisions.

Pursuant to order and on motion of the Hon. Prime Minister, the Bill entitled "An Act to Amend the Act 9, Ed. VII., Cap. 3, entitled 'An Act to Incorporate the Newfoundland Board of Trade'" was read a second time; and ordered to be referred to Committee of the Whole House on to-morrow.

Pursuant to order and on motion of the Hon. Prime Minister, the Bill entitled "An Act to Confirm an Agreement between the Government of this Colony and the Newfoundland Oil Fields, Limited," was read a second time; and ordered to be referred to Committee of the Whole House on to-morrow.

Pursuant to order and on motion of the Minister of Marine and Fisheries, the Bill entitled "An Act to Amend Chapter 3 of the Act 61 Vic., entitled 'An Act Respecting the Department of Marine and Fisheries'" was read a second time; and ordered to be referred to Committee of the Whole House on to-morrow.

The Hon. Minister of Justice, from the Select Committee to which had been referred the Bill entitled "An Act Respecting the Jurisdiction of Magistrates and Justices," presented the report of the said committee as follows—

" House of Assembly of Newfoundland,
 " Mr. Speaker—The Select Committee appointed to
 " consider the Bill entitled 'An Act Respecting the Juris-
 " diction of Magistrates and Justices' beg to submit the
 " Bill hereto annexed, and to recommend the adoption
 " of same.

" Respectfully submitted,

" (Signed)

D. MORISON,

" CHARLES H. EMERSON,

" JOHN C. CROSBIE,

" R. J. DEVEREUX,

" R. A. SQUIRES."

Ordered: That this report be received and the said Bill referred to Committee of the Whole House on 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 Bill sent up entitled "An Act Further to Amend 'The St. John's Municipal Act, 1908,' " with an amendment, in which they request the concurrence of the House of Assembly.

On motion of the Hon. Prime Minister, the said amendment was 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 amendment without amendment.

Mr. Parsons gave notice that he would on to-morrow ask the Hon. Colonial Secretary to lay upon the table of this House a copy of the report or returns of the Harbor Grace Industrial Society for 1908-9.

It was moved and seconded that when the House rises it adjourn till Friday next, March 18th, at three of the clock in the afternoon.

The House then adjourned accordingly.

FRIDAY, March 18th, 1910.

The House met at three of the clock in the afternoon, pursuant to adjournment.

Petitions were presented by—

Hon. Mr. Watson from residents of Little Heart's Ease for road.

Mr. Woodford from residents of Holyrood for a wharf.

Mr. Piccott from residents of Coley's Point for a road.

Mr. Seymour from residents of Harbor Grace for coastal service

Mr. Moore from House servants for increase of salary.

Mr. Moore from residents of Bay Bulls for a road.

Mr. Moore from residents of Ferryland on the subject of the keeping of dogs.

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

Pursuant to order and on motion of the Hon. Prime Minister, the House resolved itself into Committee of the Whole on the Bill entitled "An Act to Amend the Act 9, Ed. VII., Cap. 2, entitled 'An Act to Incorporate the Newfoundland Board of Trade and for Other Purposes.'"

Mr. Speaker left the Chair.

Mr. Parsons took the Chair of Committee.

Mr. Speaker resumed the Chair.

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

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

The said Bill was then read a third time and passed; and it was ordered that it be engrossed, being entitled as above, and that it be sent to the Legislative Council with a message requesting the concurrence of that body in its provisions.

Pursuant to order and on motion of the Hon. Prime Minister, the House resolved itself into Committee of the Whole on the Bill entitled "An Act to Confirm an Agreement Between the Government and the Newfoundland Oil Fields, Limited."

Mr. Speaker left the Chair.

Mr. Parsons took the Chair of Committee.

Mr. Speaker resumed the Chair.

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

Ordered: That this report be received, and the Bill read a third time and passed; and it was ordered that it be engrossed, being entitled as above, and that it be sent to the Legislative Council with a message requesting the concurrence of that body in its provisions.

Pursuant to order and on motion of the Minister of Marine and Fisheries, the House resolved itself into Committee of the Whole on the Bill entitled "An Act to Amend Chapter 3 of the Act 61 Vic., entitled 'An Act Respecting the Department of Marine and Fisheries.'"

Mr. Speaker left the Chair.

Mr. Parsons took the Chair of Committee.

Mr. Speaker resumed the Chair.

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

Ordered: That this report be received, and the Bill read a third time and passed; and it was ordered that it be engrossed, being entitled as above, and that it be sent to the Legislative Council with a message requesting the concurrence of that body in its provisions.

Pursuant to order and on motion of the Hon. Minister of Justice, the House resolved itself into Committee of the Whole on the Bill entitled "An Act Respecting the Jurisdiction of Magistrates and Justices."

Mr. Speaker left the Chair.

Mr. Parsons took the Chair of Committee.

Mr. Speaker resumed the Chair.

The Chairman from the Committee reported that they had considered the matter to them referred and passed the Bill with some amendment.

Ordered: That this report be received, and the Bill read a third time and passed; and it was ordered that it be engrossed, being entitled as above, and that it be sent to the Legislative Council with a message requesting the concurrence of that body in its provisions.

Mr. Seymour gave notice that he would on to-morrow ask the Hon. Colonial Secretary to lay on the table of the House a copy of the reports of the Harbor Grace Water Company for 1907 and 1908.

It was moved and seconded that when the House rises it adjourn till Monday next, March 21st, at three of the clock in the afternoon.

The House then adjourned accordingly.

MONDAY, March 21st, 1910.

The House met at three of the clock in the afternoon, pursuant to adjournment.

Petitions were presented by—

Mr. Clapp from residents of Stanleyville for a road.

Mr. Clapp from residents of Pacquet for post office.

Mr. Clapp from residents of Woody Point for lighthouse.

Mr. Clapp from residents of Birchy Head for a road.

Mr. Clapp from residents of Brent's Cove for coastal service.

Mr. Davey from residents of Lamaline for education reforms.

Mr. Davey from residents of Lamaline for trawling laws.

Mr. Davey from residents of Lories for a road.

Mr. Kent from residents of Torbay for a road.

Mr. Goodison from residents of Carbonear for new street.

Mr. Squires from residents of Lance Cove on the subject of roads

Mr. Squires from residents of Deer Harbor for education reforms.

Mr. Squires from residents of Randem on the subject of water supply.

Mr. Devereux from residents of Barren Island for telegraph service.

Hon. Mr. Cashin from residents of Aquaforte on the subject of bultows.

Hon. Mr. Morison from residents of Gambo for education reforms.

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

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

An Act further to amend "The Revenue Act, 1905."

An Act to incorporate the Newfoundland Board of Trade and for other purposes.

An Act respecting the Department of Marine and Fisheries.

An Act to confirm an agreement between the Government and the Newfoundland Oil Fields, Limited.

An Act respecting the Jurisdiction of Magistrates and Justices.

An Act for the Encouragement of Agriculture.

An Act to amend "The Election Act, 1889."

An Act respecting Cold Storage.

An Act respecting the Qualification of Firemen.

An Act to confirm an agreement made with the Atlantic Pebble Company, Limited.

An Act respecting Newfoundland Government Securities.

An Act to amend "The Customs Act."

An Act for granting to His Majesty certain sums of money for defraying certain expenses of the Public Service for the financial years ending, respectively, the thirtieth day of June, One thousand nine hundred and ten, and the thirtieth day of June, One thousand nine hundred and eleven, and for other purposes relating to the Public Service.

An Act for raising a sum of money by loan for the Public Service of the Colony, and

An Act respecting the Pharmaceutical Society and the Sale of Drugs in this Colony, without amendment.

Mr. Speaker also informed the House that he had received a message from the Legislative Council acquainting the House of Assembly that they had passed the Bill sent up entitled "An Act to Amend 6 Ed. VII., Cap. 17, entitled 'An Act Respecting Licenses for the Sale of Intoxicating Liquors,' " with an amendment, in which they request the concurrence of the House of Assembly.

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

The Hon. Minister of Justice informed the House that it is the intention of His Excellency the Governor to prorogue the present session of the Legislature on to-morrow (Tuesday), March 22nd, at three of the clock in the afternoon.

Mr. Kent gave notice that he would on to-morrow ask the Hon. Colonial Secretary what action, if any, the Government intends taking in connection with the petition presented to the Governor in Council in December last by certain voters in the District of Ferryland in relation to the services of Dr. Giovannetti.

Mr. Kent gave notice that he would on to-morrow ask the Hon. Colonial Secretary what action, if any, the Government intends taking upon the report of Mr. McNeily, K.C., upon the use by the

Reid Newfoundland Company of the railway telegraph lines for purposes other than those provided for under contract and copy of which was tabled this session.

It was moved and seconded that when the House rises it adjourn till to-morrow (Tuesday), March 22, at half past two of the clock in the afternoon.

The House then adjourned accordingly.

TUESDAY, March 22nd, 1910.

The House met at three of the clock in the afternoon, pursuant to adjournment.

Petitions were presented by—

Mr. Howley from residents of Sound Island on the subject of education reforms.

Mr. Moore from residents of Caplin Bay on the subject of trap berths.

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

Mr. F. Morris, from the Select Committee on the Daylight Bill, presented its report, as follows—

“ Committee Room,

“ House of Assembly,

“ March 17th, 1910.

“ Mr. Speaker—We, the Select Committee appointed by the House of Assembly to take evidence and report upon a Bill entitled ‘An Act Respecting Certain Changes in the Hours of Day and Night,’ passed by the Legislative Council during the present session, and which came before the House of Assembly for its second reading, beg to submit the following—

“ Your Committee have had before them the several
 “ petitions presented to the House of Assembly on this
 “ subject, and find the diversity of opinion so great and
 “ the interests at issue so important, that considerably
 “ more time than the Committee were enabled to expend
 “ on the consideration of the matter is absolutely neces-
 “ sary before arriving at a definite conclusion.

“ Your Committee, therefore, recommend that the
 “ matter be not proceeded with during the present
 “ session.

“ (Signed) F. J. MORRIS,
 Chairman;

“ R. WATSON,

“ J. M. KENT,

“ A. W. PICCOTT,

“ M. J. KENNEDY,

“ J. A. CLIFT.”

On motion, the said report was received.

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

Accordingly Mr. Speaker and the House attended upon His Excellency in the Council Chamber.

Mr. Speaker, at the Bar of the Council Chamber, addressed His Excellency as follows—

“ *May it Please Your Excellency—*

“ The House of Assembly have voted the supplies required to
 “ enable the Government to defray the expenses of the Public Ser-
 “ vice. In the name of the House of Assembly, I present the follow-
 “ ing Bills for Your Excellency’s assent”—

An Act for granting to His Majesty certain sums of money for defraying certain expenses of the Public Service for the financial

years ending, respectively, the thirtieth day of June, One thousand nine hundred and ten, and the thirtieth day of June, One thousand nine hundred and eleven, and for other purposes relating to the Public Service.

An Act further to amend "The Revenue Act, 1905."

An Act respecting the Discovery of Minerals.

An Act for the Confirmation of a Contract for the Development of the Coal Deposits of this Colony.

An Act further to amend "The Education Act, 1903."

An Act for the Confirmation of an Agreement between the Government and the Dominion Iron & Steel Company, Limited.

An Act for the Confirmation of an Agreement between the Government and the Nova Scotia Steel & Coal Company, Limited.

An Act respecting the Encouragement of Woollen Manufactures

An Act for raising a sum of money by loan for extension of the Railway System of this Colony.

An Act respecting the Remission of Penalties.

An Act respecting Certain Retiring Allowances.

An Act to authorize certain payments under the Public Services of this Colony by Cash Notes and for other purposes.

An Act respecting the Smelting of Copper Ores.

An Act for the Encouragement of Agriculture.

An Act further to amend "The St. John's Municipal Act, 1902."

An Act respecting Newfoundland Government Securities.

An Act to confirm an agreement with the Atlantic Pebble Company, Limited.

An Act for raising a sum of money by loan for the Public Service of the Colony.

An Act respecting Cold Storage.

An Act to provide for the extension of the Railway System of the Colony.

An Act to confirm an agreement between the Government and the Newfoundland Oil Fields, Limited.

An Act to amend "The Crown Lands Act, 1903," and to provide for the issue of Dredging Leases on Rivers.

An Act to amend Chapter 36 of the Consolidated Statutes (Second Series) entitled "Of Nuisances and Municipal Regulations."

An Act to amend "The Newfoundland Dental Act, 1906."

An Act respecting the Constitution and Establishment of "The Game and Inland Fisheries Board."

An Act respecting the Preservation of Beavers.

An Act to amend Chapter 133 of the Consolidated Statutes (Second Series) entitled "Of the Solemnization of Marriage."

An Act respecting Pilotage Rates for the Port of St. John's.

An Act to amend Chapter 54 of the Consolidated Statutes (Second Series), entitled "Of the Law Society—Barristers and Solicitors."

An Act to prohibit the Prosecution of the Labrador Fishery in Steam Vessels.

An Act respecting the Fishermen and Sailors' Home Joint Stock Company, Limited.

An Act respecting Trade Unions and Trade Disputes.

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

An Act respecting the Pharmaceutical Society and the Sale of Drugs in this Colony.

An Act to amend "The Election Act, 1889."

An Act respecting the Qualification of Firemen.

An Act to amend the Act 9 Edward VII., Cap. 2, entitled "An Act to Incorporate the Newfoundland Board of Trade and for Other Purposes."

An Act respecting the Jurisdiction of Magistrates and Justices.

An Act to amend Chapter 3 of the Act 61 Vic., entitled "An Act respecting the Department of Marine and Fisheries."

An Act to amend 6 Edward VII., Cap. 17, entitled "An Act respecting Licenses for the Sale of Intoxicating Liquors."

His Excellency was then pleased to make the following Speech to both branches of the Legislature—

Mr. President and Honourable Gentlemen of the Legislative Council:

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

It is with pleasure that I find myself in a position so speedily to relieve you of your Parliamentary duties. The session, while almost unprecedented in your history for the number and variety of the measures considered, comprehending creative and constructive legislation perhaps without example in the Colony's annals, has been marked by such celerity and business-like methods as have enabled a great volume of business to be transacted in a remarkably short time.

The early opening of the session has, I am pleased to observe, been welcomed by the community, in that it has enabled the sittings to be conducted with the least inconvenience to the personal concerns of the members of both branches, and to elicit the closest interest in the proceedings from the public generally.

The many important measures that you have considered should be productive of great good to the country at large, especially those which will aid in the establishment of an industrial policy of varied aspects. The encouragement which you have afforded for the development of coal, petroleum refining, copper smelting, wool manufacturing, mineral discovering and kindred lines of industrial activity should result in greatly extending the avenues of employment for the people, and diversifying the pursuits upon which the prosperity of the Colony is based.

The measure for the extension of the railway system of the Colony is one that should exert very beneficial influences on the future of Newfoundland. The unanimous testimony as to the advantages which railway construction thus far has bestowed on

the island justifies the conclusions that the proposed branches will contribute in an important degree in the same direction. The reception which the measure has met at your hands gives confidence that the generous support of all classes towards carrying out a comprehensive policy for the well-being of Newfoundland will bear fruit in her attaining in the near future a degree of betterment far exceeding any she has yet enjoyed.

The policy outlined by my Ministers with regard to agricultural development must commend itself to the Colony generally. Its details are so fully set forth and it embraces all classes so completely that its benefits cannot fail to be widely diffused and to result in an effective stimulus being imparted to our agricultural industry with marked good to those who follow this avocation and to the country as a whole. The determination to make agricultural subjects more a feature of the educational system of the Colony is a step in the right direction, and it is especially gratifying to observe that it has been found possible to substantially augment the vote for education again this session in addition to the handsome increase which was voted it in June last.

The widespread destruction to public wharves, breakwaters, roads and bridges caused by the storms in November and December last will, I am glad to say, be made good in a great measure by the appropriation of one hundred thousands dollars (\$100,000.00), which you have provided for this purpose.

The enactment of a measure for the prohibition of steam vessels engaging in the Labrador fishery, which has been advocated so strenuously for some years past by the thousands of our people who fish on that coast, will assure the permanence to them of the industry in the form it is at present prosecuted, unthreatened by the ruinous competition which the employment of steam power has wrought to similar industries in other countries. The unanimous adoption of this measure by both your Houses is a testimony to the manner in which questions affecting the great industry of the people are considered by you.

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

I thank you for the liberal supplies which you have provided for the public service, and which shall be expended economically. I am pleased to note that a substantial surplus is anticipated for the current fiscal year, and to realize that the various measures which have been determined upon this session can be effectuated without any increased taxation.

In view of the Colony's gratifying financial position, my Ministers will devote attention, during recess, to the matter of the revision of the tariff.

Mr. President and Honourable Gentlemen of the Legislative Council:

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

The questions arising out of the interpretation of Article 1 of the Treaty of 1818, between His Majesty's Government and the Government of the United States, submitted to the arbitrament of The Hague Tribunal, will come before that body in June next for determination. United action has been agreed upon between His Majesty's Government, the Government of the Dominion of Canada and the Government of this Colony, with a view to the adequate presentation of the British case before the Tribunal.

In relieving you from your sessional duties, I again congratulate you upon the expeditious manner in which so large a volume of legislation has been disposed of. I trust that the prosperity of the country may long continue, and I pray that Divine Providence may bless the labours of your people.

After which the Hon. 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 30th day of June next, to be then and here holden, and this General Assembly stands prorogued accordingly.”

P. T. McGRATH,

Clerk House of Assembly.

APPENDIX

ESTIMATES FOR 1910-1911.

SUMMARY

Of the Estimated Expenditure for the Financial Year ending 30th June, 1911, together with Sums Granted for the Financial Year 1909 and 1910.

No.	Service.	Estimate for 1909 and 1910.			Estimate for 1910 and 1911.		
		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	\$874,094 51	\$886,094 51	\$ 12,000 00	\$921,115 51	\$933,115 51
2	Civil Government	128,961 66	26,600 00	155,561 66	130,212 33	26,600 00	156,812 33
3	Pensions .....	.....	11,475 90	11,475 90	.....	17,567 89	17,567 89
4	Administration of Justice	174,751 43	18,100 00	192,851 43	180,737 83	18,100 00	198,837 83
5	Legislation	33,015 00	.....	33,015 00	33,405 00	.....	33,405 00
6	Education	3,800 00	288,323 66	292,123 66	3,800 00	313,923 66	317,723 66
7	Public Charities	283,994 00	.....	283,994 00	290,324 00	.....	290,324 00
8	Lighthouses, Signal Stations, etc.	86,166 00	.....	86,166 00	79,214 00	.....	79,214 00
9	Agriculture and Mines	26,420 00	20,000 00	46,420 00	26,420 00	20,000 00	46,420 00
10	Marine and Fisheries	98,740 00	.....	98,740 00	83,990 00	.....	83,990 00
11	Roads, Bridges, etc.	172,881 00	.....	172,881 00	174,956 00	.....	174,956 00
12	Post Office and Telegraphs.....	460,904 00	.....	460,904 00	492,108 00	.....	492,108 00
13	Customs	145,991 00	.....	145,991 00	146,031 00	.....	146,031 00
14	Contingencies	10,000 00	.....	10,000 00	10,000 00	.....	10,000 00
16	Coal and Water Refunds	67,550 00	.....	67,550 00	67,550 00	.....	67,550 00
17	Additional Estimates	22,000 00	.....	22,000 00	7,000 00	.....	7,000 00
		\$1,727,174 09	\$1,238,594 07	\$2,965,768 16	\$1,737,748 16	\$1,317,307 06	\$3,055,055 22

I.—STATEMENT OF PUBLIC DEBT, INTEREST, ETC.

Interest and Charges	Funded Debt 1909—1910	Interest 1910—1911
“ B ”		
3 per cent. Interest on Loan of.....	\$1,581,666.66	\$47,450.00
3½ per cent. Interest on Loan of.....	13,065,546.66	457,294.13
4 per cent. Interest on Loan of.....	8,110,784.53	324,431.38
4 per cent. Interest on Loan of	430,000.00	17,200.00
	<u>\$23,187,997.85</u>	<u>\$846,375.51</u>
3½ per cent. Interest on estimated new Railway Bonds	\$1,000,000.00	\$35,000.00
4 per cent. on Loan for Poor Asylum, Light- houses and Dredge	300,000.00	12,000.00
Sinking Fund .....	.....	27,740.00
Total under “B” .....	.....	<u>\$921,115.51</u>
“ A ”		
Premium, Exchange and Management .....	.....	\$12,000.00
		<u>\$933,115.51</u>
Distribution		
Under “ A ” Premium, Exchange, Management .....	.....	\$12,000.00
Under “ B ” Interest and Sinking Fund.....	.....	921,115.51
	<u>.....</u>	<u>\$933,115.51</u>

II.—CIVIL GOVERNMENT

Amount Voted as per Statement A—\$130,212.33

A.—Estimate of Expenditure for which Votes of the Legislature are required	Estimate 1909—1910	Estimate 1910—1911
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“ A ”

Estimate of Expenditure for which Votes
of the Legislature are required

Government House	\$2,560.00	\$2,760.00
Department of Prime Minister	1,100.00	1,100.00
“ Colonial Secretary	10,440.00	8,540.00
“ Justice	3,400.00	2,700.00
“ Finance	3,150.00	3,150.00
“ Agriculture and Mines	11,300.00	11,230.00
“ Marine and Fisheries	10,686.66	10,923.33
“ Public Works	8,600.00	8,600.00
“ Auditor General	2,450.00	2,484.00
“ Government Engineer	4,863.33	5,063.33
Contingencies (ordinary) as detailed	39,011.67	39,111.67
Public Works, for public buildings (as detailed)	32,500.00	34,550.00
Total	\$128,961.66	\$130,212.33

“ B ”

Expenditure authorized by Statute

The Salary of the Governor	\$10,000.00	\$10,000.00
“ Colonial Secretary	2,000.00	2,000.00
“ Minister of Finance	2,000.00	2,000.00
“ Minister of Justice	2,000.00	2,000.00
“ Minister of Agric. and Mines	2,000.00	2,000.00
“ Minister of Marine and Fish.	2,000.00	2,000.00
“ Minister of Public Works	2,000.00	2,000.00
“ Members (4) of the Board of Works at \$150	600.00	600.00
“ Auditor General	2,000.00	2,000.00
“ Postmaster General	2,000.00	2,000.00
Total	\$26,600.00	\$26,600.00

Summary

A.—To be voted	\$128,961.66	\$130,212.33
B.—Authorized by Statute	26,600.00	26,600.00
Total	\$155,561.66	\$156,812.33

II.—CIVIL GOVERNMENT—(Continued)

Departments—(Detail).	Salaries.	
	Estimate 1909-1910	Estimate 1910-1911
(a)—Government House		
Governor's Secretary	\$900.00	\$900.00
Governor's Orderlies (one at \$360, one at \$400)	760.00	760.00
Keeper Government House Grounds	400.00	400.00
Clerk	500.00	700.00
	<u>\$2,560.00</u>	<u>\$2,760.00</u>
(b)—Department of Prime Minister		
Secretary		\$700.00
Clerk and Typist		400.00
		<u>\$1,100.00</u>
(c)—Department of Colonial Secretary		
Deputy Head	\$1,600.00	\$1,600.00
First Clerk	1,100.00	1,100.00
Second Clerk	850.00	850.00
Third Clerk	450.00	450.00
Stenographer and Typist	500.00	500.00
Assistant Stenographer and Typist	300.00	300.00
Messenger	430.00	430.00
Assistant Messenger	300.00	300.00
Registrar of Deeds and Companies	1,500.00	.....
Typist to Registrar	400.00	.....
	<u>\$7,430.00</u>	<u>\$5,530.00</u>
Vital Statistics—		
Registrar	\$800.00	\$800.00
Clerk to Registrar	450.00	450.00
Registration Fees to Deputy Registrars....	1,500.00	1,500.00
	<u>\$2,750.00</u>	<u>\$2,750.00</u>
Miscellaneous—		
Inspector Weights and Measures, St. John's	\$100.00	\$100.00
Keeper of Observatory	160.00	160.00
	<u>\$260.00</u>	<u>\$260.00</u>

II.—CIVIL GOVERNMENT—(Continued)

Departments—(Detail).	Salaries	
	Estimate 1909-1910.	Estimate 1910-1911.
(d)—Department of Justice		
Deputy Head	\$1,500.00	\$1,500.00
Secretary and Accountant	700.00	.....
Messenger	300.00	300.00
Typist	300.00	300.00
Assistant Typist	300.00	300.00
	<hr/>	<hr/>
	\$3,400.00	\$2,700.00
	<hr/>	<hr/>
(e)—Department of Finance		
Deputy Head	\$1,500.00	\$1,500.00
First Clerk	900.00	900.00
Second Clerk	750.00	750.00
	<hr/>	<hr/>
	\$3,150.00	\$3,150.00
	<hr/>	<hr/>
(f)—Department of Agriculture and Mines		
Deputy Head	\$1,200.00	\$1,200.00
First Clerk	1,000.00	1,000.00
Second Clerk	750.00	750.00
Third Clerk and Typist	550.00	480.00
Surveyor to Department	850.00	1,000.00
Messenger	350.00	350.00
Caretaker to Museum	300.00	300.00
Accountant	800.00	800.00
Typist	300.00	.....
	<hr/>	<hr/>
	\$6,100.00	\$5,880.00
	<hr/>	<hr/>
(f)—Department Agriculture and Mines (Surveyors' Salaries)		
Director Geological Surveys & Curator Museum	\$1,800.00	\$1,800.00
First Surveyor	900.00	975.00
Second Surveyor	700.00	775.00
Additional Surveyors and Assistants	800.00	800.00
Woods Ranger	600.00	600.00
Inspector of Timber Limits	400.00	400.00
	<hr/>	<hr/>
	\$5,200.00	\$5,350.00
	<hr/>	<hr/>
(g)—Department Marine and Fisheries		
Deputy Head	\$1,200.00	\$1,200.00
Fishery Expert	1,703.33	.....
Secretary Fisheries Board	400.00	400.00
First Clerk and Accountant	700.00	700.00
Second Clerk and Typist	400.00	500.00
Inspector of Lighthouses	1,100.00	1,100.00
Secy. Lighthouse Dept. & Insp. Marine Works .....	.....	1,000.00

II.—CIVIL GOVERNMENT—(Continued)

Salaries.

Departments—(Detail).

	Estimate 1909-1910.	Estimate 1910-1911
(g)—Department of Marine and Fisheries—Continued		
Asst. Inspector Lighthouses and Mechanician..	900.00	900.00
Inspector of Boilers	1,000.00	1,000.00
Assistant Inspector of Boilers .....	.....	720.00
Lloyd's Surveyor of Shipping (in aid of salary)	973.33	973.33
Chief Examiner Masters and Mates	500.00	500.00
Two Quarantine Officers	150.00	150.00
Harbor Master and Ships' Husband	700.00	700.00
Pickled Fish Inspection	600.00	600.00
Messenger .....	.....	120.00
Storekeeper	360.00	360.00
	<u>\$10,686.66</u>	<u>\$10,923.33</u>
(h)—Department of Public Works		
Secretary	\$1,200.00	\$1,200.00
First Clerk	1,200.00	1,000.00
Second Clerk	700.00	800.00
Book-keeper	800.00	700.00
Superintendent of Public Works	1,000.00	1,000.00
Assistant Superintendent of Public Works....	600.00	600.00
Inspector of Districts outside St. John's	1,000.00	1,000.00
Two Road Inspectors	1,400.00	1,400.00
Messenger	400.00	400.00
Typist	300.00	300.00
Assistant Typist .....	.....	200.00
	<u>\$8,600.00</u>	<u>\$8,600.00</u>
(i)—Department of Auditor General		
First Clerk and Assistant Auditor	\$1,000.00	\$1,000.00
Second Clerk.....	1,000.00	1,000.00
Messenger	50.00	84.00
Clerk and Typist	400.00	400.00
	<u>\$2,450.00</u>	<u>\$2,484.00</u>
(j)—Department of Government Engineer		
Government Engineer	\$3,163.33	\$3,163.33
Clerk	500.00	700.00
Typist	300.00	300.00
Inspector	900.00	900.00
	<u>\$4,863.33</u>	<u>\$5,063.33</u>

II.—CIVIL GOVERNMENT—(Continued)

Contingencies—(Detail).	Contingencies.	
	Estimate 1909-1910.	Estimate 1910-1911.
Government House		
Stationery	\$300.00	\$300.00
Telegrams	500.00	500.00
Sundries, including Telephone	200.00	200.00
Governor's Travelling Expenses	1,000.00	1,000.00
	<u>\$2,000.00</u>	<u>\$2,000.00</u>
Department of Prime Minister		
Printing, Stationery, Telegrams, Telephones, &c		\$500.00
Department of Colonial Secretary		
Printing, Gazetting and Stationery	\$2,400.00	\$2,400.00
Telegrams, including Press Message	2,000.00	2,000.00
Sundries—Cab Hire, Cartage, Small Freights, Crown Agents Account, Meteorological Register, Telephones and Wolf Act...	800.00	800.00
Standard Sets Weights and Measures and Renewals	300.00	300.00
Royal Naval Reserve	15,000.00	15,000.00
Contingencies—Registrar of Deeds & Companies	200.00	.....
Contingencies—Registrar of Vital Statistics...	.....	300.00
Classification Diseases .....	.....	300.00
	<u>\$21,000.00</u>	<u>\$20,800.00</u>
Department of Justice		
Stationery	\$100.00	\$100.00
Telegrams	125.00	125.00
Sundries, including Telephone	375.00	375.00
Colonial Records	500.00	500.00
	<u>\$1,100.00</u>	<u>\$1,100.00</u>
Department of Finance		
Printing and Stationery	\$750.00	\$750.00
Telegrams	125.00	125.00
Sundries, including Telephone and Typewriting	565.00	565.00
Sheep Preservation Act	1,250.00	1,250.00
Premium Guaranteed Bonds	800.00	800.00
Cash Notes .....	.....	2,500.00
	<u>\$3,490.00</u>	<u>\$5,990.00</u>

II.—CIVIL GOVERNMENT—(Continued)

Contingencies.

Contingencies—(Detail).

	Estimate 1909-1910.	Estimate 1910-1911.
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Department of Agriculture and Mines

Printing and Stationery	\$700.00	\$700.00
Repairs of Instruments	325.00	325.00
Museum Requirements	200.00	200.00
Maps and Advertising Abroad	200.00	200.00
Telegrams and Postage	150.00	150.00
Sundries, including Telephone, Charwoman, &c.	360.00	360.00
	<u>\$1,935.00</u>	<u>\$1,935.00</u>

Department of Marine and Fisheries

Printing and Stationery	\$850.00	\$850.00
Telegrams and Telephones	400.00	400.00
Books for Library		
Sundries, including Telephones for Mercantile Marine Officer	250.00	250.00
Examining of Engineers	250.00	250.00
	<u>\$1,750.00</u>	<u>\$1,750.00</u>

Department of Public Works

Printing and Stationery	\$750.00	\$750.00
Telegrams and Postage	150.00	150.00
Sundries, including Telephone and Taxes	450.00	450.00
Travelling Expenses and Assistance	1,000.00	1,000.00
Cash Notes	2,500.00	.....
	<u>\$4,850.00</u>	<u>\$2,350.00</u>

Department of Auditor General

Printing and Stationery, including Account Books and Printing Reports	\$125.00	\$125.00
Postage and Telegrams	25.00	25.00
Sundries, including Telephone	100.00	100.00
Expenses in connection with Inquiries	500.00	500.00
	<u>\$750.00</u>	<u>\$750.00</u>

II.—CIVIL GOVERNMENT—(Continued)

Contingencies —(Detail.)	Contingencies.	
	Estimate. 1909-1910,	Estimate. 1910-1911.
Department of Government Engineer		
Office and Allowance	\$900.00	\$700.00
Mining Act	350.00	350.00
Travelling Expenses	886.67	886.67
	\$2,136.67	\$1,936.67
Total Contingencies (ordinary)	\$39,011.67	\$39,111.67
Fuel and Light		
Government House, including Fireman's Salary and Taxes	\$3,550.00	\$3,550.00
Customs Buildings' Fuel, Light Rent and Taxes	2,000.00	2,000.00
Post Office and Postal Telegraph Building....	4,500.00	4,500.00
Departmental Building	900.00	900.00
Museum Building .....	.....	1,000.00
	\$10,950.00	\$11,050.00
Insurance and Keepers		
Insurance on Public Buildings	\$4,700.00	\$4,700.00
Customs Buildings: Keeper and Fireman, \$312; Cleaning, \$208; Sundries, \$76; Fireman and Keeper for King's Wharf Build- ing, \$104	700.00	700.00
Departmental Building: Keeper, St. John's, \$350; Cleaning, \$250; Night Watchman and Sundries, \$280; Carbonear Fireman and Janitor, \$120	1,000.00	1,000.00
Museum Building: Keeper, \$500; Fireman, \$420; Cleaning, \$150; Sundries, \$130..	.....	1,200.00
	\$6,400.00	\$7,600.00

II.—CIVIL GOVERNMENT—(Continued)

Contingencies.

Contingencies—(Detail).	Estimate. 1909-1910.	Estimate. 1910-1911.
Repairs Public Buildings		
Custom House, Harbor Grace	\$100.00	} \$15,000.00
Government House Building and Grounds		
Special—Interior, Fences and Lodges	2,900.00	
Imperial Property	300.00	
Kerosene Oil Store Expenses: Keeper's Salary and Commission 5 per cent.	200.00	
Kerosene Oil Store Repairs		
Kerosene Oil Store: Extension, Sewerage, etc	500.00	
Koss' Valley Hospital	100.00	
Harbor Grace Hospital	100.00	
Postal Telegraph and Customs Bldg., Carbonear	250.00	
Customs Buildings, St. John's	1,800.00	
Attendance on Clocks in Public Offices and the Town Clock	200.00	
Departmental Building	900.00	
General Post Office	1,000.00	
Government House: Maintenance of Furniture and General Furnishing	800.00	
Cabot Tower	300.00	
St. John's Court House	900.00	
Outport Postal Telegraph Buildings	1,000.00	
Outport Customs Buildings	500.00	
New Diphtheria and Fever Hospital.....	800.00	
Repairs, Alterations and Improvements, do. ..	2,500.00	
	<u>\$15,150.00</u>	<u>\$15,000.00</u>
Total Contingencies Acct. Public Bldgs	<u>\$32,500.00</u>	<u>\$34,550.00</u>

III.—PENSIONS

Estimate of Expenditure for which Votes of the Legislature are required	Estimate 1909-1910	Estimate 1910-1911
Pensions to individuals as per detail	\$11,475.90	\$17,567.89

Name of Pensioner.	Nature of Service at time of Retirement.	Estimate 1909-1910.	Estimate 1910-1911.
D. W. Prowse—Judge Central District Court..		\$1,200.00	\$1,200.00
J. T. Neville—Inspector of Lighthouses, &c....		1,000.00	.....
Wm. White—First Landing Waiter, H.M.C....		600.00	600.00
H. J. Haddon—Preventive Officer, Fortune....		200.00	200.00
Rebecca Oke—Service of husband, Mechanician		100.00	100.00

III.—PENSIONS — (Concluded.)

Name of Pensioner.	Nature of Service at time of Retirement.	Estimate 1909-1910.	Estimate 1910-1911.
Widow Buckley—	Husband killed whilst giving service at fire	116.00	116.00
Widow Fennessey—	Husband killed whilst giving service at fire	80.00	80.00
L. T. Chancey—	Sub and Acting Sheriff	600.00	600.00
Mrs. Stentafor—	Postmistress	180.00	180.00
C. Prowse—	Lightkeeper	250.00	250.00
Mark Rowsell—	Lightkeeper at Cape John.....	240.00	240.00
Miss M. Buchcanan—	Postmistress, Trinity	150.00	150.00
R. Ryan—	Turnkey, Penitentiary	500.00	500.00
G. Kelly—	Turnkey, Penitentiary	500.00	500.00
J. Fleet—	Warden, Penitentiary	320.00	320.00
E. Abbott—	Lighthouse Keeper, Wadham.....	240.00	240.00
E. Dicks—	Lighthouse Keeper, Boar Island....	240.00	240.00
E. Harding—	Lighthouse Keeper, Cabot Island	240.00	240.00
P. O'Reilly—	Asst. Lthse. Kpr., Cape St. Mary's	240.00	240.00
Emma Bradshaw,	Postmistress, Placentia	170.00	170.00
R. Bradshaw—	Sub-Collector, Gauktois	400.00	400.00
T. Pike—	Lighthouse Keeper, Channel Head....	240.00	240.00
James Campbell—	Delivery Clerk, G. P. O.....	534.00	534.00
Thomas Rose—	Signal Man, Cabot Tower	276.00	.....
Dr. Pilot—	Inspector C. of E. Schools.....	1,080.00	1,080.00
Robert Stevens—	Lighthouse Keeper	295.92	295.92
James Simms—	Lighthouse Keeper	373.32	373.32
J. A. Bancroft—	Assistant, Examining Room ..	666.66	666.66
Mrs. Ann Walsh—	Matron Penitentiary	200.00	200.00
James Duggan—	Watchman	244.00	244.00
M. T. Knight—	Secretary Public Works .....	.....	800.00
Thomas Long—	Dep. Min. Agriculture & Mines .....	.....	800.00
D. Cantwell—	Lightkeeper Cape Spear .....	.....	400.00
Thomas Hayes—	Warden, Poor Asylum .....	.....	300.00
Giles Foote—	Sub-Collector, Bell Island.....	.....	466.66
F. Densmore—	Keeper, Lunatic Asylum .....	.....	200.00
Wm. Gosse—	East End Road Inspector .....	.....	300.00
Josiah Garland—	Messenger, Agricul. and Mines .....	.....	233.33
Jonas Soper—	Assistant Keeper, Cape St Francis .....	.....	308.00
Mrs. T. W. Stabb—	Postal Telegraph Operator .....	.....	160.00
Dr. H. Shea—	Resident Physician Gen. Hospital .....	.....	1,800.00
Wm. Day—	Lighthouse Keeper, Dodding Head .....	.....	220.00
J. P. Janes—	Tidewaiter, H. M. Customs.....	.....	260.00
J. W. Moulton—	Tidewaiter, H. M. Customs..	.....	260.00
J. A. Butler—	Tidewaiter, H. M. Customs.....	.....	260.00
J. Binden—	Boatman, H. M. Customs .....	.....	320.00
E. Lewis—	Boatman, H. M. Customs .....	.....	280.00
		<u>\$11,475.90</u>	<u>\$17,567.89</u>

IV.—ADMINISTRATION OF JUSTICE

Amount Voted as per Statement A—\$180,737.83

Estimate of Expenditure for which Votes of the Legislature are required	Estimate 1909—1910	Estimate 1910—1911
" A "		
Supreme Court	\$16,187.00	\$14,862.00
Deeds and Companies		2,100.00
District Courts	3,800.00	4,383.00
Magistracy	21,521.00	24,146.00
Constabulary (1) Police	69,428.68	70,982.08
Constabulary (2) Fire Department	26,893.75	26,893.75
St. John's Penitentiary	18,126.00	18,826.00
Court Houses and Gaols	10,403.00	10,403.00
Local Constables	1,242.00	1,242.00
Miscellaneous	7,150.00	6,900.00
	\$174,751.43	\$180,737.83
B.—Expenditure authorized by Statute—		
Supreme Court—		
Salary Chief Justice	\$5,000.00	\$5,000.00
Salary of Judges (two at \$4,000)	8,000.00	8,000.00
Sheriff	1,500.00	1,500.00
District Courts		
Salary of Judge at St. John's	2,400.00	2,400.00
Salary of Judge at Harbor Grace	1,200.00	1,200.00
	\$18,100.00	\$18,100.00
Summary		
A.—Amount to be Voted	174,751.43	180,737.83
B.—Authorized by Statute	18,100.00	18,100.00
	\$192,851.43	\$198,837.83

Detail

(a)—Supreme Court

Salaries—		
Chief Clerk and Registrar	\$2,600.00	\$2,600.00
First Clerk	700.00	700.00
Second Clerk	700.00	700.00
Stenographer	300.00	300.00
Sub-Sheriff	800.00	800.00
Crier and Tipstaff	500.00	500.00
Messenger	312.00	312.00
Deputy Sheriffs in Outports, payable on certificate of Sheriff	450.00	450.00
	\$6,362.00	\$6,362.00

IV.—ADMINISTRATION OF JUSTICE

Detail—(Continued)

Estimate of Expenditure for which Votes of the Legislature are required	Estimate 1909—1910	Estimate 1910—1911
(a)—Supreme Court—Continued		
Contingencies—		
Bailiffs serving summons, attendance Supreme Court	} \$4,325.00	\$3,000.00
Stationery		
Printing		
Telegrams, Telephones and Postage		
Additional attendance & clerical assistance		
Travelling and other expenses of circuit—		
Judges whilst on Circuit and on board steamer to be paid at the rate of \$6.00 per day		
Judges whilst on Circuit and on board train to be paid at the rate of \$10.00 per day		
Sheriff, in lieu of travelling expenses, at the rate of \$5.00 per day		
Clerk, in lieu of travelling expenses, at the rate of \$5.00 per day		
Crier, in lieu of travelling expenses, \$3.00 per day		
The above amounts to be paid on the certifi- cate of the Minister of Justice		
Other expenses attached to Circuit, includ- ing a portion of Fiona's expenses.....		
Sundries		
	<u>\$4,325.00</u>	<u>\$3,000.00</u>
Engineer, \$600; Cleaning Registry Office, Su- preme Court, \$36; Cleaning Supreme Court, \$192; District Court, \$72; Ma- tron at Police Station, \$120; Cleaning Colonial Secretary's Office and Gov- ernment Engineer's Office, \$196— \$1,216, Coal, etc.	\$5,500.00	\$5,500.00
Total for Supreme Court	<u>\$16,187.00</u>	<u>\$14,862.00</u>

IV.—ADMINISTRATION OF JUSTICE—Continued

Detail—(Continued)

Estimate of Expenditure for which Votes of the Legislature are required	Estimate 1909—1910	Estimate 1910—1911
(b)—Deeds and Companies		
Salaries		
Registrar of Deeds and Companies		\$1,500.00
Typist to Registrar		400.00
		<u>\$1,900.00</u>
Contingencies		\$200.00
		<u>\$2,100.00</u>
(c)—District Courts		
Salaries—		
Clerk of the Peace, St. John's.....	\$1,000.00	\$1,583.00
Bailiff of the Central District Court	400.00	400.00
Clerk of the Peace, Harbor Grace.....	700.00	700.00
Keeper of Court House, Harbor Grace....	50.00	50.00
Bailiff, Harbor Grace	200.00	200.00
Stenographer and Typist	250.00	250.00
	<u>\$2,600.00</u>	<u>\$3,183.00</u>
Contingencies—		
Stationery (St. John's and Harbor Grace))		
Printing		
Telegrams, Telephones and Postage		
Travelling Expenses of Judge Central Dis-		
trict Court, when outside the District,		
payable on certificate of Minister of		
Justice		
Travelling Expenses of Judges Hr. Grace		
District Court, payable on certificate of	\$1,200.00	\$1,200.00
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 con-		
trary		
Total for District Courts	<u>\$3,800.00</u>	<u>\$4,383.00</u>

IV.—ADMINISTRATION OF JUSTICE—Continued

Detail—(Continued)

Estimate of Expenditure for which Votes of the Legislature are required	Estimate 1909—1910	Estimate 1910—1911
(d)—Magistracy		
Salaries—		
Magistrate at Little Bay and Pilley's Island	\$750.00	\$750.00
" Twillingate	750.00	750.00
" Greenspond	750.00	750.00
" Bonavista	875.00	875.00
" Trinity	875.00	875.00
" Ferryland	750.00	750.00
" Trepassey	540.00	540.00
" St. Mary's	450.00	450.00
" Fogo	300.00	600.00
" Harbor Main	300.00	300.00
" Placentia	750.00	750.00
" Presque	450.00	450.00
" Oderin	450.00	500.00
" Burin	750.00	750.00
" Harbor Briton	416.00	416.00
" Channel	750.00	750.00
" St. George's	875.00	875.00
" Bay of Islands	875.00	875.00
" Bonne Bay	875.00	875.00
" Grand Bank	750.00	750.00
" Brigus	750.00	750.00
" Bell Island	750.00	750.00
" Carbonear	1,000.00	1,000.00
" Old Perlican	630.00	630.00
" LaScie	360.00	360.00
" Burgeo	750.00	750.00
" Lawn	500.00	500.00
" Western Cove	400.00	400.00
" Botwoodville	500.00	500.00
" Grand Falls .....	.....	875.00
	<u>\$18,921.00</u>	<u>\$20,146.00</u>

IV.—ADMINISTRATION OF JUSTICE—Continued

Detail—(Continued)

Estimate of Expenditure for which Votes of the Legislature are required	Estimate 1909—1910	Estimate 1910—1911
(d)—Magistracy—Concluded		
Contingencies—		
Stationery	}	
Telegrams		
Printing		
Travelling expenses of Magistrates, payable on certificate of Minister of Justice (notwithstanding anything in the 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)		
	\$2,600.00	\$4,000.00
Total for Magistracy	<u>\$21,521.00</u>	<u>\$24,146.00</u>
(e)—Constabulary (1) Police		
Salaries—		
Inspector General	\$2,000.00	\$2,000.00
Superintendent	1,000.00	1,000.00
Sub-Inspector	900.00	900.00
Secretary and Accountant	500.00	500.00
2 District Inspectors at \$800	1,600.00	1,600.00
6 Head Constables at \$600	3,600.00	3,600.00
8 Sergeants at \$500	4,000.00	4,000.00
8 Acting Sergeants at \$475	3,800.00	3,800.00
40 Constables at \$456.25	17,337.50	18,250.00
1 Constable at \$438	876.00	438.00
8 Constables at \$419.75	4,197.50	3,358.00
26 Constables at \$401.50	8,833.00	10,439.00
3 Constables at \$365	1,095.00	1,095.00
Special Services, payable on certificate of Minister of Justice	300.00	300.00
Total Salaries, Constabulary	<u>\$50,039.00</u>	<u>\$51,280.00</u>
Supplies—		
Arms, Ammunition and Saddlery	\$120.00	\$120.00
Fuel and Light to Barracks	1,800.00	1,800.00
Uniform, Accoutrements and Bedding.....	4,000.00	4,000.00
Lodging Allowance	2,308.00	2,308.00
Purchase of Forage for Horses, &c.	1,200.00	1,200.00
	<u>\$9,428.00</u>	<u>\$9,428.00</u>

IV.—ADMINISTRATION OF JUSTICE—Continued

Detail—(Continued)

Estimate of Expenditure for which Votes of the Legislature are required	Estimate 1909—1910	Estimate 1910—1911
(e)—Constabulary (1) Police—Concluded		
Repairs—		
Barracks, \$1,500; Inspector General's resi- dence, \$400	\$1,900.00	\$1,900.00
Rent—		
Outport Barracks	\$900.00	\$1,000.00
Conveyance—		
Transfer and Travelling Expenses	\$700.00	\$700.00
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	310.00	310.00
Sundries, Sewerage, Water Rates and Rifle Range	560.00	560.00
	\$1,030.00	\$1,030.00
Compensation		
Compensation Toward Deceased Constables	\$2,000.00	\$2,000.00
	\$3,030.00	\$3,030.00
Annuities—		
Allowance to one man, at \$333.33	\$333.33	\$333.33
“ two men, at \$280	560.00	560.00
“ three men, at \$240	720.00	720.00
“ two men, at \$237.25	237.25	474.50
“ three men, at \$200	600.00	600.00
“ one man, at \$164.25	189.10	164.25
“ one man, at \$292	292.00	292.00
	\$2,931.68	\$3,144.08
Total for Constabulary—(1) Police..	\$69,428.68	\$70,982.08

IV.—ADMINISTRATION OF JUSTICE—Continued

Detail—(Continued)

Estimate of Expenditure for which Votes of the Legislature are required	Estimate 1909—1910	Estimate 1910—1911
(e)—Constabulary (2) Fire Department		
Salaries—		
5 Chief Officers—one at \$400, two at \$800, and two at \$600	\$3,200.00	\$3,200.00
2 Sergeants at \$500	1,000.00	1,000.00
2 Engineers at \$475	950.00	950.00
19 Constables at \$456.25	8,668.75	8,668.75
Typewriter, etc.	200.00	200.00
	<u>\$14,018.75</u>	<u>\$14,018.75</u>
Supplies—		
Uniforms and Accoutrements	\$1,269.00	\$1,269.00
Fuel and Light for Stations	1,800.00	1,800.00
Forage, Up-keep and Purchase of Horses..	2,800.00	2,800.00
	<u>\$5,869.00</u>	<u>\$5,869.00</u>
Repairs—		
Repairs to buildings, painting, furnishing, etc.....	\$3,000.00	\$3,000.00
Additional Aid—		
Reserved Men, three stations	\$1,000.00	\$1,000.00
Subsidy to Southside men	200.00	200.00
	<u>\$1,200.00</u>	<u>\$1,200.00</u>
Machinery—		
2,000 feet hose, carriage, up-keep of the chemical engine, harness, ladders, etc.	\$2,000.00	\$2,000.00
Contingencies—		
Printing, Stationery	\$50.00	\$50.00
Telephones	160.00	160.00
Ground Rents, etc.	90.00	90.00
Sundries Account	200.00	200.00
	<u>\$500.00</u>	<u>\$500.00</u>
Insurance—		
Insurance of Men.....	\$106.00	\$106.00
Total for Fire Department	<u>\$26,893.75</u>	<u>\$26,893.75</u>

VI.—ADMINISTRATION OF JUSTICE—Continued

Detail—(Continued)

Estimate of Expenditure for which Votes of the Legislature are required	Estimate 1909—1910	Estimate 1910—1911
(f)—St. John's Penitentiary		
Salaries—		
Superintendent	\$1,200.00	\$1,200.00
Superintendent for rations (notwithstanding anything to the contrary in the Audit Act)	300.00	300.00
Deputy Supt., Tradeswarden and Book-keeper	850.00	850.00
Chief Warden	500.00	500.00
Turnkeys (three at \$400)	1,200.00	1,200.00
Orderly	260.00	260.00
Matron	300.00	300.00
Watchman	366.00	366.00
	<u>\$4,976.00</u>	<u>\$4,976.00</u>
Industries—		
Instructor of Industries	\$150.00	\$150.00
Tradeswarden	400.00	400.00
Material for Brooms, etc.	7,000.00	7,000.00
	<u>\$7,550.00</u>	<u>\$7,550.00</u>
Contingencies—		
Stationery and Printing	\$50.00	\$50.00
Sundries	50.00	50.00
	<u>\$100.00</u>	<u>\$100.00</u>
Supplies and Maintenance—		
Food, etc.	\$2,750.00	\$3,250.00
Clothing, including washing	450.00	550.00
Sundries	600.00	700.00
	<u>\$3,800.00</u>	<u>\$4,500.00</u>
Fuel and Light—		
Fuel and Light	\$1,100.00	\$1,100.00
Repairs—		
Repairs	600.00	600.00
Total for Penitentiary	<u>\$18,126.00</u>	<u>\$18,826.00</u>

IV.—ADMINISTRATION OF JUSTICE—Continued

Detail—(Continued)

Estimate of Expenditure for which Votes of the Legislature are required	Estimate 1909—1910	Estimate 1910—1911
(g)—Court Houses and Gaols		
Salaries—		
Gaoler at Little Bay	\$40.00	\$40.00
“ Greenspond	84.00	84.00
“ Harbor Grace	450.00	450.00
“ Ferryland	200.00	200.00
“ Brigus	60.00	60.00
“ Placentia	140.00	140.00
Gaol Surgeon, Harbor Grace	125.00	125.00
Turnkey, Harbor Grace Gaol	254.00	254.00
	<u>\$1,353.00</u>	<u>\$1,353.00</u>
Fuel and Light—		
Fuel and Light	\$2,200.00	\$2,200.00
Repairs—		
To Outport Court Houses and Gaols.....	\$2,500.00	\$2,500.00
Special Repairs	600.00	600.00
	<u>\$3,100.00</u>	<u>\$3,100.00</u>
Supplies—		
Supplies	\$3,750.00	\$3,750.00
Total of Court Houses and Gaols	<u>\$10,403.00</u>	<u>\$10,403.00</u>
(h)—Local Constables		
Salaries—		
Lower Island Cove	\$56.00	\$56.00
Brigus	116.00	116.00
Harbor Main	90.00	90.00
Tickle Cove	56.00	56.00
Salvage	56.00	56.00
Ferryland	116.00	116.00
Fermeuse	56.00	56.00
Trepassey	90.00	90.00
Lamaline	56.00	56.00
Renews	50.00	50.00
St. Lawrence	50.00	50.00
Spaniard's Bay	50.00	50.00
Hant's Harbor	50.00	50.00
Red Island	50.00	50.00
Rose Blanche	50.00	50.00
Portugal Cove	50.00	50.00
Blackhead	50.00	50.00
Little Bay	50.00	50.00
Torbay	50.00	50.00
Pouch Cove	50.00	50.00
Total for Local Constables	<u>\$1,242.00</u>	<u>\$1,242.00</u>

IV.—ADMINISTRATION OF JUSTICE—Concluded

Detail—(Concluded)

Estimate of Expenditure for which Votes of the Legislature are required	Estimate 1909—1910	Estimate 1910—1911
(i)—Miscellaneous		
Prosecutions, Investigations and Civil Actions— Conveyance of Prisoners, fees and expenses of witnesses, Printing, Payment of Jurors	\$6,000.00	\$6,000.00
Registration of Jurors	500.00	500.00
	<u>\$6,500.00</u>	<u>\$6,500.00</u>
Enquiries— Under "Public Enquiries' Act"	\$250.00	.....
Inquests— Expenses re Inquests and Magisterial Total for Miscellaneous	\$7,150.00	\$6,900.00

V.—LEGISLATION

Amount Voted—\$33,405.00.

Estimate of Expenditure for which Votes of the Legislature are required	Estimate 1909—1910	Estimate 1910—1911
Legislative Council	\$6,570.00	\$6,860.00
House of Assembly	20,420.00	20,520.00
General	6,025.00	6,025.00
	<u>\$33,015.00</u>	<u>\$33,405.00</u>

DETAIL

Estimate of Expenditure for which Votes of the Legislature are required	Estimate 1909—1910	Estimate 1910—1911
(a)—Legislative Council		
Salaries—		
President	\$240.00	\$240.00
Twenty Councillors at \$120 each	2,160.00	2,400.00
Clerk	600.00	600.00
Gentleman Usher of the Black Rod	600.00	600.00
Supervisor .....	.....	300.00
Three Reporters at \$150 each	700.00	450.00
Three Doorkeepers, one at \$200, two at \$100	400.00	400.00
Page	35.00	35.00
	<u>\$4,735.00</u>	<u>\$5,025.00</u>

V.—LEGISLATION—Continued

Detail—(Continued)

Estimate of Expenditure for which Votes of the Legislature are required	Estimate 1909—1910	Estimate 1910—1911
(a)—Legislative Council—Concluded		
Printing—		
Journals, including binding	\$300.00	\$300.00
Debates	900.00	900.00
Miscellaneous Papers.	250.00	250.00
	<u>\$1,450.00</u>	<u>\$1,450.00</u>
Contingencies—		
Newspapers, including binding	\$75.00	\$75.00
Telegrams and Postage	10.00	10.00
Tradesmen's Accounts, Fittings, &c.	100.00	100.00
Stationery	100.00	100.00
Sundries	100.00	100.00
	<u>\$385.00</u>	<u>\$385.00</u>
Total for Legislative Council	<u>\$6,570.00</u>	<u>\$6,860.00</u>
(b)—House of Assembly		
Salaries—		
Speaker	\$750.00	\$750.00
Chairman of Committees	400.00	400.00
Thirty-six Members	8,500.00	8,500.00
Clerk	750.00	750.00
Assistant Clerk	500.00	500.00
Sergeant at Arms	400.00	400.00
Supervisor of Debates	450.00	450.00
Six Reporters, at \$150 each	900.00	900.00
Stenographer	100.00	100.00
Five Doorkeepers, at \$100 each	500.00	500.00
Four Messengers, at \$100 each	300.00	400.00
Attendant	100.00	100.00
Two Pages, at \$50 each	100.00	100.00
Opposition Doorkeeper	100.00	100.00
	<u>\$13,850.00</u>	<u>\$13,950.00</u>
Printing—		
Journal, printing	\$1,000.00	\$1,000.00
Binding	300.00	300.00
Debates	2,200.00	2,200.00
Miscellaneous	1,200.00	1,200.00
	<u>\$4,700.00</u>	<u>\$4,700.00</u>

V.—LEGISLATION—Concluded

Detail—(Concluded)

Estimate of Expenditure for which Votes of the Legislature are required	Estimate 1909—1910	Estimate 1910—1911
(b)—House of Assembly—(Concluded)		
Contingencies—		
Newspapers	\$500.00	\$500.00
Telegrams and Postage	120.00	120.00
Stationery	250.00	250.00
Tradesmen's Accounts	250.00	250.00
Sundries	750.00	750.00
	\$1,870.00	\$1,870.00
Total for House of Assembly	\$20,420.00	\$20,520.00
(c)—General		
Salaries—		
Law Clerk	\$750.00	\$750.00
Engrossing	320.00	320.00
Fireman	260.00	260.00
Keeper of Building	300.00	300.00
	\$1,630.00	\$1,630.00
Printing—		
Printing, Binding and Gazetting Acts	\$2,000.00	\$2,000.00
Fuel, Light, &c.—		
Fuel and Light	\$750.00	\$750.00
Attendance, Cleaning, Sundries	200.00	200.00
Repairs	800.00	800.00
	\$1,750.00	\$1,750.00
Library—		
Librarian	\$350.00	\$350.00
For Purchase of Books	250.00	250.00
Printing and Stationery	20.00	20.00
Contingent Expenses	25.00	25.00
	\$645.00	\$645.00
Total for General	\$6,025.00	\$6,025.00

VI.—EDUCATION

Amount Voted, as per Statement A—\$3,800.00

Estimate of Expenditure for which Votes of the Legislature are required	Estimate 1909—1910	Estimate 1910—1911
Contingencies	\$1,500.00	\$1,500.00
Extra Grant	1,000.00	1,000.00
Teachers' Pension Fund	1,300.00	1,300.00
	<u>\$3,800.00</u>	<u>\$3,800.00</u>

B.—Expenditure authorized by Statute

Scholarship	\$600.00	\$1,200.00
Pension	300.00	300.00
Grants to Boards	133,507.54	133,507.54
Sparsely Populated Localities	26,000.00	26,000.00
Higher Education	9,194.13	9,194.13
Pupil Teachers	8,500.00	8,500.00
Augmentation	72,500.00	72,500.00
Colleges	13,451.93	13,451.93
Inspection (a) Salaries	7,880.00	7,880.00
(b) Additional	1,122.45	1,122.45
Industrial Education	3,767.61	3,767.61
Council of Higher Education	7,500.00	7,500.00
Interest on Loan for School Buildings	4,000.00	4,000.00
Extra Vote under Education (Amendment) Act 1910		25,000.00
	<u>\$288,323.66</u>	<u>\$313,923.66</u>

Summary

A.—To be voted	\$3,800.00	\$3,800.00
B.—Authorized by Statute	288,323.66	313,923.66
Total	<u>\$292,123.66</u>	<u>\$317,723.66</u>

Contingencies—

Stationery and Printing (ordinary), and for Matriculation Examinations, &c.	\$500.00	\$500.00
Printing Reports of Inspectors of Education	1,000.00	1,000.00
	<u>\$1,500.00</u>	<u>\$1,500.00</u>
Grant for places not included in census, and other contingent expenses	1,000.00	1,000.00
Teachers' Pension Fund	1,300.00	1,300.00
Total (A)	<u>\$3,800.00</u>	<u>\$3,800.00</u>

VI.—EDUCATION—Continued

Detail—(Continued)

B.—Expenditure authorized by Statute	Estimate 1909-1910	Estimate 1910-1911
(a)—Scholarships		
The Diamond Jubilee Scholarship	\$600.00	\$1,200.00
(b)—Pension		
James D. Munn	\$300.00	\$300.00
(c)—Grants to Boards		
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
	<u>\$133,507.54</u>	<u>\$133,507.54</u>
Estimate of Expenditure for which Votes of the Legislature are required		
	Estimate 1909—1910	Estimate 1910—1911
(d)—Sparsely Populated Localities		
Roman Catholic	\$8,996.58	\$8,996.58
Church of England	8,643.65	8,643.65
Methodist	7,267.92	7,267.92
Salvation Army	780.69	780.69
Presbyterian	177.24	177.24
Congregational	112.96	112.96
Other Denominations	20.96	20.96
	<u>\$26,000.00</u>	<u>\$26,000.00</u>
(a)—Higher Education		
Roman Catholic	\$3,181.37	\$3,181.37
Church of England	3,056.57	3,056.57
Methodist	2,570.08	2,570.08
Salvation Army	276.07	276.07
Presbyterian	62.67	62.67
Congregational	39.94	39.94
Other Denominations	7.43	7.43
	<u>\$9,194.13</u>	<u>\$9,194.13</u>

VI.—EDUCATION—Continued

Detail—(Continued)

Estimate of Expenditure for which Votes of the Legislature are required	Estimate 1909—1910	Estimate 1910—1911
(f)—Pupil Teachers		
Roman Catholic	\$2,941.19	\$2,941.19
Church of England.....	2,825.81	2,825.81
Methodist	2,376.05	2,376.05
Salvation Army	255.22	255.22
Presbyterian	57.94	57.94
Congregational	36.93	36.93
Other Denominations	6.86	6.86
	<u>\$8,500.00</u>	<u>\$8,500.00</u>
(g)—Augmentation		
Roman Catholic	\$25,086.35	\$25,086.35
Church of England	24,102.24	24,102.24
Methodist	20,266.12	20,266.12
Salvation Army	2,176.93	2,176.93
Presbyterian	494.87	494.87
Congregational	315.00	315.00
Other Denominations	58.49	58.49
	<u>\$72,500.00</u>	<u>\$72,500.00</u>
(h)—Colleges		
Roman Catholic	\$4,654.39	\$4,654.39
Church of England	4,472.22	4,472.22
Methodist	3,760.41	3,760.41
Salvation Army	403.93	403.93
Presbyterian	91.70	91.70
Congregational	58.44	58.44
Other Denominations	10.84	10.84
	<u>\$13,451.93</u>	<u>\$13,451.93</u>

VI.—EDUCATION—Continued

Detail—(Continued)

B.—Expenditure Authorized by Statute	Estimate 1909-1910.	Estimate 1910-1911.
(i)—Inspection		
(a)—Salaries—		
Roman Catholic Superintendent	\$1,620.00	\$1,620.00
Roman Catholic Supt., Harbor Grace	1,620.00	1,620.00
Church of England Superintendent	1,620.00	1,620.00
Church of England Assistant	700.00	700.00
Methodist Superintendent	1,620.00	1,620.00
Methodist Assistant	700.00	700.00
	<u>\$7,880.00</u>	<u>\$7,880.00</u>
(b)—Additional—		
Roman Catholic	\$84.32	\$84.32
Church of England	566.47	566.47
Methodist	107.05	107.05
Salvation Army	260.70	260.70
Presbyterian	59.19	59.19
Congregational	37.72	37.72
Other Denominations	7.00	7.00
	<u>\$1,122.45</u>	<u>\$1,122.45</u>
(j)—Industrial Education		
Roman Catholic	\$1,303.67	\$1,303.67
Church of England	1,252.53	1,252.53
Methodist	1,053.18	1,053.18
Salvation Army	113.13	113.13
Presbyterian	25.68	25.68
Congregational	16.37	16.37
Other Denominations	3.05	3.05
	<u>\$3,767.61</u>	<u>\$3,767.61</u>
(k)—Council of Higher Education		
Amount of Grant	\$7,500.00	\$7,500.00
(l)—School Buildings		
Interest on Loan for School Buildings	\$4,000.00	\$4,000.00
Extra Vote under Education (Amendment) Act Act—1910 .....	.....	25,000.00
	<u>\$288,923.66</u>	<u>\$313,923.66</u>

VII.—PUBLIC CHARITIES

Amount Voted—\$290,324.00

Estimate of Expenditure for which Votes of the Legislature are required	Estimate 1909—1910	Estimate 1910—1911
Summary		
Relief of the Poor (Proper)	\$146,547.00	\$147,372.00
In aid of Charitable Societies	10,062.00	10,562.00
Lunatic Asylum—Salaries and Maintenance...	36,122.00	38,620.00
General Hospital—Salaries and Maintenance ..	50,626.00	51,566.00
Poor Asylum—Salaries and Maintenance.....	15,436.00	16,176.00
Public Health—St. John's and Outports	12,483.00	12,310.00
Lazaretto, St. John's	3,760.00	3,760.00
New Fever Hospital	8,958.00	9,958.00
Total	\$283,994.00	\$290,324.00

DETAIL

(a)—Relief of the Poor

Salaries—

(a)—1.—Commissioner

\$1,800.00

\$1,800.00

2.—St. John's Offices—

Inspector and Accountant

\$800.00

\$800.00

Cashier

600.00

600.00

Book-keeper

600.00

600.00

\$2,000.00

\$2,000.00

3.—Outport Offices—

Relieving Officers—

Kelligrews

\$40.00

\$40.00

Harbor Main

40.00

40.00

Conception

40.00

40.00

Brigus

100.00

100.00

Port-de-Grave

60.00

60.00

North River

40.00

40.00

Bay Roberts

100.00

100.00

Harbor Grace

375.00

375.00

Spaniard's Bay

75.00

75.00

Carbonear

250.00

250.00

Freshwater, Bay de Verde

Broad Cove

Western Bay

Gull Island

Northern Bay

200.00

200.00

Lower Island Cove

Bay de Verde

Grate's Cove

Old Perlican

Different Division.

VII.—PUBLIC CHARITIES—Continued

Detail—(Continued)

Estimate of Expenditure for which Votes of the Legislature are required	Estimate 1909—1910	Estimate 1910—1911
(a)—Relief of Poor—Continued		
Salaries—Relieving Officers—Continued.		
Hant's Harbor	60.00	60.00
Heart's Content	50.00	50.00
New Harbor	30.00	30.00
Trinity	40.00	40.00
Britannia Cove.....	40.00	40.00
Catalina	60.00	60.00
Bonavista	100.00	100.00
King's Cove	60.00	60.00
Open Hall	40.00	40.00
Salvage	40.00	40.00
St. Brendan's	30.00	30.00
Wesleyville	60.00	60.00
James' Cove	40.00	40.00
Greenspond	60.00	60.00
Musgrave Harbor	20.00	20.00
Fogo	40.00	40.00
Twillingate	120.00	120.00
Exploits	40.00	40.00
Grand Falls and Bishop Falls.....		25.00
St. Anthony	40.00	40.00
LaScie	40.00	40.00
Conche	20.00	20.00
Western Cove	20.00	20.00
Labrador	30.00	30.00
Blanc Sablon	20.00	20.00
Flower's Cove	20.00	20.00
Bonne Bay	40.00	40.00
Bay of Islands	40.00	40.00
St. George's	60.00	60.00
Channel	40.00	40.00
Rose Blanche	40.00	40.00
LaPoile	40.00	40.00
Burgeo	60.00	60.00
Rencontre, West	40.00	40.00
Pushthrough	40.00	40.00
St. Jacques	40.00	40.00
Harbor Breton	40.00	40.00
Grand Bank	20.00	20.00
St. Lawrence	30.00	30.00
Lamaline	40.00	40.00
Fortune	20.00	20.00
Burin	50.00	50.00
Mortier Bay	30.00	30.00
Flat Island	12.00	12.00
Oderin	20.00	20.00
Presque	20.00	20.00

VII.—PUBLIC CHARITIES—Continued

Detail—(Continued)

Estimate of Expenditure for which Votes of the Legislature are required	Estimate 1909—1910	Estimate 1910—1911
(a)—Relief of Poor—Continued		
Salaries—Relieving Officers—Concluded		
Harbor Buffett	40.00	40.00
Placentia.....	60.00	60.00
St. Mary's	60.00	60.00
Trepassey.....	40.00	40.00
Ferryland	40.00	40.00
Mobile	40.00	40.00
Witless Bay	40.00	40.00
	<hr/>	<hr/>
Total Salaries, Outports	\$3,482.00	\$3,507.00
Total Salaries, St. John's	3,800.00	3,800.00
New Offices—		
Salaries, if required, for new offices estab- lished by Order in Council.....	200.00	200.00
	<hr/>	<hr/>
Total Salaries	\$7,482.00	\$7,507.00
	<hr/>	<hr/>
(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	416.00	416.00
Placentia	60.00	60.00
Bay Roberts and Port de Grave..	240.00	240.00
Burgeo	60.00	60.00
Channel	40.00	40.00
	<hr/>	<hr/>
	\$1,649.00	\$1,649.00
2.—Casual Attendance, Outports	5,000.00	5,000.00
3.—Emergency Cases	700.00	700.00
	<hr/>	<hr/>
Total Medical Attendance	\$7,349.00	\$7,349.00
	<hr/>	<hr/>
(c)—Regular Relief—		
Permanent and Casual Poor—		
Widows, Orphans, Aged, Infirm	\$110,000.00	\$110,000.00
	<hr/>	<hr/>

VII.—PUBLIC CHARITIES—Continued

Detail—(Continued)

Estimate of Expenditure for which Votes of the Legislature are required	Estimate 1909—1910	Estimate 1910—1911
(a)—Relief of the Poor—Continued		
(d)—Orphanages—		
Church of England—Male and Female.....	\$2,100.00	\$2,100.00
Roman Catholic—Female	3,880.00	3,880.00
Methodist—Female	1,480.00	1,480.00
Roman Catholic—Male	3,080.00	3,080.00
Deep Sea Mission Orphanage—St. Anthony,		800.00
	<u>\$10,540.00</u>	<u>\$11,340.00</u>
(e)—Pauper Lunatics	\$1,200.00	\$1,200.00
(f)—Conveyance of Sick Poor	\$1,000.00	\$1,000.00
(g)—Conveyance of Sick Fishermen, Labrador	\$800.00	\$800.00
(h)—Extraordinary Expenditure— Fire Sufferers, Artificial Limbs, etc.	\$3,500.00	\$3,500.00
(i)—Contingencies—		
Printing and Stationery	} \$705.00	\$705.00
Postage and Telegrams		
Fuel and Light		
Sundries, Telephone, etc.		
	<u>\$705.00</u>	<u>\$705.00</u>
(j)—Rent	\$471.00	\$471.00
(k)—Shipwrecked Crews— Shipwrecked Crews, including allowance for keeping accounts, \$100	\$3,500.00	\$3,500.00
(a)—Salaries—St. John's	\$3,800.00	\$3,800.00
Salaries—Outports	3,482.00	3,507.00
New Offices—Salaries, if required, for new offices established by Order in Council	200.00	200.00
	<u>\$7,482.00</u>	<u>\$7,507.00</u>

VII.—PUBLIC CHARITIES—Continued

Detail—(Continued)

Estimate of Expenditure for which Votes of the Legislature are required	Estimate 1909—1910	Estimate 1910—1911
(a)—Relief of the Poor—Concluded		
(b)—Medical Attendance to Paupers	7,349.00	7,349.00
(c)—Permanent and Casual Poor	110,000.00	110,000.00
(d)—Orphanages	10,540.00	11,340.00
(e)—Expenses Pauper Lunatics	1,200.00	1,200.00
(f)—Conveyance Sick Poor	1,000.00	1,000.00
(g)—Conveyance Sick Fishermen, Labrador ..	800.00	800.00
(h)—Extraordinary Expenditure	3,500.00	3,500.00
(i)—Contingencies	705.00	705.00
(j)—Rent	471.00	471.00
(k)—Shipwrecked Crews	3,500.00	3,500.00
Total	\$146,547.00	\$147,372.00
(b)—Charitable Societies		
Halifax Institute for the Blind, 13 at \$180....	\$2,340.00	\$2,340.00
Hfx. Institute for Deaf and Dumb, 10 at \$180	1,800.00	1,800.00
Incidental Expenses, etc., re above	200.00	200.00
Dorcas Society, St. John's	230.00	230.00
“ Harbor Grace	120.00	120.00
“ Carbonear	116.00	116.00
“ Twillingate	100.00	100.00
St. John's Factory	462.00	462.00
Benevolent Irish Society, Industrial Dept.....	231.00	231.00
General Protestant Industrial Society, St. John's	462.00	462.00
Ladies' St. Vincent de Paul Society, St. John's	231.00	231.00
Ladies' St. Vincent de Paul Society, Hr. Grace	120.00	120.00
Salvation Army Rescue Home	450.00	450.00
Food and Shelter Depot, S.A.	200.00	200.00
Salvation Army Maternity Home	500.00	500.00
Salvation Army Maternity Hospital	500.00	500.00
Harbor Grace Industrial School	400.00	400.00
R.N.M.D.S.F. Hospital, Battle Hr., Labrador..	500.00	500.00
“ “ Indian Hr., Labrador.	500.00	500.00
“ “ St. Anthony, District	500.00	500.00
“ “ St. Barbe	500.00	500.00
Moravian Church Hospital, Okak, Labrador...	200.00	200.00
Convalescent Home	400.00	400.00
	\$10,062.00	\$10,562.00

VII.—PUBLIC CHARITIES

Detail—(Continued)

Estimate of Expenditure for which Votes of the Legislature are required	Estimate 1909—1910	Estimate 1910—1911
(c)—Lunatic Asylum		
Salaries—		
Resident Physician	\$1,700.00	\$1,700.00
Matron	438.00	438.00
Three Commissioners at \$200	600.00	600.00
Male Attendants—		
One at \$400	400.00	400.00
One at 360	360.00	360.00
Two at 312	624.00	624.00
One at 325	325.00	325.00
One at 310	310.00	310.00
One at 365	365.00	365.00
Two at 300	600.00	600.00
Three at 290	870.00	870.00
One at 270	540.00	270.00
Two at 260	260.00	520.00
One at 200	200.00	200.00
Female Attendants—		
One at \$210	210.00	210.00
Five at 120	480.00	600.00
Eight at 108	864.00	864.00
Five at 96	192.00	480.00
One at 84	84.00	84.00
	<u>\$9,422.00</u>	<u>\$9,820.00</u>
Contingencies—		
Stationery	} \$300.00	\$300.00
Sundries		
	<u>\$300.00</u>	<u>\$300.00</u>
Supplies—		
Rations	\$14,500.00	\$16,000.00
Clothing	2,500.00	2,750.00
Incidentals, viz—Medicines, Graves, Forage Straw, Repairs to Furniture, etc.....	2,000.00	2,250.00
	<u>\$19,000.00</u>	<u>\$21,000.00</u>
Fuel and Light—		
Coal, etc.	\$4,500.00	\$4,500.00

VII.—PUBLIC CHARITIES—Continued

Detail—(Continued)

Estimate of Expenditure for which Votes of the Legislature are required	Estimate 1909—1910	Estimate 1910—1911
Repairs—		
Repairs Lunatic Asylum Building	\$2,900.00	\$3,000.00
Total for Lunatic Asylum	<u>\$36,122.00</u>	<u>\$38,620.00</u>
 (d)—General Hospital		
Salaries—		
Resident Physician	\$1,900.00	\$2,300.00
Assistant Physicians, three at \$300	360.00	900.00
Seaman's Physicians, two at \$40	80.00	80.00
Electro-Therapeutics—Physician	300.00	300.00
Matron	480.00	480.00
Superintendent of Nurses	480.00	480.00
Messenger and Fireman	300.00	300.00
Male Attendant	320.00	320.00
Seamstress	80.00	80.00
Laundresses, 2; Housemaid, 1; and three Servants, 6 at \$72	432.00	432.00
Cook	120.00	120.00
Nurses—		
Night Superintendent	144.00	144.00
Head Nurse	100.00	100.00
Probationers, six at \$100	600.00	600.00
Probationers, four at \$72	288.00	288.00
Probationers, four at \$48	192.00	192.00
Additional Help in Hospital and Laundry..	150.00	150.00
To cover increase in Salaries due to exten- sion of Hospital	4,500.00	4,500.00
	<u>\$10,826.00</u>	<u>\$11,766.00</u>
Contingencies—		
Stationery	} \$200.00	\$200.00
Printing, Telegrams, Postage and Inci- dentals		
	<u>\$200.00</u>	<u>\$200.00</u>
Supplies—		
Rations	\$25,000.00	\$25,000.00
Medicines, Wines, Spirits	4,800.00	4,800.00
Clothing, Bedding, etc.	1,200.00	1,200.00
Sundries	2,000.00	2,000.00
	<u>\$33,000.00</u>	<u>\$33,000.00</u>

VII.—PUBLIC CHARITIES—Continued

Detail—(Continued)

Estimate of Expenditure for which Votes of the Legislature are required	Estimate 1909—1910	Estimate 1910—1911
(d)—General Hospital—Concluded		
Fuel and Light	\$5,600.00	\$5,600.00
Repairs	1,000.00	1,000.00
Total for General Hospital	<u>\$50,626.00</u>	<u>\$51,566.00</u>
(e)—Poor Asylum		
Salaries—		
Superintendent	\$500.00	\$500.00
Allowance for Horse Hire	50.00	50.00
Matron	150.00	150.00
Attendant Physician	50.00	50.00
Three Male Attendants—one at \$350; one at \$270; one at \$40	320.00	660.00
Ten Female Attendants—one at \$114; one at \$108; four at \$84; four at \$70.....	846.00	846.00
Night Watchman	360.00	360.00
	<u>\$2,276.00</u>	<u>\$2,616.00</u>
Contingencies—		
Stationery	} \$110.00	\$110.00
Postage		
Sundries, including Telephone		
	<u>\$110.00</u>	<u>\$110.00</u>
Maintenance—		
Rations	\$8,400.00	\$8,400.00
Clothing and Bedding	1,150.00	1,150.00
Sundries, Utensils, Cleaning, etc.	1,000.00	1,000.00
	<u>\$10,550.00</u>	<u>\$10,550.00</u>
Fuel and Light	\$1,500.00	\$1,900.00
Repairs	1,000.00	1,000.00
Total for Poor Asylum	<u>\$15,436.00</u>	<u>\$16,176.00</u>

VII.—PUBLIC CHARITIES—Continued

Detail—(Continued)

Estimate of Expenditure for which Votes of the Legislature are required	Estimate 1909—1910	Estimate 1910—1911
(f)—Public Health		
Salaries—		
Public and Medical Health Officer	\$2,000.00	\$2,000.00
Inspector Public Health	700.00	700.00
Inspector of Meats	250.00	250.00
Clerk and Typist	300.00	300.00
	<u>\$3,250.00</u>	<u>\$3,250.00</u>
Contingencies—		
Rent of Office, \$110; Fuel and Light, \$25; Cleaning, \$28	\$163.00	.....
Printing and Stationery	150.00	\$150.00
Doctors' Reports on Infectious Cases.....	130.00	130.00
Disinfectants and Drugs, etc.	100.00	150.00
Travelling Expenses	200.00	200.00
Laboratory Apparatus and Chemicals.....	150.00	150.00
Typewriter Machine	110.00	.....
Sundries for Office, including Cleaning....	50.00	100.00
	<u>\$1,053.00</u>	<u>\$880.00</u>
Conveyance—		
For Conveyance, Graves and Burials.....	\$600.00	\$600.00
	<u>\$4,903.00</u>	<u>\$4,730.00</u>

OUTPORTS

General—		
Quarantine	} \$5,000.00	\$5,000.00
Doctors' Reports on Infectious Cases.....		
Medical Attendance and Nurses		
Medicines, Disinfectants, Fumigation....		
Provisions and Clothing		
Medicines Supplied to H. M. Ships for Sick Poor around the Island and Bonus to Doctors of said Ships		
Sundries		
	<u>\$5,000.00</u>	<u>\$5,000.00</u>
Twillingate—		
Salary Keeper, \$40; Repairs, etc., \$40.....	\$80.00	\$80.00
	<u>\$80.00</u>	<u>\$80.00</u>

VII.—PUBLIC CHARITIES—Continued

Detail—(Continued)

Estimate of Expenditure for which Votes of the Legislature are required	Estimate 1909—1910	Estimate 1910—1911
OUTPORTS—(Concluded)		
Labrador—		
Passages, Hire of Room, etc., for Doctor and Nurse	\$1,000.00	\$1,000.00
Medical Attendance and Medicine	1,500.00	1,500.00
	\$2,500.00	\$2,500.00
Total Outports	\$7,580.00	\$7,580.00
Total for St. John's	4,903.00	4,730.00
	\$12,483.00	\$12,310.00
(g)—Lazaretto		
Salaries Lazaretto, Signal Hill—		
Matron	\$120.00	\$120.00
Fireman and Messenger	240.00	240.00
	\$360.00	\$360.00
ST. JOHN'S		
Maintenance and Supplies—		
Rations	\$1,500.00	\$1,500.00
Medicines, Wines and Disinfectants	600.00	600.00
Sundries, Clothing, etc.	400.00	400.00
	\$2,500.00	\$2,500.00
Fuel and Light	\$400.00	\$400.00
Repairs to Lazaretto	\$500.00	\$500.00
	\$3,760.00	\$3,760.00
(h)—New Fever Hospital		
Salaries New Fever Hospital—		
Matron	\$450.00	\$450.00
Attendant Physician	100.00	100.00
Fireman and Messenger	300.00	300.00
First Nurse	200.00	200.00
Second Nurse	180.00	180.00
One Attendant	120.00	120.00
One Attendant	108.00	108.00
	\$1,458.00	\$1,458.00

VII.—PUBLIC CHARITIES—Continued

Detail—Concluded

Estimate of Expenditure for which Votes of the Legislature are required	Estimate 1909—1910	Estimate 1910—1911
(h)—New Fever Hospital—Concluded		
Maintenance and Supplies—		
Rations	\$4,500.00	\$5,000.00
Medicines, Wines and Disinfectants	1,500.00	2,000.00
	<u>\$6,000.00</u>	<u>\$7,000.00</u>
Fuel and Light	\$1,500.00	\$1,500.00
Total	<u>\$8,958.00</u>	<u>\$9,958.00</u>

VIII.—LIGHTHOUSES, BLOCKHOUSES, &c.

Amount Voted—\$79,214.00

Estimate of Expenditure for which Votes of the Legislature are required	Estimate 1909—1910	Estimate 1910—1911
Lighthouses		
Salaries	\$39,373.00	\$39,681.00
Maintenance	40,455.00	32,995.00
Contingencies	300.00	500.00
Repairs	4,000.00	4,000.00
	<u>\$84,128.00</u>	<u>\$77,176.00</u>
Blockhouse		
Salaries	\$600.00	\$600.00
Maintenance	450.00	450.00
	<u>\$1,050.00</u>	<u>\$1,050.00</u>
Noon Gun		
Salaries	\$48.00	\$48.00
Ammunition	290.00	290.00
Chronometer Time	100.00	100.00
	<u>\$438.00</u>	<u>\$438.00</u>
Telephone Service, in connection with Capes Spear and St. Francis, Fort Amherst, and Signal Hill	\$500.00	\$500.00
Gas Light, King's Wharf	50.00	50.00
Total	<u>\$550.00</u>	<u>\$550.00</u>
	<u>\$86,166.00</u>	<u>\$79,214.00</u>

VIII.—LIGHTHOUSES, BLOCKHOUSE, &c.—Continued

Detail—(Continued)

Estimate of Expenditure for which Votes of the Legislature are required	Estimate 1909—1910	Estimate 1910—1911
Stations—		
Red Bay	\$60.00	\$60.00
Five Stations in White Bay	250.00	250.00
Gull Island—Keeper, \$444; Assistant, \$348....	792.00	792.00
Courier	60.00	60.00
Nipper's Harbor—Keeper	300.00	300.00
Little Bay Island—Keeper	204.00	204.00
Great Denier Island—Keeper	225.00	225.00
South End Long Island—Keeper	792.00	582.00
Courier	60.00	60.00
Leading Ticks—Keeper	252.00	252.00
Long Point, Twillingate—Keeper	462.00	462.00
Assistant	348.00	348.00
Wharf Light, Twillingate—Keeper	100.00	100.00
Fortune Harbor—Keeper	300.00	300.00
Bacalhao North—Keeper	528.00	528.00
Herring Neck—Keeper	204.00	204.00
Fogo Harbor—Keeper	204.00	204.00
Brook's Point	360.00	360.00
Change Islands	300.00	300.00
Fox Point—Keeper	50.00	.....
Cann Island—Keeper	450.00	450.00
Stag Harbor Run Buoys	100.00	100.00
Seldom-Come-Bye—Fog Alarm Keeper.....	528.00	528.00
Light Keeper .....	.....	72.00
Tilton Harbor—Keeper	100.00	100.00
Wadham Island—Keeper	582.00	582.00
Peckford's Island—Keeper	582.00	360.00
Penguin Island—Keeper	582.00	582.00
Cabot Island—Keeper, \$582; Courier, \$60.....	642.00	642.00
Puffin Island—Keeper	360.00	360.00
Little Denier—Keeper	528.00	528.00
King's Cove Head—Keeper	252.00	300.00
Squarey Head—Keeper	204.00	204.00
Cape Bonavista—Keeper	462.00	462.00
Assistant	348.00	348.00
Green Island Light and Alarm, Catalina—Keep- er and Engineer	444.00	444.00
Assistant	348.00	348.00
Fort Point, Trinity—Light Keeper.....	150.00	150.00
Fog Alarm Keeper .....	.....	528.00
Ragged Island—Keeper	582.00	300.00
Random Island—Keeper	528.00	528.00
Heart's Content—Keeper	252.00	252.00
Hant's Harbor—Keeper	150.00	150.00
Old Perlican—Keeper	252.00	300.00

VIII.—LIGHTHOUSES, BLOCKHOUSE, &c.—Continued

Detail—(Continued)

Estimate of Expenditure for which Votes of the Legislature are required	Estimate 1909—1910	Estimate 1910—1911
Lighthouses—Salaries—Continued		
Stations—		
Baccalieu South—Keeper, including Assistant..	720.00	720.00
Courier	80.00	80.00
Baccalieu—Fog Alarm Keeper and Assistant..	792.00	792.00
Courier	40.00	40.00
Western Bay—Keeper Fog Signal	528.00	528.00
Carbonear Island—Keeper	360.00	360.00
Harbor Grace Island—Keeper	360.00	360.00
Assistant	240.00	300.00
Harbor Grace Beacon—Keeper	200.00	200.00
Bar Buoys	40.00	40.00
Green Point, Bay Roberts—Keeper.....	204.00	284.00
Brigus—Keeper	360.00	360.00
Salmon Cove—Keeper	204.00	204.00
Cape St. Francis—Keeper.. ..	462.00	462.00
Engineer	420.00	420.00
Fort Amherst—Keeper	800.00	800.00
St. John's Narrows Buoys	100.00	100.00
Leading Lights, St. John's—Keeper	320.00	320.00
Cape Spear Light and Alarm—Keeper	1,230.00	990.00
Bay Bulls—Keeper	528.00	528.00
Ferryland—Keeper	600.00	600.00
Powell's Head—Keeper	792.00	800.00
Cape Pine—Keeper	650.00	650.00
Point LaHaye—Keeper	252.00	252.00
Cape St. Mary's—Keeper	462.00	750.00
Assistant	348.00	
Courier	20.00	20.00
Point Verde—Keeper	360.00	360.00
Point Latine—Keeper	252.00	252.00
Marticot Island—Keeper, \$300; Assistant, \$228		528.00
Long Island, Placentia—Keeper	528.00	528.00
Courier	60.00	60.00
Flat Island—Keeper	150.00	150.00
Burin, Iron Island—Keeper	300.00	300.00
Dodding Head—Keeper	444.00	444.00
Assistant	348.00	348.00
Green Is. Light and Fog Alarm, Fortune Bay..	800.00	800.00
Courier	60.00	60.00
Lamaline—Keeper	150.00	150.00
Brunette—Keeper	666.00	666.00
Grand Bank—Keeper	150.00	150.00
Garnish—Keeper	150.00	150.00
Belleoram—Keeper	150.00	150.00
Rocky Point—Keeper	150.00	150.00
Sagona—Keeper	60.00	60.00

VIII.—LIGHTHOUSES, BLOCKHOUSE, &c.—Continued

Detail—(Continued)

Estimate of Expenditure for which Votes of the Legislature are required	Estimate 1909—1910	Estimate 1910—1911
Lighthouses—Salaries—Concluded		
Stations—		
Pass Island—Keeper	360.00	360.00
St. Jacques—Keeper	528.00	528.00
Gaultois—Keeper	150.00	150.00
Ramea Island—Keeper	528.00	528.00
Boar Island—Keeper	360.00	360.00
Ireland Island—Keeper	560.00	560.00
Rose Blanche—Keeper of Lighthouse	408.00	408.00
Keeper of Fog Alarm	528.00	528.00
Keeper of Fog Alarm and Lighthouse....	72.00	72.00
Isle aux Morts—Keeper	150.00	150.00
Channel Range Light and Buoys—Keeper	360.00	360.00
Channel Head Light and Fog Signals—Keeper	810.00	810.00
Sandy Point—Keeper	204.00	204.00
Port au Port, Long Point—Keeper	360.00	360.00
Bay of Islands—Keeper	300.00	300.00
Lobster Cove Head—Keeper	528.00	528.00
Cow Head—Keeper	204.00	204.00
Assistant	156.00	156.00
Kepple Island—Keeper	300.00	300.00
Double Island—Keeper	528.00	528.00
Indian Tickle—Keeper	528.00	528.00
Cape North—Keeper	360.00	360.00
Pack's Harbor	360.00	360.00
Cut Throat—Keeper	360.00	360.00
St. Michael's Head—Keeper	204.00	204.00
Total	\$39,373.00	\$39,681.00

Lighthouses—Maintenance

Maintenance—		
Six Beacons	\$240.00	\$240.00
Six Beacons, Special, for Improvements	800.00	.....
Gull Island	450.00	450.00
Nipper's Harbor	200.00	200.00
Little Bay Islands	200.00	200.00
Long Island, Notre Dame Bay	350.00	350.00
Great Denier	60.00	60.00
Leading Ticks	200.00	200.00
Long Point, Twillingate	400.00	400.00
Wharf Light, Twillingate	150.00	75.00
Wharf Light, Special for new structure and light	400.00	.....
Bacalhao North	200.00	200.00
Fortune Harbor	200.00	150.00
Fogo Harbor	100.00	75.00
Herring Neck	200.00	200.00

VIII.—LIGHTHOUSES, BLOCKHOUSE, &c.—Continued

Detail—(Continued)

Estimate of Expenditure for which Votes of the Legislature are required	Estimate 1909—1910	Estimate 1910—1911
Lighthouses—Maintenance—Continued		
Maintenance—		
Joe Batt's Arm, Brook's Point	250.00	250.00
South End of Change Island	250.00	225.00
Fox Point	150.00	.....
Cann Island	200.00	200.00
Stag Run Buoys	100.00	100.00
Seldom-Come-By Fog Alarm	500.00	500.00
Tilton Harbor	40.00	40.00
Wadham Island	300.00	300.00
Peckford's Island	300.00	300.00
Penguin Island	250.00	250.00
Cabot Island	400.00	400.00
Puffin Island	340.00	590.00
Little Denier	270.00	270.00
King's Cove Head	180.00	150.00
Squarrey Head	100.00	150.00
Cape Bonavista	400.00	400.00
Green Island Light and Alarm	1,200.00	600.00
Special for New Fog Alarm	5,000.00	.....
Ragged Island	200.00	200.00
Trinity Alarm .....	.....	350.00
Fort Point, Trinity	130.00	130.00
Random Island	230.00	230.00
Heart's Content	150.00	150.00
Hant's Harbor	130.00	130.00
Old Perlican	200.00	200.00
Baccalieu South	400.00	400.00
Baccalieu Fog Alarm	600.00	600.00
Western Bay Fog Signal	750.00	750.00
Carbonear	200.00	200.00
Harbor Grace Island	465.00	465.00
Harbor Grace Beacon and Bar Buoys.....	250.00	250.00
Green Point, Bay Roberts	150.00	150.00
Brigus	200.00	200.00
Cape St. Francis Light and Alarm	1,450.00	1,400.00
Fort Amherst	800.00	600.00
St. John's Narrows Buoys	100.00	50.00
Leading Lights, St. John's'	420.00	420.00
Cape Spear Light and Alarm	1,300.00	875.00
Bay Bulls	400.00	400.00
Ferryland	375.00	375.00
Powell's Head	1,150.00	700.00
Cape Pine	445.00	445.00
Point LaHave	150.00	150.00
Cape St. Mary's	500.00	500.00
Point Verde	270.00	270.00

VIII.—LIGHTHOUSES, BLOCKHOUSE, &c.—Continued

Detail—(Continued)

Estimate of Expenditure for which Votes of the Legislature are required	Estimate 1909—1910	Estimate 1910—1911
Lighthouses—Maintenance—Concluded		
Maintenance—		
Point Latine	200.00	200.00
Marticot Island		250.00
Long Island, Placentia	300.00	300.00
Flat Island	150.00	
Burin, Iron Island	300.00	300.00
Dodding Head	500.00	500.00
Green Island, Fortune Bay	1,100.00	1,000.00
Lamaline	200.00	200.00
Brunette	600.00	400.00
Grand Bank	100.00	100.00
Garnish	100.00	100.00
Belleoram	130.00	130.00
St. Jacques	300.00	300.00
Rocky Point	130.00	130.00
Sagona Fog Gun	80.00	80.00
Pass Island	300.00	300.00
Gaultois	120.00	120.00
Ramea	250.00	250.00
Boar Island	260.00	250.00
Ireland Island	260.00	250.00
Rose Blanche	260.00	250.00
Rose Blanche Fog Alarm	500.00	500.00
Isle au Morts	120.00	120.00
Channel Head Light and Signal	1,100.00	1,100.00
Channel Head Light and Buoys	200.00	200.00
Sandy Point	200.00	200.00
Port au Port	250.00	250.00
Bay of Islands	200.00	200.00
Lobster Cove Head	250.00	250.00
Cow Head	200.00	200.00
Kepple Island	200.00	200.00
Double Island, Labrador	300.00	300.00
Indian Tickle, Labrador	250.00	250.00
St. Michael's Head	100.00	100.00
Cape North	300.00	250.00
Pack's Harbor	300.00	250.00
Cut Throat Point	300.00	250.00
General Lighthouses	4,000.00	4,000.00
Guiding Marks in Harbors on Treaty Coast..	250.00	250.00
General Repairs and Up-Keep of the Service..	4,000.00	4,000.00
White Bay Lights		600.00
Contingencies	300.00	500.00
	\$44,755.00	\$37,495.00

VIII.—LIGHTHOUSES, BLOCKHOUSE, &c.—Concluded

Detail—Concluded

Estimate of Expenditure for which Votes of the Legislature are required	Estimate 1909—1910	Estimate 1910—1911
Blockhouse		
Salaries—		
Chief Signal Officer	\$300.00	\$300.00
Assistant Signal Officer	300.00	300.00
Maintenance—		
Fuel and Light	450.00	450.00
	\$1,050.00	\$1,050.00

IX.—AGRICULTURE AND MINES

Amount Voted—\$26,420.00

Estimate of Expenditure for which Votes of the Legislature are required	Estimate 1909—1910	Estimate 1910—1911
Surveys—		
Petty Surveys	\$1,500.00	\$1,500.00
Preservation of Sheep—		
Amount required for destroying dogs, cost of Proclamations	120.00	120.00
Supplies for Surveyors	8,000.00	8,000.00
Mineral and other Assays	300.00	300.00
Expenses under Forest Fires	1,100.00	1,100.00
Timber Inspection	400.00	400.00
Exploration of Coal Areas	15,000.00	15,000.00
	\$26,420.00	\$26,420.00
Expenditure Authorized by Statute.		
	Estimate 1909—1910.	Estimate 1910—1911
Encouragement of Agriculture	\$20,000.00	\$20,000.00

X.—MARINE AND FISHERIES

Amount Voted—\$83,990.00

Estimate of Expenditure for which Votes of the Legislature are required	Estimate 1909—1910	Estimate 1910—1911
General		
Protection, &c.—		
Salaries	\$5,000.00	\$5,000.00
Meteorological Service	6,000.00	6,000.00
Requirements for Hatcheries	1,250.00	.....
Herring Fishery Protection	800.00	800.00
Expenses Ss Fiona (Customs Protection).....	20,000.00	20,000.00
Contingencies, viz—		
Travelling Expenses Department Fisheries	700.00	700.00
Incidentals	150.00	150.00
Lobster Label Expenses	1,500.00	1,500.00
Public Wharves—		
Public Wharves, repairs, keepers, rent and light	1,000.00	1,500.00
Harbor Master—		
Harbor Master, St. John's, \$100; Boat, \$360	460.00	460.00
Night Boatman and Sundries	40.00	40.00
Examiners Masters and Mates—		
Instructors to Masters and Mates and As- sistant Examiners	540.00	540.00
In Aid of Instruction in Drawing for Me- chanical Engineers	300.00	300.00
Cold Storage for Bait	5,000.00	5,000.00
Enforcement of Bait Laws	8,000.00	8,000.00
	<u>\$50,740.00</u>	<u>\$49,990.00</u>
Shipbuilding—		
Bounty on Ships Built	\$16,000.00	\$16,000.00
Marine Works	15,000.00	15,000.00
Fog Alarms and Lighthouses	14,000.00	.....
Dredging	3,000.00	3,000.00
	<u>\$98,740.00</u>	<u>\$83,990.00</u>

XI.—ROADS, BRIDGES, FERRIES, &c.

Amount Voted—\$174,956.00

Estimate of Expenditure for which Votes of the Legislature are required	Estimate 1909—1910	Estimate 1910—1911
Roads		
Local, viz—		
District of St. Barbe	\$2,534.00	\$2,534.00
“ Twillingate	6,069.00	6,069.00
“ Fogo	2,360.00	2,360.00
“ Bonavista	6,413.00	6,413.00
“ Trinity	6,456.00	6,456.00
“ Bay de Verde	3,065.00	3,065.00
“ Carbonear	1,567.00	1,567.00
“ Harbor Grace	3,953.00	3,953.00
“ Brigus and Port de Grave	2,322.00	2,322.00
“ Harbor Main	2,964.00	2,964.00
“ St. John's East	6,710.00	6,710.00
“ St. John's West	5,765.00	5,765.00
“ Ferryland	1,777.00	1,777.00
“ Placentia and St. Mary's	4,740.00	4,740.00
“ Burin	3,245.00	3,245.00
“ Fortune Bay	2,730.00	2,730.00
“ Burgeo and LaPoile	2,185.00	2,185.00
“ St. George's	2,835.00	2,835.00
Total for Local Roads	\$67,690.00	\$67,690.00
Main Line	\$65,660.00	\$65,660.00
Construction and Repairs to Roads	\$20,000.00	\$20,000.00
Salaries	\$702.00	\$702.00
Lighting St. John's Streets and Half Cost of Southside, \$250	\$8,250.00	\$8,250.00
Total Roads	\$162,302.00	\$162,302.00
Ferries	\$10,579.00	\$12,654.00
Total	\$172,881.00	\$174,956.00
Summary		
Roads, &c.	\$162,302.00	\$162,302.00
Ferries	\$10,579.00	\$12,654.00
Total	\$172,881.00	\$174,956.00

XI.—ROADS, BRIDGES, FERRIES, &c.—Continued

Detail

Estimate of Expenditure for which Votes of the Legislature are required	Estimate 1909—1910	Estimate 1910—1911
(a)—Main Roads		
Roads in the District of St. Barbe	\$2,225.00	\$2,225.00
Shoe Cove to LaScie	100.00	100.00
Round Harbor to Tilt Cove	75.00	75.00
Round Harbor to Snook's Arm	75.00	75.00
Snook's Arm to Bett's Cove	50.00	50.00
Bett's Cove to Rouge Harbor	90.00	90.00
Rouge Harbor to North West Arm	65.00	65.00
Little Bay Mines towards Indian Brook	500.00	500.00
Jackson's Cove to King's Cove.....	100.00	100.00
Jackson's Cove to Birchy Cove and Colchester Southern Hr., Little Bay Is., to Sulian's Cove	65.00	65.00
Lush's Bight to Ward's Harbor	50.00	50.00
Fortune Harbor to Cottrell's Cove	100.00	100.00
New Bay Head to Fortune	100.00	100.00
Exploits to Sergeant's Cove	40.00	40.00
Black Island Tickle to Keir's Cove	40.00	40.00
Moreton's Harbor to Change Harbor	57.00	57.00
Moreton's Harbor to Western Head	60.00	60.00
Tizzard's Harbor to Carter's Cove	115.00	115.00
Tizzard's Harbor to Moreton's Harbor	100.00	100.00
Jenkins' Cove to French Beach	100.00	100.00
Rink Road, leading from Congregational Church to Bluff Head Cove	50.00	50.00
Twillingate to Bluff Head	100.00	100.00
Gillard's Cove, round Kettle Cove, connecting Purcell's Harbor	50.00	50.00
Lowland Cove to Main Line	230.00	230.00
Little Harbor to Purcell's Harbor, across Marsh	20.00	20.00
Little Harbor to Jones' Cove	50.00	50.00
Durrell's Arm to Codjack's Cove	30.00	30.00
Twillingate to Little Harbor	30.00	30.00
Twillingate to Long Point	100.00	100.00
Hare Bay to Fogo	50.00	50.00
Barr'd Island to Fogo Road	75.00	75.00
Shoal Bay to Fogo	178.00	178.00
Tilting to Joe Batt's Arm (half way)	75.00	75.00
Seldom-Come-By to Fogo	120.00	120.00
Rocky Bay to Gander Bay	327.00	327.00
North Side Ragged Harbor to North Side Ap- sey Cove	74.00	74.00
Cat Harbor to Musgrave Harbor	100.00	100.00
Cape Freels to Cat Harbor	200.00	200.00
Greenspond to Cape Freels	100.00	100.00
Shambler's Cove to New Hr. and Indian Bay..	700.00	700.00
Shambler's to Loo Cove	100.00	100.00
Greenspond to English Harbor or on the Land- ing Place near English Harbor.....	100.00	100.00
	150.00	150.00

XI.—ROADS, BRIDGES, FERRIES, &c.—Continued

Detail—(Continued)

Estimate of Expenditure for which Votes of the Legislature are required	Estimate 1909—1910	Estimate 1910—1911
(a)—Main Roads—Continued		
Salvage Bay to Squid Tickle	50.00	50.00
Salvage Bay to Alexander Bay	50.00	50.00
Salvage Bay to Happy Adventure	100.00	100.00
Southern Bay to Goose Bay	50.00	50.00
Plate Cove to Shoal Harbor	750.00	750.00
Southern Bay to Goose Bay via Sweet Bay....	200.00	200.00
Riverhead, Southern Bay towards Muddy Bay	100.00	100.00
Trinity to Indian Arm, Southern Arm	400.00	400.00
Plate Cove towards Brown's Marsh	125.00	125.00
Open Hall towards Brown's Marsh	100.00	100.00
Brown's Marsh towards King's Cove	125.00	125.00
Tickle Cove to Plate Cove	200.00	200.00
King's Cove to Tickle Cove	200.00	200.00
Trinity to King's Cove	800.00	800.00
King's Cove to Bonavista	500.00	500.00
Amherst Cove to Catalina	300.00	300.00
Bonavista to Catalina	410.00	410.00
Bonavista to Elliston	100.00	100.00
Catalina to Elliston	200.00	200.00
Catalina to Little Catalina	50.00	50.00
Trinity to Catalina	720.00	720.00
Trinity to Pope's Harbor	500.00	500.00
Heart's Ease to Butter Cove	60.00	60.00
Hickman's Harbor to Britannia Cove	120.00	120.00
Dildo to Chance Cove	700.00	700.00
New Harbor to South Dildo	100.00	100.00
New Harbor to Broad Cove Station	200.00	200.00
New Harbor to Heart's Content	900.00	900.00
New Harbor to Spaniard's Bay	330.00	330.00
Glover Road	900.00	900.00
Whitbourne Roads	400.00	400.00
Colinet towards Hodge Water	1,200.00	1,200.00
Whitbourne to South Dildo	400.00	400.00
Carbonear to Heart's Delight	200.00	200.00
Carbonear to New Perlican	1,200.00	1,200.00
New Perlican to Lead Cove	775.00	775.00
Lead Cove to Grate's Cove	325.00	325.00
Old Perlican to Lower Island Cove	400.00	400.00
Old Perlican to Bay de Verde	200.00	200.00
Grate's Cove to Bay de Verde	200.00	200.00
Bay de Verde to Red Head Cove	100.00	100.00
Carbonear to Bay de Verde	1,250.00	1,250.00
Carbonear to Perry's Cove via Freshwater....	100.00	100.00
Brigus to Carbonear	1,000.00	1,000.00
Upper Island Cove to Harbor Grace	200.00	200.00
Upper Island Cove to Tilton	130.00	130.00
Tilton to Brazil's Hill	50.00	50.00

XI.—ROADS, BRIDGES, FERRIES, &c.—Continued

Detail—(Continued)

Estimate of Expenditure for which Votes of the Legislature are required	Estimate 1909—1910	Estimate 1910—1911
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(a)—Main Roads—Continued

Tilton to Spaniard's Bay	120.00	120.00
Spaniard's Bay to Bishop's Cove	200.00	200.00
Central Road, Bay Roberts	600.00	600.00
Road to Point, Bay Roberts	200.00	200.00
Agricultural Road, Coley's Point	400.00	400.00
Hallstown to Snow's Pond	200.00	200.00
South Pond Road, Brigus	200.00	200.00
Brigus Main Line to Nine Island Pond	150.00	150.00
Roach's Pond, Cupids	250.00	250.00
Goulds and on Long Harbor Road	150.00	150.00
Goulds and on Turkswater Road	500.00	500.00
Quigley's to Brigus	1,500.00	1,500.00
Conception Harbor, Collier's and Bacon Cove ..	150.00	150.00
Salmon Cove, Gaster's	100.00	100.00
Holyrood, through Seal Cove	100.00	100.00
Holyrood to Witless Bay	650.00	650.00
Manuel's to Price's	100.00	100.00
Horse Cove to Topsail	75.00	75.00
Portugal Cove to Pouch Cove via Bauline....	300.00	300.00
Torbay to Bauline	500.00	500.00
City Limits to Portugal Cove	500.00	500.00
City Limits to Cape St. Francis	700.00	700.00
City Limits to Quigley's	200.00	200.00
Thorburn Road	100.00	100.00
Kenmout to Topsail	300.00	300.00
City Limits to Fort Amherst	430.00	430.00
City Limits to Waterford Bridge	219.00	219.00
City Limits to Cape Spear	300.00	300.00
Old Placentia to Topsail Road	200.00	200.00
Goulds to Renews	1,200.00	1,200.00
City Limits to Goulds	500.00	500.00
Trepassey to Renews	1,000.00	1,000.00
Holyrood to Halfway House	500.00	500.00
Placentia to Hurley's Bridge	350.00	350.00
Hurley's Bridge to Salmonier	150.00	150.00
Placentia to Little Placentia and Fox Harbor..	400.00	400.00
Little Placentia towards Long Harbor	100.00	100.00
Placentia to Cape Shore	1,000.00	1,000.00
Branch to St. Bride's	500.00	500.00
Trepassey to St. Shott's and Cape Pine	350.00	350.00
Holyrood to St. Mary's	200.00	200.00
Riverhead to Mall Bay	80.00	80.00
Salmonier to St. Mary's	700.00	700.00
Western Shore, Placentia Bay	300.00	300.00
Burin Road	3,000.00	3,000.00
Baine Harbor to Bay L'Argent, Baine Hr. End	425.00	425.00

XI.—ROADS, BRIDGES, FERRIES, &c.—Continued

Detail—(Continued)

Estimate of Expenditure for which Votes of the Legislature are required	Estimate 1909—1910	Estimate 1910—1911
(a)—Main Roads—Concluded		
Baine Harbor	150.00	150.00
Fortune Bay Roads	2,740.00	2,740.00
Burgeo and LaPoile Roads	1,900.00	1,900.00
Bay St. George Roads	2,584.00	2,584.00
Channel to Grand River	500.00	500.00
Main Roads, Bridges, Engineering and Inspn.	10,000.00	10,000.00
Winter Postal Roads and Camps	3,000.00	3,000.00
Annual cost, right-of-way to pier at Grand Bank	30.00	30.00
Keeping said Road in good condition	20.00	20.00
Total	\$65,660.00	\$65,660.00
 (b)—Construction & Repairs to Roads		
	\$20,000.00	\$20,000.00
 (c)—Salaries		
Keeping Half-way House, Salmonier	\$162.00	\$162.00
Keeping Half-way House, Heart's Content- Carbonear	280.00	280.00
Keeping Half-way House, Trinity-Catalina....	200.00	200.00
Keeping Half-way House, Renews-Trepassey..	40.00	40.00
Keeping Half-way House, New Harbor, Burin	20.00	20.00
	\$702.00	\$702.00
 (d)—Lighting St. John's Streets		
Amount payable to Municipal Council for St. John's Streets	\$8,000.00	\$8,000.00
Amount payable to Municipal Council for Lighting Southside Roads, half cost..	250.00	250.00
	\$8,250.00	\$8,250.00
 (e)—Ferries		
Cremmellaire	\$25.00	\$25.00
Norris' Point to Curzin Village and Wood Pt	160.00	160.00
Wild Cove to Bear Cove, White Bay	70.00	70.00
Goose Cove	50.00	50.00
Across Castor River	40.00	40.00
Gillard's Cove to Tizzard's Harbor	110.00	110.00
Black Island	50.00	50.00
Little Bay to Three Arms	20.00	20.00
Southern and Three Arms	25.00	25.00

XI.—ROADS, BRIDGES, FERRIES, &c.—Continued

Detail—(Continued)

Estimate of Expenditure for which Votes of the Legislature are required	Estimate 1909-1910	Estimate 1910-1911
(e)—Ferries—Continued		
Jones' Cove or Main Tickle, Cove to Merritt's Hr Across Fortune Harbor	120.00	120.00
Fortune Harbor to N. W. Arm	40.00	40.00
Herring Neck to Green's Harbor	40.00	40.00
Herring Neck to Starve Harbor	60.00	60.00
Gander Bay	60.00	60.00
Ragged Harbor North to Ragged Harbor South, or Musgrave Harbor	120.00	120.00
Rocky Bay, Fogo	80.00	80.00
Deadman's Bay Pond North to Deadman's Bay Pond South, or Deadman's Bay to Rag- ged Harbor	80.00	80.00
Windmill Brook to End of Road	80.00	80.00
North to South Main Tickle, Change Islands ..	110.00	110.00
Indian Island	100.00	100.00
Loo Cove	60.00	60.00
New Town to York, Bungy's Hall, Norris' and Outer Pinchard's Island	110.00	110.00
Ship Island to Greenspond and Newell's Island	140.00	140.00
Shambler's Cove or Mainland to Greenspond ...	80.00	80.00
Tinker's Island and Main Island to Pool's Island	80.00	80.00
Pool's Island to Greenspond	200.00	200.00
King's Cove to Amherst Cove	116.00	116.00
Southern Bay	80.00	80.00
Swain's Island to Wesleyville	120.00	120.00
Pool's, Knee's, Brown's and Dyke's Islands..	80.00	80.00
Gooseberry Islands—one island to the other...	80.00	80.00
Fair and Paul's Islands and Sydney Cove	40.00	40.00
Salvage from side to side	70.00	70.00
Sailor's Island to Mainland or Dark Cove	70.00	70.00
Trinity East to Trinity	160.00	160.00
Trinity East to Southside	140.00	140.00
Foster's Point to Clarenville	150.00	150.00
Across Hickman's Arm	30.00	30.00
Britannia Cove to Burgoyne's Cove	80.00	80.00
Snook's Harbor to Foster's Pt., Whiterock, &c.	90.00	90.00
Harbor Grace, Southside to Northside	180.00	180.00
Coley's Point to Bay Roberts	120.00	120.00
Duff's to Chapel's Cove	90.00	90.00
Chapel's Cove to Duff's	75.00	75.00
Holyrood Arm	20.00	20.00
North Arm to S. S. Holyrood	50.00	50.00
Kitchuses to South Shore, C. B.	50.00	50.00
Bell Island to Topsail	156.00	156.00
Portugal Cove to Bell Island	180.00	180.00
Aquaforte	12.00	12.00
Aquaforte to Fermeuse	94.00	94.00

XI.—ROADS, BRIDGES, FERRIES, &c.—Continued

Detail—(Continued)

Estimate of Expenditure for which Votes of the Legislature are required	Estimate 1909—1910	Estimate 1910—1911
(e)—Ferries—Continued		
West Side to Trepassey	60.00	60.00
Holyrood to Peter's River	80.00	80.00
Peter's River	40.00	40.00
Riverhead, St. Mary's, South to North Side....	50.00	50.00
King's Landing to Mount Carmel	100.00	100.00
Mother Rex to Admiral's Beach		
Admiral's Beach to Colinet Island.....	120.00	120.00
Across Mussel Pond to St. Joseph's	36.00	36.00
Across North Harbor near Colinet	20.00	20.00
Across Rocky River	40.00	40.00
Branch Gut, East to West Side	60.00	60.00
Jersey Side to Placentia Proper	300.00	300.00
Jersey Proper	240.00	240.00
St. Kyran's	20.00	20.00
Across Peckford's River	20.00	20.00
Clatice Cove	20.00	20.00
Placentia Sound	40.00	40.00
Public Wharf, Burin, to Step-a-Side.....	200.00	200.00
Big Head, Mortier Bay	78.00	78.00
Little Bay to Spanish Room	78.00	78.00
Epworth to Path End	200.00	200.00
Across Corbin Harbor	40.00	40.00
Across Little St. Lawrence	87.00	87.00
Across Lawn, Barrisway	25.00	50.00
Grand Beach, from Side to Side	40.00	40.00
Little Barachois, near Grand Bank	40.00	40.00
Coomb's' Cove to Little Bay	110.00	110.00
Flat Island to Davis Island	50.00	50.00
Marystown, Mortier Bay, Northside to South- side	150.00	150.00
Across Little Bay, Mortier Bay	90.00	90.00
Butler's Cove, Mortier Bay	75.00	75.00
Little Bay to Coomb's Cove	100.00	100.00
Jersey Harbor, S. S., to Jersey Harbor, N. S., thence to Harbor Breton	140.00	140.00
Harbor Breton, Southside to Northside	120.00	120.00
Across Jersey Harbor	30.00	30.00
Harbor Breton to Hermitage Cove	139.00	139.00
Great Jervois to Pushthrough	30.00	30.00
English Harbor East	60.00	60.00
Across Bay du Nord	40.00	40.00
Bay D'Espoir	40.00	40.00
Misery Point across Great Harbor, LaPoile...	140.00	140.00
Harbor LeCou to Petites	100.00	100.00
Grandy's Passage to Burnt Island and Main...	100.00	100.00

XI.—ROADS, BRIDGES, FERRIES, &c.—Concluded

Detail—Concluded

Estimate of Expenditure for which Votes of the Legislature are required	Estimate 1909—1910	Estimate 1910—1911
(e)—Ferries—Concluded		
Burnt Island—Main to Island	100.00	100.00
Grand Bay to Port aux Basques	120.00	120.00
Little LaPoile	40.00	40.00
LaPoile—across Little Harbor	60.00	60.00
Across LaPlant Harbor	40.00	40.00
Harding's Harbor to Stroud Tickle	30.00	30.00
Baker's Tickle to Harding's Island		
Across Highland River Brook	40.00	40.00
Across Crabb's Brook	60.00	60.00
Across Robinson's Brook	60.00	60.00
Across Fischell's Brook	60.00	60.00
Sandy Point to South Side	120.00	120.00
Across Middle Barachoix Brook	60.00	60.00
Across Barachoix Brook, Southside Sandy Pt.	40.00	40.00
Across Flat Bay Brook	60.00	60.00
Little River, South to North Side	68.00	68.00
Grand Codroy River, South to North Side....	80.00	80.00
Grand River, Codroy, S. S. to N. S. Gut.....	170.00	220.00
Flat Brook	40.00	40.00
Curling to Summerside	260.00	260.00
Incidentals, boats, repairs, tackle, etc.	1,000.00	1,000.00
Additional Ferries		2,000.00
Total for Ferries	\$10,579.00	\$12,654.00

XII.—POSTAL AND TELEGRAPH DEPARTMENT

Amount Voted—\$492,108.00

Estimate of Expenditure for which Votes of the Legislature are required	Estimate 1909—1910	Estimate 1910—1911
Summary		
General Post Office and Money Order Office..	\$6,600.00	\$6,650.00
St. John's Office	14,620.00	14,960.00
Travelling Mail Clerks	8,270.00	9,020.00
	<u>\$29,490.00</u>	<u>\$30,630.00</u>
Postmasters	19,095.00	19,970.00
Labrador Offices	1,006.00	1,050.00
Couriers	40,297.00	41,000.00
	<u>\$89,888.00</u>	<u>\$92,650.00</u>

XII.—POSTAL AND TELEGRAPH DEPARTMENT—Continued

DETAIL

Estimate of Expenditure for which Votes of the Legislature are required	Estimate 1909—1910	Estimate 1910—1911
Summary—Continued		
Manufacture of Postage Stamps	2,000.00	2,000.00
Postal Contingencies	15,000.00	15,000.00
	<u>\$106,888.00</u>	<u>\$109,650.00</u>
Steam Subsidies	259,214.00	282,514.00
	<u>\$366,102.00</u>	<u>\$392,164.00</u>
Telegraphs		
General Maintenance	82,302.00	85,444.00
Construction	10,000.00	12,000.00
Marconi Royalties	2,500.00	2,500.00
	<u>\$460,904.00</u>	<u>\$492,108.00</u>
General Post Office		
Chief Clerk and Accountant	\$1,200.00	\$1,200.00
Assistant Accountant	800.00	800.00
Secretary to Postmaster-General	650.00	650.00
Dead Letter and Stamp Clerk	550.00	550.00
Junior Clerk	300.00	350.00
Money Order Office		
Superintendent	1,200.00	1,200.00
First Clerk	800.00	800.00
Second Clerk	650.00	650.00
Third Clerk	450.00	450.00
	<u>\$6,600.00</u>	<u>\$6,650.00</u>
St. John's Post Office—Registration and Parcel Post		
Superintendent Registration	1,000.00	1,000.00
Registration Clerk	400.00	400.00
Junior Clerk	200.00	200.00
First Parcel Clerk	800.00	800.00
Second Parcel Clerk	450.00	450.00
Parcel Clerk Book-keeper	400.00	400.00
Assistant Parcel Clerk	400.00	400.00
Assistant Parcel Clerk and Storekeeper	500.00	500.00

XII.—POSTAL AND TELEGRAPH DEPARTMENT—Continued
Detail—(Continued)

Estimate of Expenditure for which Votes of the Legislature are required	Estimate 1909—1910	Estimate 1910—1911
Distributing Branch		
General Delivery Clerk	800.00	800.00
Clerk in Charge	800.00	800.00
Foreign Despatching Clerk	750.00	750.00
Assistant Despatching Clerk	750.00	750.00
Local Despatching Clerk	700.00	700.00
Local Despatching Clerk	600.00	600.00
Window Clerk	650.00	650.00
Newspaper Assorter	550.00	550.00
General Assorter	500.00	500.00
Assorter and Stamper	400.00	400.00
Two Letter Carriers at \$450 each	900.00	900.00
Two Letter Carriers at \$350 each	700.00	700.00
Two Letter Carriers at \$300 each	600.00	600.00
One Letter Carrier	250.00	250.00
Four Letter Carriers at \$200 each	800.00	800.00
Keeper	300.00	400.00
Fireman	300.00	300.00
Watchman	120.00	360.00
	<u>\$14,620.00</u>	<u>\$14,960.00</u>

Travelling Post Offices

Bonavista Railway Mail Clerk		\$480.00
Conception Bay Railway Mail Clerk (P.M.)..	\$500.00	500.00
Conception Bay Railway Mail Clerk (A.M.)..	500.00	500.00
Placentia Railway Mail Clerk	450.00	450.00
Sydney, C. B., Office	600.00	600.00
Main Line Railway Mail Clerk	550.00	550.00
Main Line Railway Mail Clerk	500.00	500.00
Main Line Railway Mail Clerk	500.00	500.00
Main Line Railway Reserve Clerk	450.00	450.00
Main Line Railway Clerks	260.00	500.00
Bonne Bay and St. John's Mail Clerk.....	500.00	500.00
Port aux Basques and Sydney, C. B.	650.00	650.00
Port aux Basques and Placentia	390.00	390.00
Northern Coastal T. P. O.	300.00	330.00
Bonavista Bay	260.00	260.00
Fogo District	260.00	260.00
Fortune Bay District	390.00	390.00
Notre Dame Bay	260.00	260.00
Placentia Bay	390.00	390.00
Straits of Belle Isle	300.00	300.00
Trinity Bay	260.00	260.00
	<u>\$8,270.00</u>	<u>\$9,020.00</u>

XII.—POSTAL AND TELEGRAPH DEPARTMENT—Continued
Detail—(Continued)

Estimate of Expenditure for which Votes of the Legislature are required	Estimate 1909—1910	Estimate 1910—1911
Outport Postmasters		
Abraham's Cove .....	.....	\$10.00
Adam's Cove	\$40.00	40.00
Admiral's Beach	10.00	10.00
Admiral's Cove	10.00	10.00
Amherst Cove	15.00	15.00
Apsey Brook .....	.....	10.00
Anderson's Cove	15.00	15.00
Angel's Cove .....	.....	10.00
Aquaforte	40.00	40.00
Argentia	50.00	50.00
Arnold's Cove	24.00	24.00
Avondale	80.00	80.00
Avondale North	24.00	24.00
Baie Verte	50.00	50.00
Baine Harbor	40.00	40.00
Balena	15.00	15.00
Bank Head	15.00	20.00
Bareneed	30.00	30.00
Barr'd Island	15.00	15.00
Barron Island	30.00	30.00
Barrisway, P. B. ....	.....	10.00
Bartlett's Harbor	15.00	15.00
Bauline	15.00	15.00
Bay Bulls	120.00	120.00
Bay D'Espoir	15.00	15.00
Bay de Verde	36.00	36.00
Bay du Nord, Fortune Bay	15.00	15.00
Bay du Nord, Hermitage Bay	15.00	15.00
Bay L'Argent	30.00	30.00
Bay Roberts	240.00	240.00
Beau Bois	20.00	20.00
Bear Cove, White Bay	10.00	10.00
Bell Island	200.00	200.00
Bell Island Mines	50.00	50.00
Belleoram	60.00	60.00
Bellevue	15.00	15.00
Benoit's Cove	15.00	15.00
Bett's Cove	20.00	20.00
Birchy Cove	15.00	15.00
Birchy Head	15.00	15.00
Biscay Bay .....	.....	10.00
Bishop's Cove	18.00	18.00
Bishop's Falls	15.00	.....
Black Duck Brook .....	.....	10.00
Blackhead	60.00	60.00
Black Island	15.00	15.00
Black River	40.00	40.00
Blaketown	15.00	15.00

XII.—POSTAL AND TELEGRAPH DEPARTMENT—Continued

Detail—(Continued)

Estimate of Expenditure for which Votes of the Legislature are required	Estimate 1909—1910	Estimate 1910—1911
Outport Postmasters—Continued		
Bonaventure	24.00	24.00
Bonavista	220.00	220.00
Bonne Bay	90.00	90.00
Boot Harbor	20.00	20.00
Bos Warlos	15.00	15.00
Boxey	15.00	15.00
Boyd's Cove	30.00	30.00
Branch	30.00	30.00
Brent's Cove	15.00	15.00
Brewley	15.00	15.00
Brien's Stand	10.00	10.00
Brig Bay	15.00	15.00
Brigus Cross Roads	24.00	24.00
Brigus Gullies	30.00	30.00
Brigus South	20.00	20.00
British Harbor	15.00	15.00
Broad Cove, Bay de Verde	40.00	40.00
Broad Cove, Bonavista	15.00	15.00
Broad Cove, Placentia	15.00	15.00
Broad Cove, Renewes	30.00	30.00
Broads		10.00
Brookfield	10.00	10.00
Brooklyn	40.00	40.00
Brunette	15.00	15.00
Bryant's Cove	10.00	10.00
Bunyan's Cove	15.00	15.00
Burgeo	120.00	120.00
Burgeo, Placentia Bay	15.00	15.00
Burgoyne's Cove	30.00	30.00
Burin	160.00	160.00
Burin Bay Arm	15.00	15.00
Burin North	60.00	60.00
Burnt Islands, Bonavista	15.00	15.00
Burnt Islands, Burgeo and LaPoile	24.00	24.00
Burnt Point	24.00	24.00
Burying Place	15.00	15.00
Campbellton	30.00	30.00
Canada Harbor		10.00
Cape Broyle	50.00	50.00
Cape Freels	15.00	15.00
Cape Island	15.00	15.00
Cape LaHune	18.00	18.00
Cape Norman	15.00	15.00
Cape Race	10.00	10.00
Cape Ray	24.00	24.00
Cape St. George	10.00	10.00

XII.—POSTAL AND TELEGRAPH DEPARTMENT—Continued

Detail—(Continued)

Estimate of Expenditure for which Votes of the Legislature are required	Estimate 1909—1910	Estimate 1910—1911
Outport Postmasters—Continued		
Caplin Bay	35.00	35.00
Caplin Cove	15.00	15.00
Caplin Cove, S. W. Arm, Random		10.00
Carbonear	500.00	500.00
Carbonear Assistant	250.00	250.00
Carmanville	24.00	24.00
Carter's Cove	10.00	10.00
Cartyville	30.00	30.00
Catalina	80.00	80.00
Cat Harbor	15.00	15.00
Cavendish	15.00	15.00
Chance Cove	24.00	24.00
Change Islands	40.00	40.00
Channel	200.00	200.00
Chapel Arm	14.00	14.00
Chapel's Cove	30.00	30.00
Charlottetown	24.00	24.00
Clam Bank Cove	10.00	10.00
Clareville South	30.00	30.00
Clarke's Beach	100.00	100.00
Coachman's Cove	30.00	30.00
Codroy	50.00	50.00
Coley's Point	30.00	30.00
Colinet	15.00	15.00
Collier's	24.00	24.00
Collier's Central	24.00	24.00
Collier's Bay Cove	15.00	15.00
Come by Chance, Placentia Bay	10.00	10.00
Comfort Cove	30.00	30.00
Conception Harbor	60.00	60.00
Conche	30.00	30.00
Connaigre	15.00	15.00
Conne River	30.00	30.00
Coomb's Cove	15.00	15.00
Corbin, Burin	10.00	10.00
Corbin, Fortune		10.00
Corner Brook	30.00	30.00
Cottell's Island	20.00	20.00
Cottrell's Cove, New Bay		30.00
Coward's Island	10.00	10.00
Cow Head	24.00	24.00
Crabbs Brook	24.00	24.00
Crawley's Island	15.00	15.00
Creek	15.00	15.00
Cul de Sac	15.00	15.00
Cupids	20.00	20.00
Curling	100.00	100.00

XII.—POSTAL AND TELEGRAPH DEPARTMENT—Continued

Detail—(Continued)

Estimate of Expenditure for which Votes of the Legislature are required	Estimate 1909—1910	Estimate 1910—1911
Outport Postmasters—Continued		
Current Island	15.00	15.00
Cuslett	15.00	15.00
Daniel's Cove	15.00	15.00
Daniel's Harbor	15.00	15.00
Fermeuse, Riverhead	80.00	80.00
Dark Tickle	15.00	15.00
Deep Bight	10.00	10.00
Deer Harbor	15.00	15.00
Deer Island	15.00	15.00
Deer Island, Burgeo and LaPoile		10.00
Deer Lake	24.00	24.00
Dildo	25.00	25.00
Dildo South		10.00
Dog Bay	24.00	24.00
Doyle's Station	30.00	30.00
Drooke	8.00	8.00
Dunville	30.00	30.00
Elliott's Cove	50.00	50.00
Elliston	24.00	40.00
Englee	24.00	24.00
English Harbor, Trinity	24.00	24.00
English Harbor West	30.00	30.00
Epworth	30.00	30.00
Exploits	90.00	90.00
Fair Island	20.00	20.00
Famish Cove	15.00	15.00
Farmer's Arm	24.00	24.00
Fermeuse North, one at \$10; one at \$24	24.00	34.00
Fermeuse, Riverhead	80.00	80.00
Fermeuse, Southside, acc't. Telephone Service..	39.00	39.00
Ferryland	140.00	140.00
Flat Islands, Bonavista (Samson)	24.00	24.00
Flat Islands, Burin	25.00	25.00
Flat Rock	24.00	24.00
Fleur-de-Lys	15.00	15.00
Flower's Cove	34.00	34.00
Fogo	200.00	200.00
Fortune Harbor	30.00	30.00
Foster's Point	30.00	30.00
Fox Cove, Bonavista (Summerville)	10.00	10.00
Fox Cove, Burin	15.00	15.00
Fox Cove, Fortune	15.00	15.00
Fox Harbor, Placentia Bay	20.00	20.00
Fox Harbor, Trinity Bay	30.00	30.00
Fox Island	15.00	15.00
Fox Roost	10.00	10.00
Fox Trap	10.00	10.00

XII.—POSTAL AND TELEGRAPH DEPARTMENT—Continued

Detail—(Continued)

Estimate of Expenditure for which Votes of the Legislature are required	Estimate 1909—1910	Estimate 1910—1911
Outport Postmasters—Continued		
Francois	15.00	15.00
Fredericton	15.00	15.00
Freshwater	50.00	50.00
Freshwater, Bell Island, P. M. Courier.....		30.00
Freshwater Road	15.00	15.00
Friday's Bay	15.00	15.00
Gander Bay North	10.00	10.00
Gargamelle	15.00	15.00
Garnish	24.00	24.00
Gaskiers	15.00	15.00
Gaultois	30.00	30.00
Gaulton's Island	15.00	15.00
George's Brook	24.00	24.00
George's Town	24.00	24.00
Glovertown	30.00	30.00
Goddenville	15.00	15.00
Gooseberry Cove	24.00	24.00
Gooseberry Island	24.00	24.00
Goose Cove	15.00	15.00
Goose Head	20.00	20.00
Goulds, Brigus	60.00	60.00
Grand Bank	80.00	80.00
Grand Beach	15.00	15.00
Grand Bruit	30.00	30.00
Grand Falls	400.00	400.00
Grates Cove	25.00	25.00
Great Braha	10.00	10.00
Great Burin	40.00	40.00
Great Codroy	18.00	18.00
Great Harbor Deep	15.00	15.00
Great Jervois	15.00	15.00
Green's Harbor	24.00	24.00
Griquet	30.00	30.00
Groais Island	15.00	15.00
Grole	15.00	15.00
Gull Island	10.00	10.00
Ha Ha Bay	10.00	10.00
Hant's Harbor	50.00	50.00
Happy Adventure	15.00	15.00
Harbor Breton	200.00	200.00
Harbor Buffett	40.00	40.00
Harbor Grace	400.00	400.00
Harbor Grace	500.00	500.00
Harbor Grace, Carriers, one at \$160; one at \$120	160.00	280.00
Harbor LeCou	10.00	10.00
Harbor Mille	15.00	15.00
Hare Bay	15.00	15.00

XII.—POSTAL AND TELEGRAPH DEPARTMENT—Continued

Detail—(Continued)

Estimate of Expenditure for which Votes of the Legislature are required	Estimate 1909—1910	Estimate 1910—1911
Outport Postmasters—Continued		
Haricot	15.00	15.00
Harry's Harbor	15.00	15.00
Hatchet Cove	15.00	15.00
Haystack	24.00	24.00
Head Bay D'Espoir .....	.....	10.00
Heart's Content	200.00	200.00
Heart's Delight	24.00	24.00
Heart's Desire	15.00	15.00
Hermitage Cove	40.00	50.00
Hickman's Harbor	24.00	24.00
Highlands	24.00	24.00
Hodge's Cove	24.00	24.00
Holyrood	80.00	80.00
Holyrood, St. Mary's Bay	30.00	30.00
Hopeall	15.00	15.00
Horse Islands	10.00	10.00
Hunt's Islands .....	.....	10.00
Indian Arm	24.00	24.00
Indian Harbor	15.00	15.00
Indian Islands	15.00	15.00
Ireland's Eye	15.00	15.00
Island Cove	24.00	24.00
Island Cove, Random	10.00	10.00
Island Harbor	10.00	10.00
Isle aux Morts	15.00	15.00
Jackson's Arm	15.00	15.00
Jackson's Cove	30.00	30.00
Jamestown	30.00	30.00
Jean de Bay	15.00	15.00
Jeffery's Crossing	10.00	10.00
Jersey Harbor	15.00	15.00
Jersey Side	80.00	80.00
Job's Cove	24.00	24.00
Joe Batt's Arm	30.00	30.00
John's Pond	15.00	15.00
Kitchuses	15.00	15.00
Keels	15.00	15.00
Kilbride	15.00	15.00
Kelligrews	30.00	30.00
King's Cove	100.00	100.00
King's Cove, Smith Sound	10.00	10.00
Ladle Cove	15.00	15.00
Lady Cove	24.00	24.00
Lakeview	10.00	10.00
Lally Cove	15.00	15.00
La Manche	15.00	15.00
Lance au Barque .....	.....	10.00

XII.—POSTAL AND TELEGRAPH DEPARTMENT—Continued

Detail—(Continued)

Estimate of Expenditure for which Votes of the Legislature are required	Estimate 1909—1910	Estimate 1910—1911
Outport Postmasters—Continued		
Lance Cove, Bell Island	24.00	24.00
Lance Cove, Smith Sound	15.00	15.00
Lance Cove, Trinity Bay South	24.00	24.00
La Poile	60.00	60.00
La Poile, Great Harbor	20.00	20.00
Lark Harbor	15.00	15.00
LaScie	24.00	24.00
Laurencetown	24.00	24.00
Lawn	24.00	24.00
Lead Cove		10.00
Leading Ticks	50.00	50.00
Leading Ticks West	15.00	15.00
Lear's Cove	15.00	15.00
Lee Bight	15.00	15.00
Lewisporte	30.00	30.00
Little Bay	200.00	90.00
Little Bay East	15.00	15.00
Little Bay, Hermitage Bay	15.00	15.00
Little Bay Islands	60.00	60.00
Little Bay West	15.00	15.00
Little Beaver Cove	15.00	15.00
Little Burnt Bay	15.00	15.00
Little Catalina	30.00	30.00
Little Fogo Islands	15.00	15.00
Little Harbor East, B. B.		10.00
Little Harbor, Twillingate	24.00	24.00
Little Heart's Ease	24.00	24.00
Little Ward's Harbor	12.00	12.00
Lock's Cove		15.00
Long Beach	24.00	24.00
Long Harbor	15.00	15.00
Loon Bay	15.00	15.00
Lord's Cove	15.00	15.00
Lower English Harbor	15.00	15.00
Low Point	15.00	15.00
Lumbergrass	24.00	24.00
Lushe's Bight	15.00	15.00
Main River	15.00	15.00
Mall Bay	15.00	15.00
Man Point	10.00	10.00
Manuels	30.00	30.00
March's Point	10.00	10.00
Marquise	24.00	24.00
Marystown	50.00	50.00
McCallum	15.00	15.00
McIver's	15.00	15.00
Meadows	15.00	15.00

XII.—POSTAL AND TELEGRAPH DEPARTMENT—Continued

Detail—(Continued)

Estimate of Expenditure for which Votes of the Legislature are required	Estimate 1909—1910	Estimate 1910—1911
Outport Postmasters—Continued		
Melrose	15.00	15.00
Merasheen	24.00	24.00
Mercer's Cove	10.00	10.00
Middle Arm, Bay of Islands	15.00	15.00
Middle Arm, White Bay (Faux Havre)	10.00	10.00
Middle Brook	24.00	24.00
Miller's Passage	10.00	10.00
Millertown	30.00	30.00
Milltown, Bay D'Espoir	15.00	15.00
Millville	16.00	16.00
Mobile	30.00	30.00
Monkstown	15.00	15.00
Moreton's Harbor	50.00	50.00
Mose Ambrose	24.00	24.00
Mosquito, Carbonear	24.00	24.00
Mosquito, St. Mary's Bay	24.00	24.00
Musgrave Harbor	40.00	40.00
Musgrave Town	40.00	40.00
Mussel Harbor Arm	20.00	20.00
Mussel Pond	20.00	20.00
New Bay	30.00	.....
New Bridge	15.00	15.00
New Harbor	30.00	30.00
Newman's Cove	15.00	15.00
New Melbourne	24.00	24.00
Newtown, Bonavista Bay	18.00	18.00
Newtown, Holyrood	15.00	15.00
Noddy Bay	15.00	15.00
Norman's Cove	24.00	24.00
Norris' Point	24.00	24.00
North East Cove, Great Harbor Deep	10.00	10.00
Northern Arm, Exploits Bay	24.00	24.00
Northern Arm, Woodford's	40.00	40.00
Northern Bay	40.00	40.00
Northern Bight	35.00	35.00
North Harbor, Placentia Bay	30.00	30.00
North Harbor, St. Mary's Bay	15.00	15.00
North River	30.00	30.00
North West Arm, Green Bay	24.00	24.00
North West Brook	10.00	10.00
North West Point	15.00	15.00
Notre Dame Junction	24.00	24.00
Ochre Pit Cove	24.00	24.00
Oderin	24.00	24.00
Offer Wadhams	10.00	10.00
Old Perlican	60.00	60.00
Open Hall	50.00	50.00

XII.—POSTAL AND TELEGRAPH DEPARTMENT—Continued

Detail—(Continued)

Estimate of Expenditure for which Votes of the Legislature are required	Estimate 1909—1910	Estimate 1910—1911
Outport Postmasters—Continued		
Otter's Point	10.00	10.00
Pacquet	20.00	20.00
Paradise	24.00	24.00
Parsons' Pond	15.00	15.00
Pass Island	20.00	20.00
Patrick's Cove	15.00	15.00
Peckford's	8.00	8.00
Perry's Cove	24.00	24.00
Peter's River	15.00	15.00
Petites	15.00	15.00
Petit Fort	15.00	15.00
Petty Harbor	35.00	35.00
Pike's Arm	15.00	15.00
Pinchard's Island	10.00	10.00
Placentia	300.00	300.00
Placentia	50.00	50.00
Placentia Junction		10.00
Placentia, South East	30.00	30.00
Plate Cove	24.00	24.00
Plate Cove West	15.00	15.00
Point Enragee	15.00	15.00
Point LaHaye	10.00	10.00
Point Lance	15.00	15.00
Point Leamington	30.00	30.00
Point Verde	24.00	24.00
Pool's Cove	15.00	15.00
Pool's Island	60.00	60.00
Port-au-Bras	15.00	15.00
Port-au-Port	30.00	30.00
Port-de-Grave	50.00	50.00
Port Saunders	24.00	24.00
Portugal Cove	30.00	30.00
Portugal Cove, Trepassey	30.00	30.00
Pouch Cove	80.00	80.00
Pound Cove	20.00	20.00
Presque	30.00	30.00
Pushthrough	60.00	60.00
Queen's Cove	10.00	10.00
Quirpon	8.00	8.00
Ramea	40.00	40.00
Ram's Island, Iona	15.00	15.00
Rantem	15.00	15.00
Rattling Brook, S. W. Arm, Green Bay	15.00	15.00
Rattling Brook, St. George's	15.00	15.00
Raymond's Point	10.00	10.00
Red Cliff Island	10.00	10.00
Red Head Cove	30.00	30.00

XII.—POSTAL AND TELEGRAPH DEPARTMENT—Continued.

Detail—(Continued)

Estimate of Expenditure for which Votes of the Legislature are required	Estimate 1909—1910	Estimate 1910—1911
Outport Postmasters—Continued		
Red Island	30.00	30.00
Rencontre, Fortune Bay	18.00	18.00
Rencontre, Hermitage Bay	24.00	24.00
Renews	60.00	60.00
Renews, Southside	40.00	40.00
Richard's Harbor	15.00	15.00
Riverhead, Harbor Grace	50.00	50.00
Riverhead, St. Mary's	30.00	30.00
River of Ponds		10.00
Roberts' Arm	15.00	15.00
Robinson's Head	30.00	30.00
Rock Harbor, Burin	15.00	15.00
Rocky Harbor, Bonne Bay	15.00	15.00
Roddickton	10.00	10.00
Rose Blanche	70.00	70.00
Round Island, Hermitage Bay	15.00	15.00
Round Harbor, Notre Dame Bay	20.00	20.00
Rushoon		10.00
Saddle Island		30.00
Safe Harbor	15.00	15.00
Sagona	15.00	15.00
St. Ann's	15.00	15.00
St. Anthony	30.00	30.00
St. Bride's	24.00	24.00
St. Brendan's	30.00	30.00
St. Chad's	10.00	10.00
St. George's	50.00	50.00
St. Jacques, Central	80.00	80.00
St. John's Central	100.00	100.00
East	400.00	400.00
East (Assistant)	200.00	200.00
Duckworth Street East	100.00	100.00
Garrison Hill	40.00	40.00
King's Bridge	80.00	80.00
Monkstown	25.00	25.00
Riverhead	80.00	80.00
Southside	44.00	
Pleasant Street		20.00
St. Jones' Within	10.00	10.00
St. Jones' Without	10.00	10.00
St. Joseph's, Placentia Bay	15.00	15.00
St. Julien's	10.00	10.00
St. Lawrence	60.00	60.00
St. Leonard's	24.00	24.00
St. Mary's	70.00	70.00
St. Michael's	15.00	15.00
St. Patrick's	25.00	25.00

XII.—POSTAL AND TELEGRAPH DEPARTMENT—Continued

Detail—(Continued)

Estimate of Expenditure for which Votes
of the Legislature are required

Estimate
1909—1910

Estimate
1910—1911

Outport Postmasters—Continued

St. Paul's	15.00	15.00
St. Philip's	20.00	20.00
St. Shott's'	15.00	15.00
Salby Cove .....	.....	10.00
Salmon Cove, Bay de Verde	15.00	15.00
Salmon Cove, Port de Grave	30.00	30.00
Salmon Cove, Trinity	15.00	15.00
Salmonier	30.00	30.00
Salt Pond	15.00	15.00
Salvage	50.00	50.00
Salvage Bay	15.00	24.00
Samson's Island	10.00	10.00
Sandy Point, St. George's	70.00	70.00
Sandy Point, Smith Sound	24.00	24.00
Sceviour's Island	10.00	10.00
Scilly Cove	40.00	40.00
Scissors Cove	10.00	10.00
Seal Cove, Bonavista Bay	24.00	24.00
Seal Cove, Fortune Bay District	24.00	24.00
Seal Cove, Harbor Main District	24.00	24.00
Seal Cove, Trinity Bay	24.00	24.00
Seal Cove, White Bay	15.00	15.00
Searston	75.00	75.00
Seldom-Come-By	30.00	30.00
Shambler's Cove	15.00	15.00
Shearstown	15.00	15.00
Ship Cove, Placentia Bay	15.00	15.00
Ship Cove, Trinity Bay	30.00	30.00
Ship Harbor	15.00	15.00
Shoal Harbor	100.00	100.00
Shoe Cove	24.00	24.00
Sibley's Cove	10.00	10.00
Snook's Arm	15.00	15.00
Snook's Brook .....	.....	10.00
Snook's Harbor	15.00	15.00
Sopp's Arm	15.00	15.00
Sound Island	30.00	30.00
South Branch	12.00	12.00
Southern Bay .....	.....	10.00
South East Bight	15.00	15.00
Southside, Harbor Grace	100.00	100.00
South West Arm, New Bay	24.00	24.00
Spaniard's Bay, Riverhead	30.00	30.00
Spanish Room	15.00	15.00
Springdale	30.00	30.00
Squid Tickle	10.00	10.00
Step-a-Side	15.00	15.00

XII.—POSTAL AND TELEGRAPH DEPARTMENT—Continued

Detail—(Continued)

Estimate of Expenditure for which Votes of the Legislature are required	Estimate 1909—1910	Estimate 1910—1911
Outport Postmasters—Continued		
Stephenville Crossing	30.00	30.00
Stock and Knight's Coves	24.00	24.00
Stone's Cove	15.00	15.00
Summerside	15.00	15.00
Sunnyside	15.00	15.00
Sweet Bay	24.00	24.00
Sweet Bay, N. W. Arm		10.00
Sydney	50.00	50.00
Tack's Beach	24.00	24.00
Terenceville	15.00	15.00
Thimble Tickle	12.00	12.00
Thoroughfare	15.00	15.00
Three Arms	30.00	30.00
Tickle Cove	20.00	20.00
Tilting	30.00	30.00
Tilton	30.00	30.00
Tizzard's Harbor	30.00	30.00
Toad's Cove	30.00	30.00
Topsail	30.00	30.00
Torbay	50.00	50.00
Troytown, Bonavista Bay	15.00	15.00
Trepassey	50.00	50.00
Trinity	200.00	200.00
Trinity East	60.00	60.00
Trout River	15.00	15.00
Trouty	15.00	15.00
Triton	24.00	24.00
Turk's Cove	24.00	24.00
Turk's Gut	15.00	15.00
Twillingate	300.00	300.00
Twillingate South	30.00	30.00
Upper Ferry	24.00	24.00
Upper Gullies	30.00	30.00
Upper Rocky Brook	10.00	10.00
Upper Small Point	20.00	20.00
Valen Island	30.00	30.00
Valleyfield	15.00	15.00
Victoria Cove	10.00	10.00
Victoria Village	50.00	50.00
Ward's Harbor	15.00	15.00
Wellman's Cove	15.00	15.00
West Bay, Port au Port		10.00
Western Bay	45.00	45.00
Western Cove	30.00	30.00
Western Point, LaPoile	15.00	15.00
Whitbourne	80.00	80.00
White Rock	24.00	24.00

XII.—POSTAL AND TELEGRAPH DEPARTMENT—Continued

Detail—(Continued)

Estimate of Expenditure for which Votes of the Legislature are required	Estimate 1909—1910	Estimate 1910—1911
Outport Postmasters—Concluded		
Wild Bight	18.00	18.00
Witless Bay	60.00	60.00
Wood's Island	24.00	24.00
Wood's Island Harbor		15.00
Woody Island	15.00	15.00
York Harbor	15.00	15.00
New Offices	145.00	669.00
	\$19,095.00	\$19,970.00
Labrador—Salaries		
Mail Agent Labrador T. P. O.	\$300.00	\$300.00
Batteau	6.00	6.00
Battle Harbor	80.00	80.00
Black Island	6.00	6.00
Black Tickle	6.00	6.00
Blanc Sablon	80.00	80.00
Bolster's Rock	6.00	6.00
Cape Charles	6.00	6.00
Cape Harrison	10.00	10.00
Cartwright	20.00	20.00
Chateau	12.00	12.00
Chimney Tickle	6.00	6.00
Comfort Bight	10.00	10.00
Dead Island	6.00	6.00
Domino	12.00	12.00
Double Island	6.00	6.00
East St. Modest	12.00	12.00
Emily Harbor	10.00	10.00
Fanny's Harbor	8.00	8.00
Fishing Ships' Harbor	6.00	6.00
Ford's Harbor	10.00	10.00
Forteau	30.00	30.00
Francis Harbor	6.00	6.00
Frenchman's Island	10.00	10.00
George's Island	6.00	6.00
Grady	10.00	10.00
Grand Village	20.00	20.00
Hawke's Harbor	6.00	6.00
Henley	8.00	8.00
Holton	10.00	10.00
Hopedale	20.00	20.00
Horse Harbor	10.00	10.00
Ilack	6.00	6.00
Independent	6.00	6.00
Indian Harbor	12.00	12.00
Indian Tickle	12.00	12.00

XII.—POSTAL AND TELEGRAPH DEPARTMENT—Continued

Detail—(Continued)

Estimate of Expenditure for which Votes of the Legislature are required	Estimate 1909—1910	Estimate 1910—1911
Labrador—Salaries—Concluded		
Iron Bound Island	6.00	6.00
Lance au Loup	15.00	15.00
Long Island	6.00	6.00
Long Tickle	6.00	6.00
Macovik	6.00	6.00
Nain	15.00	15.00
Occasional Harbor	6.00	6.00
Pack's Harbor	6.00	6.00
Punch Bowl	8.00	8.00
Ragged Islands	6.00	6.00
Red Bay	8.00	8.00
Red Point		6.00
Rigolet	20.00	20.00
Sandy Islands	6.00	6.00
Seal Islands	6.00	6.00
Ship Harbor	6.00	6.00
Sloop Cove	8.00	8.00
Smoky Tickle	8.00	8.00
Snug Harbor	6.00	6.00
Spear Harbor	6.00	6.00
Spotted Islands	6.00	6.00
Square Islands	6.00	6.00
Turnavick East	6.00	6.00
Turnavick West	8.00	8.00
Venison Island	10.00	10.00
Webber's Harbor		6.00
White Bears	9.00	9.00
Winsor's Harbor	6.00	6.00
Wolf Island		6.00
New Offices	11.00	37.00
Total Salaries, Labrador	\$1,006.00	\$1,050.00
Couriers		
Argentia and Railway	\$150.00	\$150.00
Arnold's Cove and Railway	31.20	31.20
Avondale and Railway and Conception Harbor	30.00	75.00
Avondale Station and Collier's	175.00	175.00
Baie Verte and Coastal Steamer	20.00	20.00
Baie Verte and North West Arm	170.00	170.00
Baie Verte and Tilt Cove	465.00	465.00
Baine Harbor, Fox Cove, Bay L'Argent	120.00	120.00
Bank Head and Railway	25.00	60.00
Battle Harbor and Blanc Sablon	124.00	124.00
Battle Harbor and Cartwright and Rigolet	160.00	160.00
Bauline and Pouch Cove	50.00	50.00

XII.—POSTAL AND TELEGRAPH DEPARTMENT—Continued

Detail—(Continued)

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1909—1910	Estimate 1910—1911
Couriers—Continued		
Bay de Verde and Old Perlican		220.00
Bay de Verde and Lower Island Cove	240.00	
Bay du Nord and Bay D'Est		45.00
Bay L'Argent and Belleoram	676.00	
Bay Roberts and Railway	160.00	160.00
Bell Island and Bell Island Mines	300.00	300.00
Bell Island and Lance Cove	200.00	200.00
Birchy Cove and Railway	48.00	100.00
Birchy Head and Woody Point	60.00	60.00
Bishop's Falls and Railway		96.00
Black Island and Exploits	52.00	72.00
Black River and Sound Island	20.00	20.00
Blaketown and Railway	20.00	20.00
Boat Harbor, Bay de Lieu and Baine Harbor		80.00
Bona and Presque	40.00	40.00
Bonavista and Catalina and Little Catalina	195.00	195.00
Bonavista and Elliston	98.00	98.00
Bonne Bay and Deer Lake	475.00	585.00
Bonne Bay and Cow Head	234.00	234.00
Bonne Bay and Gargamelle	10.00	10.00
Bonne Bay and Norris' Point	80.00	80.00
Botwoodville and Northern Arm	52.00	52.00
Botwoodville and Railway	416.00	450.00
Brigus and Railway	240.00	240.00
Brigus and Turk's Gut	40.00	40.00
Brigus Cross Roads and Railway	20.00	20.00
Brigus South and Main Road	20.00	20.00
Britannia Cove and Hickman's Harbor	35.00	35.00
Brookfield and Wesleyville	42.00	42.00
Brunette, Sagona and Harbor Breton	260.00	
Bryant's Cove and Harbor Grace	40.00	40.00
Bunyan's Cove and Port Blandford		51.00
Burgoyne's Cove and Britannia Cove	10.00	10.00
Burnt Head and Cupids	50.00	50.00
Burnt Island and Fair Islands	52.00	52.00
Campbellton and Comfort Cove and Birchy Bay	210.00	210.00
Campbellton and Lewisporte	15.00	20.00
Canada Harbor and Englee		34.00
Cape Norman and Lock's Cove	68.00	68.00
Cape Race and Portugal Cove	217.50	260.00
Cape Ray and Railway	52.00	52.00
Cape St. George, Port au Port	208.00	208.00
Carbonear and Heart's Content	550.00	550.00
Carbonear and Railway	145.00	160.00
Carbonear and Western Bay	600.00	500.00
Cat Harbor and Newtown and Wesleyville	205.00	205.00
Channel and Isle aux Morts	72.00	72.00

XII.—POSTAL AND TELEGRAPH DEPARTMENT—Continued

Detail—(Continued)

Estimate of Expenditure for which Votes of the Legislature are required	Estimate 1909—1910	Estimate 1910—1911
Couriers—Continued		
Channel and Railway	125.00	125.00
Charlottetown and Railway	61.25	61.25
Charles Brook, Point of Bay and Laurenceton	78.00	78.00
Clarke's Beach and Railway	50.00	50.00
Clarenceville and Britannia Cove	220.00	220.00
Clarenceville South and Railway	20.00	30.00
Coachman's Cove and Baie Verte	171.00	170.00
Codroy and Railway	500.00	500.00
Coley's Point and Bay Roberts	66.00	66.00
Colinet and John's Pond and Whitbourne....	187.20	187.20
Collier's Bay Cove and Railway	80.00	80.00
Come By Chance and Bay Bulls Arm	80.00	124.80
Conche and North West Point	150.00	150.00
Coomb's Cove and Belleoram	160.00	.....
Coomb's Cove and Belleoram	50.00	.....
Corbin and Epworth	24.00	24.00
Cottle's Island and Moreton's Harbor	52.00	52.00
Coward's Island and Flat Islands	10.00	10.00
Cow Head and Daniel's Harbor	136.00	136.00
Crabbes and Railway	50.00	50.00
Crawley's Island and Long Harbor	25.00	25.00
Cul de Sac and Cape LaHune	40.00	40.00
Cupids and Railway	180.00	180.00
Currant Island	12.00	12.00
Deer Island and Gooseberry Island	40.00	40.00
Deer Lake and Section	10.00	10.00
Dildo and Norman's Cove	50.00	50.00
Dunnville and Railway	60.00	60.00
Elliott's Cove and Apsey Cove	30.00	52.00
Englee and Lock's Cove	100.00	100.00
Englee and Great Harbor Deep	70.00	70.00
Epworth and Ship Cove	10.00	10.00
Exploits and Lewisporte	374.00	374.00
Exploits, Fortune Harbor and New Bay	170.00	170.00
Famish Cove and Railway	40.00	40.00
Farmer's Arm and Boyd's Cove	36.00	36.00
Farmer's Arm and Moreton's Harbor	103.00	103.00
Fermeuse South and Renews	15.00	15.00
Flat Islands and Salvage	75.00	75.00
Fleur de Lys and Coachman's Cove	52.00	52.00
Flower's Cove and N. W. Point	200.00	200.00
Flower's Cove and Lance au Loup .....	.....	160.00
Fogo and Little Beaver Cove	340.00	340.00
Fogo and Seldom Come By	48.00	48.00
Fogo and Tilting	50.00	50.00
Fortune and Grand Bank	30.00	30.00
Foster's Point and Lady Cove .....	.....	26.00

XII.—POSTAL AND TELEGRAPH DEPARTMENT—Continued

Detail—(Continued)

Estimate of Expenditure for which Votes of the Legislature are required	Estimate 1909—1910	Estimate 1910—1911
Couriers—Continued		
Fox Harbor and Northern Bight	452.40	452.40
Fox Harbor, Placentia and Railway	50.00	50.00
Francois and Reneontre	104.00	104.00
Friday's Bay	68.00	68.00
Gander Bay and Boyd's Cove	102.00	102.00
Gander Bay and North Side	40.00	40.00
Gander Bay and Railway and Boyd's Cove	350.00	350.00
Gander Bay and Loon Bay		100.00
Gargamelle and Daniel's Harbor	136.00	136.00
Gargamelle and Flower's Cove	200.00	200.00
Gargamelle and Port Saunders	35.00	35.00
Garnish and Belleoram	450.00	
Garnish and Burin	200.00	200.00
Gaultois and Hermitage	120.00	120.00
Gaultois and Ship Cove and Milltown	208.00	208.00
Gaulton's Island and Tack's Beach	40.00	40.00
Glovertown and Railway	160.00	160.00
Gooseberry Island and Railway	119.00	119.00
Goose Cove and St. Anthony	85.00	85.00
Grand Beach and Grand Bank	78.00	78.00
Grand Bruit and LaPoile	156.00	156.00
Grand Falls and Railway	180.00	240.00
Grate's Cove and Old Perlican	101.40	101.40
Great Braha and St. Anthony	108.00	108.00
Great Burin and Burin Offices	25.00	25.00
Great Jervois and Pushthrough	30.00	30.00
Greenspond and Gambo	500.00	500.00
Greenspond and Newtown	102.00	102.00
Griquet and Cape Norman	100.00	100.00
Griquet and Ha Ha	51.00	51.00
Griquet and North West Point	150.00	150.00
Groais Islands and Conche	80.00	80.00
Hant's Harbor and Lance Cove	56.00	56.00
Hant's Harbor and Lead Cove		156.00
Harbor Briton and Hermitage	104.00	104.00
Harbor Grace, Brigus and Heart's Content....	50.00	50.00
Harbor Grace and Railway	320.00	320.00
Harbor Grace and Southside	10.00	10.00
Harbor LeCou and Rose Blanche	10.00	10.00
Harbor Main and Woodford's	201.00	201.00
Hare Bay and Gambo and Shoal Bay	70.00	70.00
Haricot and Colinet	40.00	40.00
Harry's Harbor and Jackson's	68.00	68.00
Harry's Harbor and Three Arms	35.00	35.00
Hatchet and Northern Bight and Railway	300.00	300.00
Heart's Content and Cavendish	221.52	221.52
Heart's Content and Hant's Harbor	260.00	260.00

XII.—POSTAL AND TELEGRAPH DEPARTMENT—Continued

Detail—(Continued)

Estimate of Expenditure for which Votes of the Legislature are required	Estimate 1909—1910	Estimate 1910—1911
Couriers—Continued		
Herring Neck and Pike's Arm	34.00	34.00
Herring Neck and Twillingate	7.00	7.00
Herring Neck and Virgin's Arm	68.00	68.00
Highlands and Railway	80.00	80.00
Holyrood and Railway	12.00	12.00
Hooping Harbor		20.00
Horse Island and LaScie	280.00	280.00
Hunt's Island and Burgeo	26.00	26.00
Indian Island and Seldom Come By	25.00	25.00
Island Harbor and Fogo	78.00	78.00
Ireland's Eye and Britannia Cove	250.00	250.00
Jamestown and Openhall and Indian Arm	275.30	275.30
Jamestown and Shoal Harbor	102.00	102.00
Jersey Harbor and Little Bay	26.00	26.00
Jeffrey's Crossing	40.00	40.00
Julie's Harbor and Pilley's Island		160.00
Kitchuses and Conception Harbor	35.00	35.00
Kelligrews and Railway	50.00	50.00
King's Cove and Bonavista	110.00	110.00
King's Cove and Bonavista	20.00	20.00
King's Cove and Plate Cove	148.00	148.00
King's Cove and Trinity	200.00	200.00
King's Cove and Jackson's Cove	45.00	45.00
Lakeview and Chapel's Cove	30.00	30.00
Lamaline and Fortune	15.00	51.00
Lamaline and Lord's Cove	62.40	62.40
Lamaline and Point Crew	75.00	75.00
La Manche and Main Road	20.00	20.00
La Manche and Railway	25.00	25.00
Lance au Barque and Lawn		78.00
Lance Cove and Old Perlican	208.00	
Lark Harbor and Curling	200.00	200.00
La Scie and Tilt Cove and Shoe Cove	120.00	120.00
Leading Ticks and New Bay	66.00	66.00
Leading Ticks and Seal Bay	88.00	88.00
Leading Ticks and West Ticks	40.00	40.00
Leading Ticks West and Seal Bay	38.00	38.00
Lee Bight and Northern Bight	104.00	104.00
Lewisporte and Boyd's Cove	340.00	340.00
Lewisporte and Comfort Cove	255.00	255.00
Little Bay Island and Little Bay	102.00	102.00
Little Bay West and Jersey Harbor	16.00	16.00
Little Beaver Cove and Boyd's Cove	178.50	178.50
Little Ward's Harbor and Little Bay	39.00	39.00
Long Harbor and Anderson's Cove	20.00	20.00
Long Harbor and Railway	39.00	39.00

XII.—POSTAL AND TELEGRAPH DEPARTMENT—Continued

Detail—(Continued)

Estimate of Expenditure for which Votes of the Legislature are required	Estimate 1909—1910	Estimate 1910—1911
Couriers—Continued		
Loon Bay and Campbellton	140.00	140.00
Lower Island Cove and Western Bay	425.00	425.00
Low Point and Caplin Cove	40.00	40.00
Lumbergrass and Salmonier	50.00	50.00
Lushe's Bight and Ward's Harbor	87.00	87.00
Mall Bay and Riverhead, St. Mary's	40.00	40.00
Manuels and Railway	10.00	10.00
Marystown and Jean de Bay	52.00	52.00
Melrose and Catalina	28.00	28.00
Mercer's Cove and Bay Roberts	40.00	40.00
Michael's Harbor and Campbellton	15.00	15.00
Middle Brook and Gambo	28.00	28.00
Millertown and Railway	156.00	156.00
Monkstown and Burgeo, P. B.	50.00	50.00
Mosquito and Harbor Grace	20.00	20.00
Mosquito and Mother Hicks	10.00	10.00
Mosquito and Railway		56.00
Mosquito and St. Joseph's	80.00	80.00
Musgrave Harbor and Cat Harbor	120.00	120.00
Musgrave Harbor and Gander Bay	120.00	120.00
Musgravetown and Brooklyn	60.00	60.00
Mussel Harbor Arm and Harbor Buffett	40.00	40.00
New Harbor, Railway and Cavendish	259.60	259.60
Norman's Cove and Railway	80.08	80.08
North River and Clarke's Beach	40.00	40.00
North Harbor and Colinet	80.00	80.00
Old Perlican and Lead Cove		100.00
Old Perlican and Lower Island Cove	300.00	300.00
Otter's Point and Grand Bruit	91.00	91.00
Outer Cove and St. John's	80.00	80.00
Pacquet and Tilt Cove	286.00	286.00
Parsons' Pond and Cow Head	36.00	72.00
Pass Island and Grole	28.80	28.80
Pass Island and Grole	52.00	52.00
Petty Harbor and Goulds	88.00	104.00
Pilley's Island and Springdale	119.00	119.00
Pinchard's Island and Newtown	40.00	40.00
Patrick's Cove and Branch	340.00	340.00
Placentia and Patrick's Cove	340.00	340.00
Placentia and Point Verde	25.00	25.00
Placentia and Railway	240.00	240.00
Placentia and South-East Arm	40.00	40.00
Plate Cove West and Plate Cove	30.00	30.00
Point Enragee and Garnish	25.00	25.00
Point Lance and Lear's Cove	45.00	45.00
Point Leamington and Leading Tickles	207.00	207.00

XII.—POSTAL AND TELEGRAPH DEPARTMENT—Continued

Detail—(Continued)

Estimate of Expenditure for which Votes of the Legislature are required	Estimate 1909—1910	Estimate 1910—1911
Couriers—Continued		
Port au Bras and Burin	25.00	25.00
Port au Port and Bos Warlos	36.40	36.40
Port au Port and Clam Bank Cove	144.00	144.00
Port au Port and Railway	390.00	390.00
Port de Grave and Clarke's Beach	200.00	200.00
Pushthrough and Bay du Nord	450.00	.....
Pushthrough and Richard's Harbor	150.00	150.00
Quirpon and Griquet	16.00	16.00
Ramea and Fox Island and Little River	300.00	442.00
Red Head Cove and Bay de Verde	50.00	50.00
Renews and Chance Cove	261.00	312.00
Renews and LaManche	700.00	1,000.00
Richard's Harbor and Balena	156.00	156.00
Rigolet and N. W. River	60.00	60.00
River of Ponds and Port Saunders	54.00	54.00
Roberts' Arm and Pilley's Island	52.00	52.00
Robinson's Head and Railway	80.00	80.00
Rock Harbor and Beau Bois	22.40	22.40
Rocky Harbor and Bonne Bay	54.00	70.00
Roddickton and Englee	60.00	60.00
Rosé Blanche and Burnt Islands	140.00	140.00
Rushoon and Baine Harbor	40.00	40.00
St. Anthony and Braha	54.00	54.00
St. Bride's and Cape St. Mary's	20.00	20.00
St. George's and Railway	184.00	184.00
St. John's and Portugal Cove	250.00	250.00
St. John's and Pouch Cove	320.00	320.00
St. John's and LaManche	750.00	750.00
St. John's and Railway and Wards	1,190.00	1,190.00
St. John's and Railway C. B. Night Trains....	180.00	180.00
St. John's and St. Philip's	200.00	200.00
St. Jones' Within and Hatchet and Long Cove	15.00	30.00
St. Jones' Without and Gooseberry Cove	67.30	67.30
St. Julien's and Conche .....	.....	40.00
St. Joseph's and Holyrood	600.00	600.00
St. Joseph's and St. Mary's	300.00	300.00
St. Kyran's and St. Leonard's	52.00	52.00
St. Mary's and Peter's River	100.00	100.00
St. Shott's and Trepassey	40.00	40.00
Salt Pond and Scissors Cove and Lewisporte and Brown's Arm	130.00	182.00
Samson's Island and Exploits	52.00	52.00
Salvage and Glovertown	208.00	228.00
Sceviour's Island and Salt Pond .....	.....	40.00
Seal Cove and Hermitage	60.00	60.00
Seal Cove and Southern Bay	21.00	21.00

XII.—POSTAL AND TELEGRAPH DEPARTMENT—Continued

Detail—(Continued)

Estimate of Expenditure for which Votes of the Legislature are required	Estimate 1909—1910	Estimate 1910—1911
Couriers—Concluded		
Shambler's Cove and Greenspond	20.00	20.00
Shearstown and Bay Roberts	39.00	39.00
Ship Cove and Trinity East	30.00	30.00
Ship Harbor and Fox Harbor	50.00	50.00
Shoal Harbor and Burgoyne's Cove	182.00	182.00
Shoal Harbor and Railway	80.00	80.00
South River and Railway	45.00	60.00
Spaniard's Bay and Island Cove	104.00	104.00
Spaniard's Bay and Railway	80.00	80.00
Spaniard's Bay, Riverhead	30.00	30.00
Springdale, Railway, Jackson's Cove and Tilt Cove	1,156.00	1,156.00
Squid Tickle and Salvage	26.00	26.00
Stanleyville and Woody Point		45.00
Stock Cove and King's Cove	10.00	10.00
Summeride and Curling	50.00	50.00
Thimble Tickle and Leading Ticks West....	52.00	52.00
Tilt Cove and Burying Place	90.00	90.00
Tilton and Railway	35.00	35.00
Toad's Cove and Caplin Cove	50.00	50.00
Topsail and Railway	140.00	140.00
Trepassey and Chance Cove	348.00	408.00
Trepassey and Daniel's Point	40.00	40.00
Trinity and British Harbor	80.00	80.00
Trinity and Catalina	140.00	175.00
Trinity and Shoal Harbor	510.00	510.00
Trinity East and English Harbor	60.00	60.00
Trinity East and Trinity	40.00	40.00
Trout River and Bonne Bay	78.00	78.70
Troytown and Pilley's Island	63.75	63.75
Twillingate and Comfort Cove	238.00	238.00
Twillingate and Little Harbor	20.00	20.00
Twillingate and Southside	30.00	30.00
Ward's Harbor and Pilley's Island	90.00	90.00
Wellman's Cove and Pilley's Island	20.00	20.00
Western Cove and Jackson's Arm	102.00	102.00
Western Cove and Baie Verte	102.00	102.00
West Point and LaPoile	52.00	52.00
Whitbourne and Railway	40.00	40.00
Wild Bight and Little Bay	60.00	60.00
New Routes	400.00	901.00
Total	\$40,297.00	\$41,000.00

XII.—POSTAL AND TELEGRAPH DEPARTMENT—Continued

Detail—(Continued)

Estimate of Expenditure for which Votes of the Legislature are required	Estimate 1909—1910	Estimate 1910—1911
Steam Subsidies		
Ocean—		
Allan Line	\$9,734.00	\$9,734.00
Port aux Basques and Sydney, C. B.	20,280.00	20,280.00
Occasional Services	1,000.00	1,200.00
	<u>\$31,014.00</u>	<u>\$31,214.00</u>
Coastal—		
Bay of Islands	\$1,000.00	\$1,200.00
Bell Island	1,800.00	1,800.00
Bonavista Bay	9,100.00	9,100.00
Fogo District	10,000.00	17,500.00
Fortune Bay District	10,000.00	16,500.00
Hamilton Inlet	500.00	800.00
Labrador	21,000.00	28,000.00
North East Coast	38,000.00	38,000.00
South and West Coasts	37,000.00	38,000.00
Port aux Basques and Placentia	13,000.00	13,000.00
Notre Dame Bay	9,100.00	9,100.00
Placentia Bay	13,000.00	13,000.00
St. George's Bay	4,000.00	4,000.00
Straits of Belle Isle	9,600.00	10,200.00
Trinity Bay	9,100.00	9,100.00
	<u>\$186,200.00</u>	<u>\$209,300.00</u>
Inland Steam—		
Railways	42,000.00	42,000.00
	<u>\$259,214.00</u>	<u>\$282,514.00</u>
Steam Subsidies—Distribution		
Ocean	\$31,014.00	\$31,214.00
Coastal	186,200.00	209,300.00
Inland	42,000.00	42,000.00
	<u>\$259,214.00</u>	<u>\$282,514.00</u>
Manufacture of Stamps	\$2,000.00	\$2,000.00
Postal Contingencies, including \$200 for Inspec- tion, notwithstanding anything in the Audit Act to the contrary	15,000.00	15,000.00
	<u>\$17,000.00</u>	<u>\$17,000.00</u>

XII.—POSTAL AND TELEGRAPH DEPARTMENT—Continued
Detail—(Continued)

Estimate of Expenditure for which Votes of the Legislature are required	Estimate 1909—1910	Estimate 1910—1911
Telegraph Branch—Summary		
Central Staff, St. John's	\$15,162.00	\$17,442.00
Operators Outside St. John's	35,738.00	36,236.00
Repairers	10,402.00	10,766.00
	<hr/>	<hr/>
	\$61,302.00	\$64,444.00
	<hr/>	<hr/>
Contingencies	\$15,000.00	\$15,000.00
Commercial Cable Co. Share of Tolls	6,000.00	6,000.00
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	\$82,302.00	\$85,444.00
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Marconi Royalties	\$2,500.00	\$2,500.00
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Construction New Lines	\$10,000.00	\$12,000.00
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Central Staff, St. John's		
Superintendent	\$1,200.00	\$1,200.00
Clerk in Charge	900.00	900.00
Check Clerk	700.00	700.00
Assistant Check Clerk	700.00	700.00
Junior Check Clerk	400.00	400.00
Three Operators at \$720	720.00	2,160.00
Three Operators at \$600	2,400.00	1,800.00
Two Operators at \$500	1,000.00	1,000.00
One Operator		480.00
Three Operators at \$450	1,350.00	1,350.00
One Operator	480.00	420.00
Three Operators at \$360	360.00	1,080.00
Three Clerks—\$500, \$400, \$400	1,300.00	1,300.00
Delivery Clerk	350.00	350.00
Line Man	432.00	432.00
Store Keeper	350.00	350.00
Three Office Tenders	360.00	540.00
Nineteen Messengers at \$120	2,160.00	2,280.00
	<hr/>	<hr/>
	\$15,162.00	\$17,442.00
	<hr/>	<hr/>
Operators Outside St. John's		
Avondale	\$120.00	\$120.00
Badger	360.00	360.00
Baie Verte	150.00	150.00
Baine Harbor	120.00	120.00
Bay de Verde	100.00	100.00
Bay L'Argent	150.00	150.00

XII.—POSTAL AND TELEGRAPH DEPARTMENT—Continued

Detail—(Continued)

Estimate of Expenditure for which Votes of the Legislature are required	Estimate 1909—1910	Estimate 1910—1911
Operators Outside St. John's—Continued		
Bay Roberts	336.00	336.00
Beaverton	568.00	568.00
Belleoram	240.00	240.00
Bell Island	600.00	600.00
Bell Island—Messenger		120.00
Birchy Cove (Curling)	500.00	500.00
Birchy Cove (Curling)	120.00	120.00
Bishop Falls	400.00	360.00
Bishop Falls		400.00
Blackhead	120.00	120.00
Bonavista	240.00	300.00
Bonne Bay	420.00	420.00
Botwood	240.00	240.00
Branch	120.00	120.00
Brigus	200.00	200.00
Brigus Junction	600.00	600.00
Britannia Cove	200.00	200.00
Brookfield		120.00
Brooklyn		120.00
Burin	240.00	240.00
Campbellton	144.00	144.00
Cape Race	240.00	240.00
Carbonear	400.00	300.00
Carbonear	120.00	120.00
Catalina	120.00	120.00
Change Islands	150.00	150.00
Channel	200.00	200.00
Clarenville—one at \$300; one at \$150	448.00	450.00
Clarke's Beach	120.00	120.00
Codroy	180.00	180.00
Come By Chance	400.00	400.00
Conception Harbor	120.00	120.00
Crabbes	400.00	400.00
Deer Lake	360.00	360.00
Elliston	240.00	120.00
English Harbor West	120.00	120.00
Epworth	120.00	120.00
Fogo	240.00	240.00
Fortune	200.00	200.00
Fox Harbor	120.00	120.00
Gaff Topsails	360.00	360.00
Gambo	400.00	400.00
Gander Bay	200.00	200.00
Garnish	120.00	120.00
Glenwood	400.00	240.00

XII.—POSTAL AND TELEGRAPH DEPARTMENT—Continued

Detail—(Continued)

Estimate of Expenditure for which Votes of the Legislature are required	Estimate 1909—1910	Estimate 1910—1911
Operators Outside St. John's—Continued		
Grand Bank	150.00	150.00
Grand Falls	480.00	480.00
Grand Falls	96.00	96.00
Grand Lake	400.00	400.00
Green's Harbor	120.00	120.00
Greenspond	240.00	240.00
Hant's Harbor	100.00	100.00
Harbor Breton	400.00	400.00
Harbor Grace	400.00	400.00
Harbor Grace	120.00	120.00
Harbor Main	170.00	170.00
Heart's Content	120.00	120.00
Heart's Delight	120.00	120.00
Hermitage	150.00	150.00
Herring Neck	240.00	240.00
Holyrood	400.00	400.00
Holyrood, St. Mary's	120.00	120.00
Horwood	360.00	200.00
Humbermouth	240.00	240.00
Joe Batt's Arm	120.00	120.00
King's Cove	200.00	200.00
King's Point	400.00	400.00
Lamaline	190.00	190.00
Lark Harbor	150.00	150.00
LaScie	120.00	120.00
Lawn	120.00	120.00
Lewisporte	360.00	360.00
Little Bay	360.00	360.00
Little River	400.00	400.00
Lower Island Cove	240.00	240.00
Long Harbor Beach	150.00	150.00
Manuels	120.00	120.00
Marystown	120.00	120.00
Millertown Junction	400.00	400.00
Moreton's Harbor	120.00	120.00
Musgrave Harbor	120.00	120.00
Musgrave Town	120.00	120.00
New Harbor	120.00	120.00
New Melbourne		100.00
New Perlican	120.00	120.00
Newtown	120.00	120.00
Nipper's Harbor	150.00	150.00
Norris' Arm	420.00	420.00
Northern Arm	120.00	120.00
North West Arm	360.00	360.00
Old Perlican	100.00	100.00

XII.—POSTAL AND TELEGRAPH DEPARTMENT—Continued

Detail—(Continued)

Estimate of Expenditure for which Votes of the Legislature are required	Estimate 1909—1910	Estimate 1910—1911
Operators Outside St. John's—Continued		
Pilley's Island	460.00	360.00
Placentia	120.00	180.00
Point Leamington	360.00	360.00
Pool's Island	120.00	120.00
Port au Port	120.00	120.00
Port aux Basques	2,760.00	2,760.00
Port Blandford	400.00	400.00
Port de Grave	120.00	120.00
Rencontre	120.00	120.00
Riverhead, St. Mary's	150.00	150.00
Roberts' Arm	240.00	240.00
Robinson's Head	120.00	120.00
St. Bride's	120.00	120.00
St. George's	240.00	240.00
St. Jacques	400.00	400.00
St. Joseph's	150.00	150.00
St. Lawrence	150.00	150.00
St. Mary's	240.00	240.00
Salvage	360.00	360.00
Sandy Point	120.00	120.00
Scilly Cove	120.00	120.00
Seal Cove	240.00	240.00
Searston	120.00	120.00
Seldom Come Bye	150.00	150.00
Ship Cove	120.00	120.00
Sound Island	200.00	200.00
Spaniard's Bay	240.00	240.00
Springdale	150.00	120.00
Stephenville	120.00	120.00
Stephenville Crossing	270.00	270.00
Stone's Cove	120.00	120.00
Terenceville	360.00	360.00
Three Arms	240.00	240.00
Tilt Cove	500.00	500.00
Tilting	120.00	120.00
Topsail	120.00	120.00
Trepassey	120.00	120.00

XII.—POSTAL AND TELEGRAPH DEPARTMENT—Continued

Detail—(Continued)

Estimate of Expenditure for which Votes of the Legislature are required	Estimate 1909—1910	Estimate 1910—1911
Operators Outside St. John's—Concluded.		
Trinity	240.00	240.00
Twillingate	198.00	198.00
Upper Island Cove	120.00	120.00
Valleyfield .....	.....	120.00
Wesleyville	300.00	300.00
Western Cove	240.00	240.00
Western Bay	150.00	150.00
Whitbourne	120.00	120.00
Monthly Allowance—138 at \$18 each per an..	2,358.00	2,484.00
Total	\$35,738.00	\$36,236.00
Repairers		
Badger	\$366.00	\$366.00
Beaverton	336.00	336.00
Birchy Cove	366.00	366.00
Clarenville .....	.....	300.00
Come By Chance	366.00	366.00
Crabbes	366.00	366.00
Fogo	336.00	336.00
Gaff Topsails	366.00	366.00
Gambo	366.00	366.00
Gambo	336.00	336.00
Glenwood	366.00	366.00
Grand Lake	366.00	366.00
Grand Lake	366.00	366.00
Harbor Breton	336.00	336.00
Hermitage Cove	120.00	120.00
King's Point	336.00	336.00
King's Point	336.00	336.00
Little River	366.00	366.00
Long Harbor	114.00	114.00
Millertown Junction	366.00	366.00
Norris' Arm	366.00	366.00
Peter's River	90.00	90.00
Placentia	100.00	100.00
Point Leamington	336.00	336.00
Port aux Basques	366.00	366.00
Port Blandford	366.00	366.00
Roberts' Arm	336.00	336.00

XII.—POSTAL AND TELEGRAPH DEPARTMENT—Concluded

Detail—Concluded

Estimate of Expenditure for which Votes of the Legislature are required	Estimate 1909—1910	Estimate 1910—1911
Repairers—Concluded.		
St. George's	366.00	366.00
St. John's	336.00	400.00
Terenceville	336.00	336.00
Trepassey	90.00	90.00
Trinity	336.00	336.00
Wesleyville	336.00	336.00
Whitbourne	366.00	366.00
Total	\$10,402.00	\$10,766.00
Commercial Company Share of Tolls.....	\$6,000.00	\$6,000.00
Telegraph Contingencies	\$15,000.00	\$15,000.00
Construction	\$10,000.00	\$12,000.00
Marconi Royalties	\$2,500.00	\$2,500.00

XIII.—CUSTOMS

Amount Voted—\$146,031

St. John's

Salaries	\$24,634.00	\$23,884.00
Tidewaiters and Boatmen	20,340.00	20,840.00
Contingencies	8,585.00	8,705.00

Outports

Sub-Collectors	29,119.00	29,829.00
Tidewaiters and Boatmen	15,398.00	14,858.00
Boats and Boat Hire	490.00	490.00
Offices and Office Rent	1,085.00	1,085.00
Percentage on Duties	14,000.00	14,000.00
Contingencies	5,050.00	5,050.00

XIII.—CUSTOMS—Continued

Detail—(Continued)

Estimate of Expenditure for which Votes of the Legislature are required	Estimate 1909—1910	Estimate 1910—1911
Preventive Service		
South West Coast	6,090.00	6,090.00
Labrador	1,000.00	1,000.00
Miscellaneous	20,200.00	20,200.00
	\$145,991.00	\$146,031.00
 (a) Salaries		
St. John's—		
Assistant Collector	\$1,800.00	\$1,800.00
First Clerk	1,400.00	1,400.00
Second Clerk and Cashier	1,200.00	1,200.00
Third Clerk	800.00	800.00
Fourth Clerk	750.00	750.00
Fifth Clerk	600.00	600.00
Sixth Clerk	500.00	500.00
First Landing Waiter	800.00	800.00
Second Landing Waiter	750.00	750.00
Railway and Manifest Clerk	750.00	750.00
Landing Surveyor	1,100.00	1,100.00
Tide Surveyor	1,100.00	1,100.00
Clerk to Landing Surveyor	600.00	600.00
Chief Statistical Clerk	1,100.00	1,100.00
First Statistical Clerk	1,000.00	1,000.00
Second Statistical Clerk	750.00	750.00
Inspector of Customs	1,000.00	1,000.00
Inspector Preventive Service	1,000.00	1,000.00
Outport Examining Officer	750.00	.....
Clerk to Registrar of Shipping and Surveyor of Shipping	700.00	700.00
Examining Officer, with 2½ per cent. on duties collected on Parcel Post, not to exceed \$1,400	1,000.00	1,000.00
Assistant Examining Officer	1,000.00	1,000.00
Storekeeper	500.00	500.00
Locker	600.00	600.00
First Assistant Locker	600.00	600.00

XIII.—CUSTOMS—Continued

Detail—(Continued)

Estimate of Expenditure for which Votes of the Legislature are required	Estimate 1909—1910	Estimate 1910—1911
(a) Salaries—Concluded.		
St. John's—		
Second Assistant Locker	600.00	600.00
Third Assistant Locker	400.00	400.00
First Messenger	390.00	390.00
Second Messenger	390.00	390.00
Night Watchman	360.00	360.00
Housekeeper	240.00	240.00
Caretaker Tidewaiters' Room	104.00	104.00
	\$24,634.00	\$23,884.00
(b)—Gaugers, Tidewaiters and Boatmen		
St. John's—		
Customs Detective	\$600.00	\$600.00
Two Gaugers at \$500 each	1,000.00	1,000.00
Eleven Sufferance Warehouse Keepers at \$500 each	5,000.00	5,500.00
Eighteen Tidewaiters at \$390 each	7,020.00	7,020.00
Supernumerary Tidewaiters	2,000.00	2,000.00
Two Coxswains of Boats—Night Coxswain, \$480; Day Coxswain, \$460	940.00	940.00
Nine Boatmen at \$420 each	3,780.00	3,780.00
	\$20,340.00	\$20,840.00
(c)—Contingencies		
St. John's—		
Printing, Stationery, etc.	\$2,900.00	\$2,900.00
Fuel and Light	300.00	400.00
Travelling Expenses—Inspector	400.00	400.00
Travelling Expenses—Other Officials	400.00	400.00
Clothing	1,200.00	1,200.00
Repairs to Boats	50.00	50.00
Firemen and Cleaning Examining Room ..	100.00	100.00

XIII.—CUSTOMS—Continued

Detail—(Continued)

Estimate of Expenditure for which Votes of the Legislature are required	Estimate 1909—1910	Estimate 1910—1911
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(c)—Contingencies—Concluded

St. John's—Concluded

Telegrams	400.00	400.00
Telephones	160.00	280.00
Miscellaneous	2,000.00	2,000.00
Subscription to International Customs Journal	125.00	125.00
Typewriting	450.00	450.00
Loss on Change	100.00	100.00
	\$8,585.00	\$8,705.00

(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	360.00	360.00
Bay Roberts, with 10 per cent. on duties, not to exceed \$600	230.00	230.00
Belleoram, with 10 per cent. on duties	360.00	360.00
Bell Island	700.00	700.00
Bishop Falls, with 2½ per cent. on duties, not to exceed \$700		600.00
Blanc Sablon, with 10 per cent. on duties, not to exceed \$500	300.00	300.00
Bonavista, with 2½ per cent. on duties, not to exceed \$650	550.00	550.00
Bonne Bay, with 2½ per cent on duties, not to exceed \$1,000	540.00	540.00
Botwoodville, with 10 per cent. on duties, not to exceed \$750	550.00	550.00
Brigus, with 2½ per cent. on duties	500.00	500.00
Britannia Cove, with 10 per cent. on duties, not to exceed \$500	300.00	300.00

XIII.—CUSTOMS—Continued

Detail—(Continued)

Estimate of Expenditure for which Votes of the Legislature are required	Estimate 1909—1910	Estimate 1910—1911
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(d)—Sub-Collectors—Continued

Outports.—Continued.

Burgeo, with 10 per cent. on duties, not to exceed \$750	231.00	231.00
Burin, with 2½ per cent. on duties, not to exceed \$750	621.00	621.00
Cape Broyle, with 5 per cent. on duties....	390.00	390.00
Carbonear, with 2½ per cent. on duties, not to exceed \$900	621.00	621.00
Catalina, with 10 per cent. on duties, not to exceed \$500	300.00	300.00
Channel, with 10 per cent. on duties, not to exceed \$650	360.00	360.00
Clareville, with 10 per cent. on duties, not exceed \$500	250.00	250.00
Codroy, with 10 per cent. on duties.....	240.00	240.00
Conception Hr., with 10 per cent. on duties	126.00	126.00
Exploits, with 10 per cent. on duties, not to exceed \$500	400.00	400.00
Ferryland, with 10 per cent. on duties	330.00	330.00
Flower's Cove, with 10 per cent. on duties, not to exceed \$600	360.00	360.00
Fogo, with 2½ per cent. on duties, not to exceed \$800	621.00	621.00
Fortune, with 10 per cent. on duties, not to exceed \$600	300.00	300.00
Gambo	550.00	550.00
Garnish, with 20 per cent. on duties, not to exceed \$500	390.00	390.00
Gaultois and Hermitage, with 2½ per cent. on duties, not to exceed \$500.....	400.00	400.00
Grand Bank, with 2½ per cent on duties, not to exceed \$700	300.00	300.00
Grand Falls and Millertown, with 2½ per cent. on duties, not to exceed \$900	600.00	750.00
Glenwood, with 10 per cent. on duties, not to exceed \$600	60.00	60.00

XIII.—CUSTOMS—Continued

Detail—(Continued)

Estimate of Expenditure for which Votes of the Legislature are required	Estimate 1909—1910	Estimate 1910—1911
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(d) Sub-Collectors.—Continued.

Outports—Continued.

Greenspond, with 20 per cent. on duties, not to exceed \$600	300.00	300.00
Hant's Harbor, with 20 per cent. on duties	15.00	15.00
Harbor Breton, with 10 per cent. on duties, not to exceed \$800	400.00	400.00
Harbor Grace, with 2½ per cent. on duties, not to exceed \$1,000	666.00	666.00
Harbor Main, with 10 per cent. on duties..	126.00	126.00
Heart's Content, with 20 per cent. on duties, not to exceed \$500	150.00	150.00
Herring Neck, with 10 per cent. on duties..	150.00	150.00
Holyrood, with 10 per cent. on duties.....	100.00	100.00
Humbermouth, with 5 per cent. on duties, not to exceed \$650	550.00	550.00
King's Cove, with 10 per cent. on duties, not to exceed \$600	231.00	231.00
King's Point, with 10 per cent. on duties, not to exceed \$250	50.00	50.00
Labrador, with 10 per cent. on duties, not to exceed \$800	600.00	600.00
Lamaline, with 2½ per cent. on duties, not to exceed \$600	495.00	495.00
LaPoile, with 2½ per cent. on duties, not to exceed \$600	300.00	300.00
Lark Harbor, with 10 per cent. on duties, not to exceed \$600	400.00	400.00
LaScie, with 10 per cent. on duties, not to exceed \$600	180.00	180.00
Lawn	390.00	390.00
Lewisporte, with 5 per cent. on duties, not to exceed \$750	500.00	500.00
Little Placentia, with 10 per cent. on duties, not to exceed \$600	231.00	231.00

XIII.—CUSTOMS—Continued

Detail—(Continued)

Estimate of Expenditure for which Votes of the Legislature are required	Estimate 1909—1910	Estimate 1910—1911
(d) Sub-Collectors—Continued.		
Outports—Continued.		
Little River, Codroy, with 20 per cent. on duties, not to exceed \$300	80.00	80.00
Marystown, with 7½ per cent. on duties, not to exceed \$650	550.00	550.00
Nipper's Harbor, with 20 per cent. on duties, not to exceed \$300	80.00	80.00
Norris' Arm	150.00	150.00
Oderin, with 2½ per cent. on duties, not to exceed \$500	411.00	411.00
Pilley's Island, with 10 per cent. on duties, not to exceed \$750	400.00	400.00
Placentia, with 10 per cent. on duties, not to exceed \$500	450.00	450.00
Port aux Basques, with 2½ per cent. on duties, not to exceed \$1,000.....	750.00	750.00
Clerk to Sub-Collector	800.00	600.00
Port Blandford, with 20 per cent. on duties, not to exceed \$500	100.00	100.00
Port au Port	500.00	500.00
Port Saunders, with 10 per cent. on duties	500.00	500.00
Pushthrough, with 2½ per cent. on duties, not to exceed \$500	300.00	300.00
Ramea, with 10 per cent. on duties, not to exceed \$500	390.00	390.00
Renews, with 20 per cent. on duties, not to exceed \$500	100.00	100.00
Robinson's Head, with 10 per cent. on duties	240.00	240.00
Rose Blanche, with 10 per cent. on duties, not to exceed \$500	281.00	281.00
Rigoulette, with 10 per cent on duties, not to exceed \$800	600.00	600.00
Salmonier, with 10 per cent. on duties, not to exceed \$500	120.00	120.00
Salvage, with 10 per cent. on duties	15.00	15.00

XIII.—CUSTOMS—Continued

Detail—Continued

Estimate of Expenditure for which Votes of the Legislature are required	Estimate 1909—1910	Estimate 1910—1911
(d)—Sub-Collectors—Concluded		
Outports—Concluded.		
Sandy Point, with 2½ per cent. on duties, not to exceed \$500	360.00	360.00
St. Anthony, with 20 per cent. on duties, not to exceed \$500	360.00	360.00
St. George's, with 10 per cent on duties, not to exceed \$600	250.00	250.00
St. Jacques, with 10 per cent. on duties, not to exceed \$600	416.00	416.00
St. Lawrence, with 20 per cent. on duties, not to exceed \$500	300.00	300.00
St. Mary's, with 10 per cent. on duties, not to exceed \$500	231.00	231.00
Sound Island, with 10 per cent. on duties, not to exceed \$500	240.00	240.00
Stone's Cove		60.00
Tilt Cove, with 2½ per cent. on duties, not to exceed \$600	400.00	400.00
Trepassey, with 10 per cent. on duties, not to exceed \$600	280.00	280.00
Trinity, with 2½ per cent. on duties, not to exceed \$600	400.00	400.00
Twillingate, with 2½ per cent. on duties, not to exceed \$750	621.00	621.00
Wesleyville		100.00
Western Bay, with 10 per cent. on duties..	20.00	20.00
Whitbourne, with 10 per cent. on duties, not to exceed \$200	50.00	50.00
Wood's Island, with 10 per cent. on duties, not to exceed \$500	400.00	400.00
	\$29,119.00	\$29,829.00

XIII.—CUSTOMS.—Continued.

Detail—(Continued)

Estimate of Expenditure for which Votes of the Legislature are required	Estimate 1909—1910	Estimate 1910—1911
(e)—Guagers, Tidewaiters and Boatmen		
Outports—		
Bay of Islands, two men at \$390 each....	\$780.00	\$780.00
Bay Roberts, one man	390.00	.....
Bell Island, four men at \$390 each	1,560.00	1,560.00
Blanc Sablon, two men	320.00	320.00
Bonavista, one man	240.00	240.00
Bonne Bay, one man	390.00	390.00
Burgeo, one man	240.00	240.00
Burin, two men, one at \$390 and one at \$360	750.00	750.00
Cape St. George, one man	300.00	300.00
Carbonear, three men—one at \$390 and two at \$195 each	780.00	780.00
Catalina, one man	200.00	200.00
Change Islands, one man	150.00	150.00
Channel, one man	360.00	360.00
Fiona, Ss., one man	390.00	390.00
Fortune, one man	150.00	150.00
Grand Bank, one man	170.00	170.00
Greenspond, one man	150.00	150.00
Harbor Grace, one guager	408.00	408.00
Harbor Grace, three men at \$360 each....	1,080.00	1,080.00
Harbor Grace, two men at \$195 each	390.00	390.00
Kelligrews, one man	100.00	100.00
Lamaline, two men, one at \$390; one at \$240	630.00	630.00
Lord's Cove, one man	100.00	100.00
Lorries, one man	120.00	120.00
Millertown, one man	390.00	390.00
Oderin, one man	60.00	60.00
Placentia, one man	390.00	390.00
Port aux Basques, two men, one at \$500, and one at \$390	890.00	890.00
Portugal Cove, one man	50.00	.....
Rose Blanche, one man	100.00	100.00
Sandy Point, one man	240.00	240.00
St. Jacques, one man	390.00	390.00
St. Lawrence, one man	250.00	250.00

XIII.—CUSTOMS.—Continued.

Detail—(Continued)

Estimate of Expenditure for which Votes of the Legislature are required	Estimate 1909—1910	Estimate 1910—1911
(e)—Guagers, Tidewaiters and Boatmen—Concluded		
Outports—Concluded		
Topsail, one man	180.00	180.00
Wesleyville, one man	100.00	.....
Outport Supernumeraries	2,210.00	2,210.00
	<u>15,398.00</u>	<u>14,858.00</u>
(f)—Boats and Boat Hire		
Boats and Boat Hire	<u>490.00</u>	<u>490.00</u>
(g)—Offices and Office Rent		
Repairs to Office and Furniture	85.00	85.00
Rent of Offices	1,000.00	1,000.00
	<u>1,085.00</u>	<u>1,085.00</u>
(h)—Percentage on Duties		
Estimated Amount	<u>14,000.00</u>	<u>14,000.00</u>
(i)—Contingencies		
Printing, Stationery, etc.	400.00	400.00
Clothing	500.00	500.00
Fuel and Light	800.00	800.00
Telegrams and Postage	300.00	300.00
Travelling Expenses	750.00	750.00
Board Money	400.00	400.00
Miscellaneous	700.00	700.00
Survey Labrador Vessels	1,200.00	1,200.00
	<u>5,050.00</u>	<u>5,050.00</u>

XIII.—CUSTOMS.—Continued.

Detail—(Continued)

Estimate of Expenditure for which Votes of the Legislature are required	Estimate 1909—1910	Estimate 1910—1911
(j)—Preventive Service		
Outport Tidewaiters	\$2,500.00	\$2,500.00
Typewriter and Extra Services	500.00	500.00
Board of Tidewaiters	1,000.00	1,000.00
Extra Pay	400.00	400.00
Travelling Expenses	600.00	600.00
Telegrams	25.00	25.00
Stationery	50.00	50.00
Yachts, etc.	1,000.00	1,000.00
Miscellaneous	15.00	15.00
	\$6,090.00	\$6,090.00
(k)—Labrador		
Revenue Protection Service—		
Travelling Expenses	\$600.00	\$600.00
Miscellaneous	400.00	400.00
	\$1,000.00	\$1,000.00
(l)—Miscellaneous		
Bank Fishermen's Insurance	\$1,000.00	\$1,000.00
Fines and Forfeitures	2,000.00	2,000.00
Customs Refunds	16,000.00	16,000.00
Percentage on Outport Light Dues	800.00	800.00
Surveying of Coastwise Passenger Steamers...	400.00	400.00
	\$20,200.00	\$20,200.00

XIV.—CONTINGENCIES

Amount Voted—\$10,000.00

Estimate of Expenditure for which Votes of the Legislature are required	Estimate 1909—1910	Estimate 1910—1911
Amount to meet possible shortage owing to un- foreseen contingencies which may arise	\$10,000.00	\$10,000.00

XVI.—COAL AND WATER REFUNDS

Amount Voted—\$67,550.00

Estimate of Expenditure for which Votes Estimate of Expenditure for which Votes	Estimate Estimate	Estimate Estimate
St. John's Coal Duties	\$57,000.00	\$57,000.00
St. John's Water Rates	3,000.00	3,000.00
	<u>\$60,000.00</u>	<u>\$60,000.00</u>
Harbor Grace Coal Duties	\$2,550.00	\$2,550.00
Harbor Grace Water Rates	450.00	450.00
	<u>\$3,000.00</u>	<u>\$3,000.00</u>
Carbonear Coal Duties	\$1,500.00	\$1,500.00
Carbonear Water Rates	500.00	500.00
	<u>\$2,000.00</u>	<u>\$2,000.00</u>
Placentia Coal Duties	\$500.00	\$500.00
Placentia Water Rates	200.00	200.00
	<u>\$700.00</u>	<u>\$700.00</u>
Grand Bank Coal Duties	\$600.00	\$600.00
Grand Bank Harbor Duties	400.00	400.00
	<u>\$1,000.00</u>	<u>\$1,000.00</u>
Fortune Coal Duties	\$500.00	\$500.00
Fortune Harbor Duties	350.00	350.00
	<u>\$850.00</u>	<u>\$850.00</u>
Total	<u>\$67,550.00</u>	<u>\$67,550.00</u>

XVII.—ADDITIONAL ESTIMATES

Amount Voted—\$7,000.00

In aid of the Prevention of the Spreading of Tuberculosis	\$4,000.00
For Surveys for Branch Railways	3,000.00
	<hr/>
	\$7,000.00
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SUPPLEMENTAL SUPPLY, 1909-10—\$214,452.87

I.—Interest on Public Debt—\$5,000.00

Interest on Temporary Loan for Railway Extension	\$5,000.00	\$5,000.00
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II.—Civil Government—\$5,600.00

Colonial Secretary—

Registration of Births, Marriages and Deaths, expenses on account of additional works, which has gradually increased during the past two or three years	500.00	
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Marine and Fisheries—

Contingencies	350.00	
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Public Works—

Repairs to Public Buildings; completion Harbor Grace building	2,350.00	
Salaries, Fuel, Light and Insurance	2,400.00	\$5,600.00

IV.—Administration of Justice—\$8,947.00

Civil and Crown Prosecutions	\$1,500.00	
Jurors	250.00	
Enquiries	500.00	
A. W. Knight, difference in salary	172.00	
Salaries Magistrates	1,225.00	
Magistrates' Contingencies	1,000.00	
Industries, Penitentiary and Maintenance	4,300.00	\$8,947.00

V.—Legislation—\$2,519.45

Printing on account Legislative Council and House of Assembly and General Legislation	\$2,519.45	\$2,519.45
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VI.—Education—\$119.49

Interest on Teachers' Pension Fund	\$119.49	\$119.49
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VII.—Public Charities—\$16,955.00

Smallpox	\$3,000.00	
Able-bodied Relief	8,000.00	
Public Health	500.00	
Sick Fishermen	1,500.00	
Lunatic Asylum	2,900.00	
General Hospital	500.00	
Poor Asylum	555.00	\$16,955.00

IX.—Agriculture and Mines—\$2,000.00		
Supplies, Forest Fires, Exploration Coal Areas	\$2,000.00	\$2,000.00
XI.—Roads, Bridges, Ferries—\$750.00		
Main Road	\$750.00	\$750.00
XII.—Postal and Telegraphs—\$41,000.00		
Postal Salaries and Couriers	\$3,600.00	
Manufacture of Stamps	500.00	
Ocean and Steam Subsidies	20,900.00	
Telegraphs	5,000.00	
Contingencies	4,000.00	
Repairs to Telegraphs, Come By Chance and Placentia	7,000.00	\$41,000.00
XIV.—General Contingencies—\$21,561.93		
The Hague Arbitration—		
Sir E. P. Morris	\$1,000.00	
Sir J. S. Winter	2,000.00	
Hon. D. Morison	1,000.00	
Joseph O'Reilly, I.S.O.	500.00	
Richard Furneaux, re North American Fisheries	10.00	
Joseph Mackey, attesting signatures of wit- nesses	2.50	
Shea & Company, expenses for Jos. O'Reilly	21.90	
Joseph O'Reilly, I.S.O.	25.54	\$4,559.94
Labrador Boundary—		
P. T. McGrath, extracts covering two years	300.00	
F. J. Morris, Enquiry Boundary Question	100.00	\$400.00
W. J. Carew, salary	302.16	\$302.16
M. T. Knight	800.00	
Thomas Long	800.00	
Francis Densmore	183.26	
D. Cantwell	400.00	
William Goss	300.00	
Josiah Garland	174.96	
Giles Foote	466.56	
Thomas Haynes (nine months)	225.00	
Dr. Shea	1,050.00	
Mrs. Stabb	154.00	\$4,533.78
F. J. Morris, Services Judge Labrador	1,000.00	
L. LeMoine, Connection Dredge Channel..	1,836.05	
Dr. W. T. Grenfell, expenses 2 Esquimaux	800.00	\$3,636.05
General Purposes	5,000.00	\$5,000.00
A. J. W. McNeily	1,000.00	
J. M. Kent, K.C.	100.00	
W. F. Lloyd	200.00	
R. T. McGrath, Stenographer	50.00	\$1,350.00
Robert Walsh, Amount of Claim	700.00	\$700.00
Holloway's Book	1,060.00	\$1,060.00
		\$104,452.87

SPECIAL VOTES, 1909-10—\$110,000.00

For repairs of Marine Works, Roads and Bridges damaged by storm	\$100,000.00	
For "Festival of Empire"	10,000.00	\$110,000.00

NEWFOUNDLAND
CUSTOMS RETURNS
FOR THE
YEAR 1908-1909.

Total Customs Revenue, St. John's and Outports, from 1st July, 1908, to 30th June, 1909.

St. John's Duties.....	\$2,101,620.91	
Outport Duties	289,346.14	
		\$2,390,967.
St. John's Light Dues	12,747.23	
Outport Light Dues.....	12,421.05	
		25,168.28
Lloyds' Dues.....	95.40	
Harbor Dues	1,005.00	
Hospital Dues.....	236.11	
Forms Sold	656.13	
Warehouse Rent.....	1,094.00	
Bank Fishermen's Insurance Fund ..	935.10	
Fines and Forfeitures	393.07	
St. John's Water Rates.....	2,901.85	
Carbonear Water Rates	380.80	
Harbor Grace Water Rates.....	173.10	
Placentia Water Rates	42.70	
Channel Harbor Dues.....	109.50	
Grand Bank Harbor Dues	394.25	
Fortune Harbor Dues.....	184.05	
Miscellaneous	657.15	
		9,258.21
		<u>\$2,425,393.54</u>

Total Value of the Imports and Exports of the Colony of Newfoundland from and to each Country, in the Year ending 30th June, 1909.

Countries	Imports therefrom.	Exports thereto.		
		Produce of Newfoundland.	Produce of other Countries.	Total Exports.
United Kingdom	\$2,493,670	\$1,400,204	\$26,025	\$1,426,229
Canada	3,937,009	1,469,807	72,283	1,542,090
B. W. Indies	314,293	436,674	1,037	437,711
Australia		5,613		5,613
Ceylon	87,939		80	80
Gibraltar	18		80	80
India	7,192			
Malta	280	25,928		26,928
A. W. Indies	703	175,686		175,686
Austria	269	462		462
Argentine Republic		24,991		24,991
Bayaria	459			
Belgium	31,675	35,859		35,859
Brazil	390	1,719,082		1,719,082
China	465	35	410	445
Colombia		4,041		4,041
Costa Rica		4,630		4,630
Denmark	13,920	6,902		6,902
Egypt	146			
France	13,356	3,333	400	3,733
St. Pierre	8,185	5,152	4,706	9,858
Germany	73,329	172,847		172,847
Greece	24,316	216,856		216,856
Holland	26,571	148,514		148,514
Italy	2,509	1,448,163		1,448,163
Japan	440			
Norway	8,747			
Panama		3,266		3,266
Portugal	21,731	1,590,184		1,590,184
Madeira		8,996		8,996
Spain	98,013	986,641		986,641
Sweden	2,862	850		850
Switzerland	1,105			
Turkey	65			
United States	4,232,680	810,041	38,135	848,176
	\$11,402,337	\$10,705,757	\$143,156	\$10,848,913

General Imports into the Colony of Newfoundland for the Year ending 30th June, 1909.

ARTICLES.	Countries whence Imported.	IMPORTED.		HOME CONSUMPTION.		DUTY.	
		Quantities.	Value.	Quantities.	Value.	Gross Amount Received in Currency	Rate.
Ærated Waters	U. Kingdom		\$ 1,338		\$ 1,319	\$	40 p.c.
	U. States		493		493		
	Germany		25		39		
			1,856		1,851	740.40	
Acids	U. Kingdom		650		650		35 p.c.
	Canada		223		223		
	U. States		525		525		
	Germany		9		9		
			1,407		1,407	492.45	
Ale, Beer, Porter, etc	U. Kingdom	Gals. 630	184	Gals. 582	203	203.70	35 cents per gal.
Ale, Beer, Porter, etc	U. Kingdom	Gals. 7,928	7,765	Gals. 7,123	6,694		40 cents per gal.
	Canada	11	10	11	10		
	U. States	1,635	1,560	2,071	2,007		
	Germany			104	88		
		9,574	9,335	9,309	8,799	3,723.60	
Anchovies, Sardines, etc	U. Kingdom		807		686		35 p.c.
	Canada		58		58		
	U. States		116		101		
	Norway		97		97		
	France		90		90		
			1,168		1,032	361.20	
Animals : Oxen, Cows and Horses	U. Kingdom	No. 2	15	No. 2	15		20 p.c.
	Canada	2,871	164,142	2,871	164,142		
	U. States	69	3,939	69	3,939		
	St. Pierre....	1	15	1	15		
		2,943	168,111	2,943	168,111	33,622.20	

General Imports into the Colony of Newfoundland for the Year ending 30th June, 1909.

ARTICLES.	Countries whence Imported.	IMPORTED.		HOME CONSUMPTION.		DUTY.	
		Quantities.	Value.	Quantities.	Value.	Gross Amount Received in Currency	Rate.
Animals : Sheep, Calves and Pigs ..	Canada	No. 2,154	\$ 8,903	No. 2,154	\$ 8,903	\$ 2,154.00	\$1. each
Animals : Lambs and Pigs.....	U. Kingdom	No. 1	5	No. 1	5		50 cents
	Canada	398	1,080	398	1,080		each
		399	1,085	399	1,085	199.50	
Apples, green	U. Kingdom	Brls. 3	9	Brls. 3	9		50 cents
	Canada	15,820	34,009	15,820	34,009		per brl.
	U. States.....	425	1,508	425	1,508		
	St. Pierre....	23	54	23	54		
			16,271	35,580	16,271	35,580	8,135.50
Apples, dried.....	Canada	lbs. 92,706	6,628	lbs. 90,456	6,484		2 cents
	U. States.....	8,268	621	9,618	687		per lb.
		100,974	7,249	100,074	7,171	2,001.48	
Asbestos	U. Kingdom		63		63		35 p.c.
	Canada		1,424		1,424		
	U. States.....		73		73		
			1,560		1,560	546.00	
Barley	U. Kingdom		26		26		10 p.c.
	Canada		14		14		
			40		40	4.00	
Baths, etc...	U. Kingdom		358		358		40 p.c.
	Canada		499		499		
	U. States.....		1,425		1,425		
			2,282		2,282	912.80	

General Imports into the Colony of Newfoundland for the Year ending 30th June, 1909.

ARTICLES.	Countries whence Imported.	IMPORTED.		HOME CONSUMPTION.		DUTY.	
		Quantities.	Value.	Quantities.	Value.	Gross Amount Received in Currency	Rate.
Beans	U. Kingdom	lbs. 67,902	\$ 1,405	67,902	\$ 1,405	½ cent per lb.	
	Canada	138,412	4,219	138,412	4,219		
	B. W. Indies	100	2	100	2		
	U. States.....	35,326	1,206	35,326	1,206		
	Holland	351,938	7,973	348,638	7,888		
	Germany	63,897	1,601	63,897	1,601		
	Belgium	70,735	1,274	70,730	1,274		
	St. Pierre....	360	10	360.00	10		
		728,665	17,690	725,365	17,605	3,626.82	
Belting.....	U. Kingdom		128		128	10 p.c.	
	Canada		3,657		3,657		
	U. States.....		4,268		4,268		
			8,053		8,053			805.30
Bicycles and parts..	U. Kingdom		131		131	40 p.c.	
	Canada		131		131		
	U. States.....		794		794		
			1,056		1,056			422.40
Billiard tables, etc.	U. Kingdom		759		759	40 p.c.	
	Canada		385		385		
	U. States.....		144		144		
			1,288		1,288			515.20
Biscuit—Ships	Canada	cwt. 36	144	cwt. 36	144	10 cents per cwt.	
	St. Pierre....	1	6	1	6		
		37	150	37	150			3.70
Biscuits—Soda, Butter, Pilot, etc..	U. Kingdom	lbs. 3,790	452	3,790	452	2 cents per lb.	
	Canada	7,119	630	7,119	630		
	U. States.....	460	49	460	49		
		11,369	1,131	11,369	1,131			227.38

General Imports into the Colony of Newfoundland for the Year ending 30th June, 1909.

ARTICLES.	Countries whence Imported.	IMPORTED.		HOME CONSUMPTION.		DUTY.	
		Quantities.	Value.	Quantities.	Value.	Gross Amount Received in Currency	Rate.
Biscuits— Fancy and Bread			\$		\$	\$	
	U. Kingdom		6,329		6,302		40 p.c.
	Canada		1,540		1,130		
	U. States.....		806		806		
			8,675		8,238	3,295.20	
Blocks and Sheaves of Gal. Iron..	U. Kingdom		87		87		30 p.c.
	Canada		235		235		
	U. States.....		1,683		1,683		
				2,005		2,005	601.50
Blocks and Sheaves ...	Canada		434		434		40 p.c.
	U. States.....		1,543		1,543		
				1,977		1,977	790.80
Brick—Stock or Common..		No.		No.			
	U. Kingdom	9,000	67	9,000	67		\$2.50 M
	Canada	254,575	1,171	254,575	1,171		and
	St. Pierre.....	5,420	27	5,420	27		30 p.c.
		268,995	1,265	268,995	1,265	1,051.97	
Brick—Fac- ing and Fire	U. Kingdom		1,320		1,320		20 p.c.
	Canada		1,051		1,051		
	U. States.....		93		93		
				2,464		2,464	492.80
Brin	U. Kingdom		3,109		3,109		10 p.c.
	U. States.....		570		570		
				3,679		3,679	367.90

General Imports into the Colony of Newfoundland for the Year ending 30th June, 1909.

ARTICLES.	Countries whence Imported.	IMPORTED.		HOME CONSUMPTION.		DUTY.	
		Quantities.	Value.	Quantities.	Value.	Gross Amount Received in Currency	Rate.
Brooms and Whisks of Corn	U. Kingdom		\$ 2		\$ 2		50 p.c.
	Canada		50		50		
	U. States.....		55		55		
	Italy		57		57		
	St. Pierre.....		1		1		
				165		165		82.50
Broom Handles...	U. Kingdom		3		3		20 p.c.
	Canada		41		41		
	U. States.....		243		243		
				287		287		57.40
Brushes	U. Kingdom		2,513		2,513		40 p.c.
	Canada		6,127		6,127		
	U. States.....		1,731		1,731		
	Germany		15		15		
	St. Pierre		4		4		
				10,390		10,390		4,156.00
Butter	U. Kingdom	lbs. 135,816	31,584	lbs. 135,816	31,584		3½ cts. per lb.
	Canada	254,671	59,301	251,046	58,365		
	U. States.....	28,464	6,716	28,464	6,716		
		418,951	97,601	415,326	96,665	14,536.41	
Butterine and Oleo..	U. Kingdom	lbs. 32,266	4,616	lbs. 32,266	4,616		3½ cts. per lb.
	Canada	2,750	290	2,750	290		
	U. States.....	750	117	750	117		
	Holland	24,460	3,452	24,460	3,452		
	Belgium	5,200	535	5,200	535		
	Germany	1,000	159	1,000	159		
		66,426	9,169	66,426	9,169	2,324.91	
Cabbages	Canada	lbs. 39,696	1,024	lbs. 39,696	1,024		½ cent per lb.
	U. States.....	228,889	4,159	228,889	4,159		
		268,585	5,183	268,585	5,183	1,342.93	

General Imports into the Colony of Newfoundland for the Year ending 30th June, 1909.

ARTICLES.	Countries whence Imported.	IMPORTED.		HOME CONSUMPTION.		DUTY.	
		Quantities.	Value.	Quantities.	Value.	Gross Amount Received in Currency	Rate.
Cabbages	U. Kingdom	lbs. 30	\$ 1	lbs. 30	\$ 1		1 cent per lb.
	Canada	118,020	2,529	118,020	2,529		
	U. States.....	52,575	2,029	52,575	2,029		
	St. Pierre ...	988	16	988	16		
		171,613	4,575	171,613	4,575	1,716.13	
Cabinet Wares	U. Kingdom		10,409		10,409		40 p.c.
	Canada		31,717		31,717		
	U. States.....		4,646		4,646		
	Portugal		141		141		
	Spain		22		22		
	St. Pierre ...		90		90		
			47,025		47,025	18,810.00	
Cake	U. Kingdom	lbs. 1,108	202	lbs. 1,108	202		7 cents per lb.
	Canada	3	1	3	1		
	U. States.....	20	4	20	4		
		1,131	207	1,131	207	79.17	
Candles	U. Kingdom	lbs. 5,755	554	lbs. 5,755	554		3 cents per lb.
	Canada	444	36	444	36		
	U. States.....	6,825	461	9,225	691		
		13,024	1,051	15,424	1,281	462.72	
Canoes, Boats, etc..	Canada		577		577		35 p.c.
	U. States.....		477		477		
	St. Pierre ...		10		10		
	France		143		143		
			1,207		1,207	422.45	

General Imports into the Colony of Newfoundland for the Year ending 30th June, 1909.

ARTICLES.	Countries whence Imported.	IMPORTED.		HOME CONSUMPTION.		DUTY.	
		Quantities.	Value.	Quantities.	Value.	Gross Amount Received in Currency	Rate.
Canvas— Sails and Tarpaulin.			\$		\$	\$	
	U. Kingdom		8,182		8,182		5 p.c.
	Canada		9,211		9,211		
	U. States		26,689		26,689		
	St. Pierre		15		15		
			44,097		44,097	2,204.85	
Carriages ...		No.		No.			
	U. Kingdom	1	12	1	12		\$10 each
	Canada	17	449	17	449		and
	U. States.....	7	284	7	284		40 p.c.
		25	745	25	745	548.00	
Carriages ...	Canada	No. 6	357	No. 6	357	262.80	\$20 each and 40 p.c.
Carriages ...	Canada	No. 2	258	No. 2	258	163.20	\$30 each and 40 p.c.
Carriages, Bodies, etc	Canada		208		208		50 p.c.
	U. States.....		21		21		
	St. Pierre		8		8		
				237		237	118.50
Carriages, Wheelbar- rows and Trucks	U. Kingdom		2		2		75 p.c.
	Canada		115		115		
	U. States.....		273		273		
	St. Pierre		2		2		
				392		392	294.00

General Imports into the Colony of Newfoundland for the Year ending 30th June, 1909.

ARTICLES.	Countries whence Imported.	IMPORTED.		HOME CONSUMPTION.		DUTY.	
		Quantities.	Value.	Quantities.	Value.	Gross Amount Received in Currency	Rate.
Carriage Wheels.....	Canada	No. 134	\$ 443	No. 134	\$ 443	\$	\$1 each and 20 p.c.
	U. States.....	34	129	34	129		
		168	572	168	572	282.40	
Carriage Rubber Tires	Canada		83		83		20 p.c.
	U. States.....		1,886		1,886		
			1,969		1,969	393.80	
Carriage Spokes, etc	Canada		2,080		2,080		30 p.c.
	U. States.....		190		190		
			2,270		2,270	681.00	
Carriage Spokes, etc	Canada		214		214	107.00	50 p.c.
Carriages— Whitewood, Bass, Ash....	Canada	Feet 7,390	476	Feet 7,390	476		\$2 per M.
	U. States.....	500	37	500	37		
		7,890	513	7,890	513	15.78	
Carriage Bows, Springs, Axles, Bolts, etc..	U. Kingdom		454		454		30 p.c.
	Canada		1,214		1,199		
	U. States.....		1,186		1,186		
			2,854		2,839	851.70	

General Imports into the Colony of Newfoundland for the Year ending 30th June, 1909.

ARTICLES.	Countries whence Imported.	IMPORTED.		HOME CONSUMPTION.		DUTY.	
		Quantities.	Value.	Quantities.	Value.	Gross Amount Received in Currency	Rate.
Casks, empty 45 gals. and under, second hand..		No.	\$	No.	\$	\$	
	U. Kingdom	215	186	215	186	.....	50 cents
	Canada	220	174	220	174	.....	each
	B. W. Indies	231	231	231	231	.....
	St. Pierre ...	319	230	319	230	.....
		985	821	985	821	492.50	
Casks, empty over 45 gals.		No.		No.			
	St. Pierre ...	1	2	1	2	.....	\$1.50
	France	4	20	4	20	.....	each
		5	22	5	22	7.50	
Casks - Herring Barrels		No.		No.			
	Canada	2,146	1,323	2,146	1,323	.....	25 cents
	U. States	4,578	2,874	4,578	2,874	.....	each
		6,724	4,197	6,724	4,197	1,681.00	
Casks—all others	U. Kingdom		21		21	12.60	50 p.c.
Cement	U. Kingdom		4,671		4,671	.....	25 p.c.
	Canada		410		410	.....
	U. States.....		82		82	.....
	Germany ...		3,732		3,732	.....
	Belgium.....		7,651		7,651	.....
			16,546		16,546	4,136.50	
Cheese.....		lbs.		lbs.			
	U. Kingdom	5,088	858	5,088	858	.....	3½ cts.
	Canada	308,632	38,867	303,975	38,237	.....	per lb.
	U. States.....	2,743	342	362	39	.....
	Norway	40	7	40	7	.....
		316,503	40,074	309,465	39,141	10,831.27	
Chemicals for Matches	U. Kingdom		388		388	77.60	20 p.c.

General Imports into the Colony of Newfoundland for the Year ending 30th June, 1909.

ARTICLES.	Countries whence Imported.	IMPORTED.		HOME CONSUMPTION.		DUTY.	
		Quantities.	Value.	Quantities.	Value.	Gross Amount Received in Currency	Rate.
Chewing Gum	Canada		\$ 1,107		\$ 1,107	\$	40 p.c.
	U. States.....		813		813		
			1,920		1,920			768.00
Chicory— Raw	U. Kingdom	lbs. 2,240	76	lbs. 2,240	76	44.80	2 cents per lb.
Chicory— Roasted ...	U. Kingdom	lbs. 2,240	83	lbs. 1,800	69	54.00	3 cents per lb.
China and Earthen- ware	U. Kingdom		23,226		23,226		40 p.c.
	Canada		348		348		
	U. States.....		346		346		
	France		3		3		
	Germany		2,364		2,364		
	Austria		6		6		
	China		76		76		
			26,369		26,369	10,547.60	
Cider	U. Kingdom	Gals. 64	27	Gals. 64	27		20 cents per gal.
	Canada	79	24	79	24		
		143	51	143	51			28.60
Clocks, Watches, etc.	U. Kingdom		6,632		6,632		35 p.c.
	Canada		1,591		1,591		
	U. States.....		7,367		7,367		
	Germany		23		23		
	Italy		7		7		
	St. Pierre.....		2		2		
			15,622		15,622	5,467.70	
Coal	Canada	Tons. 662	1,841	Tons. 662	1,841	165.50	25 cents ton

General Imports into the Colony of Newfoundland for the Year ending 30th June, 1909.

ARTICLES.	Countries whence Imported.	IMPORTED.		HOME CONSUMPTION.		DUTY.		
		Quantities.	Value.	Quantities.	Value.	Gross Amount Received in Currency	Rate.	
Coal.....	U. Kingdom	Tons. 3,066	\$ 9,458	Tons. 3,066	\$ 9,458	\$	50 cents ton	
	Canada	88,789	259,592	88,658	259,166			
	U. States.....	341	1,955	341	1,955			
	St. Pierre....	3	21	3	21			
		92,199	271,026	92,068	270,600			46,034.00
Coal.....	U. Kingdom	Tons. 8,007	24,946	Tons. 8,007	24,946	\$	70 cents ton	
	Canada	57,255	174,038	57,255	174,038			
	U. States.....	4,101	11,684	4,101	11,684			
		69,363	210,668	69,363	210,668			48,554.10
Coal.....	U. Kingdom	Tons. 170	845	Tons. 170	845	\$	\$1 ton	
	U. States.....	6,721	32,001	6,721	32,001			
	Belgium.....	1	8	1	8			
		6,892	32,854	6,892	32,854			6,892.00
Coffee— Green	U. Kingdom	Lbs. 8,067	955	Lbs. 8,067	955	\$	5 cts. lb.	
	Canada .....	.....	.....	520	50	
	B. W. Indies	965	96	.....	.....	
	U. States.....	3,634	381	3,634	381			
		12,666	1,432	12,221	1,386			611.05
Coffee— Roasted....	U. Kingdom	Lbs. 20,143	2,714	Lbs. 20,404	2,751	\$	7 cts. lb.	
	Canada	1,578	422	1,578	422			
	B. W. Indies	9	2	9	2			
	U. States.....	2,347	541	2,347	541			
	St. Pierre....	12	5	12	5			
		24,089	3,684	24,350	3,721			1,704.50
Coffee— Extract.....	U. Kingdom	1,971	1,546	\$	30 p.c.	
	Canada .....	.....	20	.....	20	
		1,991	1,566			469.80

General Imports into the Colony of Newfoundland for the Year ending 30th June, 1909.

ARTICLES.	Countries whence Imported.	IMPORTED.		HOME CONSUMPTION.		DUTY.	
		Quantities.	Value.	Quantities.	Value.	Gross Amount Received in Currency	Rate.
Combs.....	U. Kingdom		\$ 5,303		\$ 5,208		40 p.c.
	Canada		334		334		
	U. States.....		846		846		
	Germany		30		30		
				6,513		6,418		2,567.20
Confection- ers' Orna- ments.	U. Kingdom		78		78		30 p.c.
	U. States.....		65		65		
			143		143	42.90	
Confection- ery.....	U. Kingdom	Lbs. 89,863	15,800	Lbs. 89,863	15,800		6½ cts- lb.
	Canada	24,234	5,855	24,234	5,855		
	U. States.....	54,356	9,039	54,356	9,039		
		168,453	30,694	168,453	30,694	10,949.44	
Cordage	U. Kingdom	Lbs. 320,671	23,546	Lbs. 320,671	23,546		1½ cts- lb.
	Canada	25,183	2,726	25,183	2,726		
	U. States.....	109,856	11,131	109,856	11,131		
	St. Pierre....	1,123	123	1,123	123		
	Norway.....	2,026	280	2,026	280		
	Belgium.....	76,000	4,925	76,000	4,925		
		534,859	42,731	534,859	42,731	8,022.89	
Clothes lines	U. Kingdom		32		32		40 p.c.
	U. States.....		204		204		
			236		236	94.40	

General Imports into the Colony of Newfoundland for the Year ending 30th June, 1909.

ARTICLES.	Countries whence Imported.	IMPORTED.		HOME CONSUMPTION.		DUTY.	
		Quantities.	Value.	Quantities.	Value.	Gross Amount Received in Currency	Rate.
Corks and Corkwood..	U. Kingdom		\$ 440		\$ 435		10 p.c.
	Canada		1,184		1,184		
	U. States.....		1,378		1,378		
	Portugal		2,970		2,970		
	France		1		1		
	Norway.....		40		40		
	Spain		114		114		
	St. Pierre.....		1		1		
			6,128		6,123	612.30	
Cotton Fabrics.....	U. Kingdom		178,986		\$179,044		35 p.c.
	Canada		8,096		8,096		
	U. States.....		53,822		53,376		
	Holland		622		622		
	Germany		537		537		
	Belgium		13		13		
	St. Pierre.....		473		473		
	Norway		73		73		
			242,622		242,234	84,781.90	
Diving Apparatus	Canada		30		30		10 p.c.
	U. States.....		5		5		
			35		35	3.50	
Dry Goods— Blankets, Quilts, Carpeting, Rugs, Floorcloth, Linen, Wool Goods and Gloves.	U. Kingdom		273,413		273,152		35 p.c.
	Canada		42,410		42,214		
	U. States.....		70,102		66,938		
	France		48		48		
	Germany		2,002		2,002		
	Holland		587		587		
	Japan		115		115		
St. Pierre.....		39		39			
			388,716		385,095	134,783.25	

General Imports into the Colony of Newfoundland for the Year ending 30th June, 1909.

ARTICLES.	Countries whence Imported.	IMPORTED.		HOME CONSUMPTION.		DUTY.	
		Quantities.	Value.	Quantities.	Value.	Gross Amount Received in Currency	Rate.
Dories, etc...	Canada		\$ 5,798		\$ 5,798	\$ 1,354.60	20 p.c.
	U. States.....		543		543		
	St. Pierre.....		369		369		
	France		60		60		
	Portugal.....		3		3		
				6,773				6,773
Drain Pipes, Chimney Tops and Stove Linings	U. Kingdom		1,417		1,417	\$ 1,038.00	30 p.c.
	Canada		1,032		1,032		
	U. States		1,011		1,011		
				3,460				3,460
Eggs.....	U. Kingdom	Doz. 25	\$ 8	Doz. 25	8	\$ 2,101.05	5c. doz.
	Canada	42,082	11,186	41,992	11,165		
	U. States	4	4	4	4		
		42,111	11,198	42,021	11,177		
Explosives, viz., Gun- powder, etc.	U. Kingdom		10,637		10,637	\$ 4,908.40	35 p.c.
	Canada		1,740		1,740		
	U. States.....		1,545		1,545		
	Germany		102		102		
				14,024				14,024
Fancy Wares	U. Kingdom		24,735		24,690	\$ 15,042.00	40 p.c.
	Canada		2,608		2,608		
	B. W. Indies		20		20		
	U. States.....		9,131		9,131		
	Japan		303		303		
	Germany		250		250		
	Belgium.....		55		55		
	Italy		32		32		
	Bavaria.....		454		454		
	China		60		60		
	St. Pierre....		2		2		
				37,650				37,605

General Imports into the Colony of Newfoundland for the Year ending 30th June, 1909.

ARTICLES.	Countries whence Imported.	IMPORTED.		HOME CONSUMPTION.		DUTY.	
		Quantities.	Value.	Quantities.	Value.	Gross Amount Received in Currency	Rate.
Feathers.....	U. Kingdom	Lbs. 25	\$ 3	Lbs. 25	3	7c. lb.	
	Canada.....	1,384	108	1,384	108		
	U. States.....	33,500	2,082	33,500	2,082		
	Portugal.....	1,043	58	1,043	58		
	Spain.....	503	28	503	28		
		36,455	2,279	36,455	2,279	2,551.85	
Findings for Boots and Shoes.....	U. Kingdom.....		1,457		1,457	25 p.c.	
	Canada.....		636		636		
	U. States.....		6,625		6,625		
			8,718		8,718	2,179.50	
Fireworks...	U. States.....		213		213	40 p.c.	
	Portugal.....		81		81		
			294		294		117.60
Flagstones, Building Stones, Undressed Marble and Granite.	U. Kingdom.....		100		100	30 p.c.	
	Canada.....		978		978		
	U. States.....		2,535		2,535		
	Italy.....		228		228		
			3,841		3,841	1,152.30	
Lannels, Serges, etc	U. Kingdom.....		13,944		13,944	35 p.c.	
	Canada.....		780		780		
	U. States.....		1,575		1,575		
			16,299		16,299	5,704.65	
Forgings of Iron or Steel under 5 cwt. or more than 60 lbs.	Canada.....		24		24	30 p.c.	
	U. States.....		7		7		
			31		31		9.30

General Imports into the Colony of Newfoundland for the Year ending 30th June, 1909.

ARTICLES.	Countries whence Imported.	IMPORTED.		HOME CONSUMPTION.		DUTY.	
		Quantities.	Value.	Quantities.	Value.	Gross Amount Received in Currency	Rate.
Freestone, Marble and Granite Dressed	U. Kingdom		\$ 1,912		\$ 1,912	\$	50 p.c.
	Canada		82		82		
	U. States.....		417		417		
			2,411		2,411	1,205.50	
Fruit—Oranges, Lemons, Grapes, Fruit Pulp for Bakers.	U. Kingdom		27,080		27,080		15 p.c.
	Canada		11,792		11,792		
	B. W. Indies		35		35		
	U. States.....		8,625		8,625		
	Italy		380		380		
	Portugal.....		29		29		
	St. Pierre....		1		1		
			47,942		47,942	7,191.30	
Fruit - Dried Currants, Raisins, Prunes, Dates, Citron, Apricots, etc...		Lbs.		Lbs.			3 cents per lb.
	U. Kingdom	117,852	6,230	113,988	6,104		
	Canada	42,389	2,360	44,796	2,464		
	U. States.....	473,029	21,040	356,349	17,386		
	Spain	365,801	13,876	366,097	14,247		
	Italy	3,811	260	3,811	260		
	Portugal.....	964	80	964	80		
	Belgium	2,800	176	2,800	176		
	Turkey,	1,356	65	1,356	65		
	St. Pierre....	60	3	60	3		
		1,008,062	44,090	890,221	40,785	26,706.63	
Fruit - Preserved	U. Kingdom		6,404		6,292		35 p.c.
	Canada		1,172		1,187		
	U. States.....		9,199		8,423		
			16,775		15,902	5,565.70	
Furs, Gloves, Mitts, and Jackets	U. Kingdom		10,457		10,457		45 p.c.
	Canada		4,059		4,059		
	U. States.....		99		99		
			14,615		14,615	6,576.75	

General Imports into the Colony of Newfoundland for the Year ending 30th June, 1909.

ARTICLES.	Countries whence Imported.	IMPORTED.		HOME CONSUMPTION.		DUTY.	
		Quantities.	Value.	Quantities.	Value.	Gross Amount Received in Currency	Rate.
Glass - Common, Colourless and Window....	U. Kingdom		\$ 2,433		\$ 2,433	\$	30 p.c.
	Canada		134		134		
	U. States.....		182		182		
	Belgium.....		6,772		6,772		
				9,521				9,521	2,856.30
Glassware— Empty bottles for manufacturers' use	U. Kingdom		1,397		1,397		30 p.c.
	Canada		949		949		
	U. States.....		280		280		
	Germany		16		16		
				2,642				2,642	792.60
Glassware— Plated glass, Silvered do Spectacles, etc	U. Kingdom		12,696		12,696		40 p.c.
	Canada		4,655		4,655		
	U. States.....		7,822		7,794		
	France		21		21		
	Germany		318		318		
	Austria.....		69		69		
	Belgium.....		640		640		
	Italy		41		41		
	St. Pierre.....		3		3		
				26,265				26,237	10,494.80
Gold Leaf, and Gold Liquid Paint	U. Kingdom		95		95		35 p.c.
	Canada		8		8		
	U. States.....		53		53		
				156				156	54.60
Grindstones, Scythe, and Sharpening Stones.....	U. Kingdom		689		689		30 p.c.
	Canada		352		352		
	U. States.....		1,025		1,025		
	Germany		3		3		
			2,069		2,069	620.70	

General Imports into the Colony of Newfoundland for the Year ending 30th June, 1909.

ARTICLES.	Countries whence Imported.	IMPORTED.		HOME CONSUMPTION.		DUTY.	
		Quantities.	Value.	Quantities.	Value.	Gross Amount Received in Currency	Rate.
Groceries— Buckwheat...		Lbs.	\$	Lbs.	\$	\$	
	U. Kingdom	112	4	1 cent per lb.
	Canada	1,688	53	1,688	53	.....
	U. States.....	5,464	184	5,492	184	.....
		7,264	241	7,180	237	71.80	
Groceries— Cocoa and Chocolate.....		Lbs.		Lbs.			
	U. Kingdom	77,312	12,369	76,831	12,215	2 cents per lb. and 30 p.c.
	Canada	755	280	755	280	.....
	U. States.....	1,880	533	1,880	533	.....
	Holland	948	131	1,256	253	.....
	St. Pierre.....	7	2	7	2	.....
		80,902	13,315	80,729	13,283	5,599.48	
Groceries— Jellies, Glucose, Lime Juice, Fruit Sy- rups, Sago, Spices, Milk, Pickles, Sauces, Yeast, Bak- ing Powder, etc	U. Kingdom	53,849	53,241	35 p.c.
	Canada .....	.....	29,704	.....	29,756	.....
	B. W. Indies	.....	77	.....	77	.....
	U. States.....	.....	35,330	.....	34,872	.....
	Germany .....	.....	2,451	.....	2,568	.....
	Portugal .....	.....	14	.....	14	.....
	France .....	.....	93	.....	50	.....
	Spain .....	.....	5	.....	5	.....
	Italy .....	.....	15	.....	15	.....
	Switzerland .....	.....	897	.....	897	.....
	Belgium .....	.....	2,174	.....	1,999	.....
Holland .....	.....	600	.....	600	.....	
St. Pierre .....	.....	220	.....	220	.....	
			125,429		124,314	43,509.90	
Hair Cloth— Matrasses, Bolsters, etc.	U. Kingdom	1,157	1,157	30 p.c.
	Canada .....	.....	2,037	.....	2,037	.....
	U. States.....	.....	374	.....	374	.....
				3,568		3,568		1,070.40
Hats and Caps	U. Kingdom	44,163	44,163	40 p.c.
	Canada .....	.....	8,798	.....	8,798	.....
	U. States.....	.....	10,748	.....	10,748	.....
	France .....	.....	5	.....	5	.....
	St. Pierre .....	.....	1	.....	1	.....
	Portugal.....	.....	2	.....	2	.....
			63,717		63,717	25,486.80	

General Imports into the Colony of Newfoundland for the Year ending 30th June, 1909.

ARTICLES.	Countries whence Imported.	IMPORTED.		HOME CONSUMPTION.		DUTY.	
		Quantities.	Value.	Quantities.	Value.	Gross Amount Received in Currency	Rate.
Hardware— viz., Adzes, Axes, Hatchets, Saws, Sledges, Hammers, Edgetools of all kinds for hand or machine use			\$		\$	\$	
	U. Kingdom		8,008		8,008		25 p.c.
	Canada		9,514		9,514		
	U. States		23,284		23,023		
	Germany		387		387		
	Norway		21		21		
	Sweden		164		164		
St. Pierre		31		31			
			41,409		41,148	10,287.00	
Hardware— viz., Knives, Cutlery, Skates, Safes, Doors for Vaults, Cash Reg- isters, Guns, Rifles, Hinges, Locks, Lead Pipe, Shot, Scales and Stoves.....	U. Kingdom		51,205		51,205		35 p.c.
	Canada		33,656		33,656		
	U. States		60,216		59,980		
	France		108		108		
	Germany		2,057		2,057		
	Belgium		266		266		
	Norway		225		225		
	St. Pierre		168		168		
			147,901		147,665	51,682.75	
Hardware— viz., Anchors, Grappels, Chains, Fish Hooks, Wire Rope for Rigging Vessels, Tin, Lead, etc	U. Kingdom		46,219		45,937		10 p.c.
	Cauada		6,466		6,466		
	U. States		2,206		2,206		
	Norway		7,283		7,283		
	St. Pierre		530		530		
			62,704		62,422	6,242.20	

General Imports into the Colony of Newfoundland for the Year ending 30th June, 1909.

ARTICLES.	Countries whence Imported.	IMPORTED.		HOME CONSUMPTION.		DUTY.	
		Quantities.	Value.	Quantities.	Value.	Gross Amount Received in Currency	Rate.
Hardware— viz., Fencing of Iron or Steel	U. Kingdom		\$ 506		\$ 506		40 p.c.
	Canada		4		4		
			510		510	204.00	
Hardware— viz., Boiler, Tinsmiths' and Coopers' Rivets, Patent Bushings for Blocks, etc	U. Kingdom		1,920		1,920		20 p.c.
	Canada		937		937		
	U. States.....		961		961		
			3,818		3,818	763.60	
Harness— Saddlery of all descrip- tions	U. Kingdom		874		874		40 p.c.
	Canada		1,402		1,402		
	U. States.....		1,626		1,626		
	Sweden.....		1,130		1,130		
			5,032		5,032	2,012.80	
Harness Findings, Loops, Winkers, Eyes or Blinds	U. Kingdom		918		918		25 p.c.
	Canada		9		9		
	U. States.....		243		243		
			1,170		1,170	292.50	
Hay.....	Canada	Tons. 2,896¾	36,634	Tons. 2,896¾	36,634		\$3 per ton
	U. States.....	69½	1,113	69½	1,113		
		2,966¼	37,747	2,996¼	37,747	8,898.75	
Hoop Iron— Steel Strips for making Hoops	U. Kingdom		4,187		4,187		5 p.c.
	Canada		152		152		
	U. States.....		342		342		
			4,681		4,681	234.05	

General Imports into the Colony of Newfoundland for the Year ending 30th June, 1909.

ARTICLES.	Countries whence Imported.	IMPORTED.		HOME CONSUMPTION.		DUTY.	
		Quantities.	Value.	Quantities.	Value.	Gross Amount Received in Currency	Rate.
Hops.....	U. Kingdom		\$ 208		\$ 208	\$	10 p.c.
	Canada		40		40		
	U. States.....		1,022		1,022		
	Germany		362		362		
				1,632		1,632		163.20
Indian Corn, Corn Meal, bolted or granulated	Canada	Brls. 1,087	4,233	Brls. 1,087	4,233		20 cents brl.
	U. States.....	198	677	198	677		
			1,285		4,910	257.00	
				4,910		4,910	
India Rubber Boots and Shoes, Hose, Clothing and Manufactures of Gutta-percha	U. Kingdom		5,875		5,875		40 p.c.
	Canada		37,168		36,528		
	U. States.....		41,616		40,726		
	Germany		51		51		
	St. Pierre.....		3		3		
				84,713		83,183		33,273.20
Iron of all kinds, including Galvanized	U. Kingdom		25,489		25,489		10 p.c.
	Canada		2,148		2,148		
	U. States.....		1,029		1,029		
				28,666		28,666		2,866.60
Iron & Steel, Railway Bars and Fittings, or Steel Pipe	U. Kingdom		598		598		30 p.c.
	Canada		18,354		18,354		
	U. States.....		16,038		16,038		
				34,990		34,990		10,497.00
Iron and Steel Bridges, Columns, Girders, Shapes or Sections....	U. Kingdom		1,407		1,407		20 p.c.
	Canada		183		183		
	U. States.....		1,582		1,582		
				3,172		3,172		634.40

General Imports into the Colony of Newfoundland for the Year ending 30th June, 1909.

ARTICLES.	Countries whence Imported.	IMPORTED.		HOME CONSUMPTION.		DUTY.	
		Quantities.	Value.	Quantities.	Value.	Gross Amount Received in Currency	Rate.
Iron— Wrought or Steel Tubing.....	U. Kingdom		\$ 734		\$ 734	\$	10 p.c.
	Canada		2,422		2,422		
	U. States.....		31		31		
			3,187		3,187	318.70	
Jams, Jellies and Pre- serves.....		Lbs.		Lbs.			6 cents lb. and 35 p.c.
	U. Kingdom	82,576	6,519	82,287	6,485		
	Canada	2,547	197	2,421	185		
	B. W. Indies	119	32	119	32		
	U. States.....	62	16	62	16		
		85,304	6,764	84,889	6,718	7,444.64	
Jewellery, Silver, Nickel, Electro- plated Wares and Fancy Pins	U. Kingdom		10,294		10,294		40 p.c.
	Canada		4,358		4,358		
	U. States.....		6,874		6,874		
	Germany		398		398		
			21,924		21,924	8,769.60	
Knife Brick, Polish of all kinds, Washing Soda and Lye.....	U. Kingdom		1,718		1,825		35 p.c.
	Canada		3,674		3,674		
	U. States		9,898		9,807		
	Germany		10		10		
			15,300		15,316	5,360.60	
Lard, Lard Compound and Cotto- lene	U. Kingdom		11		11		30 p.c.
	Canada		1,047		1,047		
	U. States.....		4,019		3,944		
	St. Pierre		7		7		
			5,084		5,009	1,502.70	
Leather— Sole	U. Kingdom		206		206		20 p.c.
	Canada		49,350		54,335		
	U. States		103,158		99,368		
	St. Pierre.....		3		3		
			152,717		153,912	30,782.40	

General Imports into the Colony of Newfoundland for the Year ending 30th June, 1909.

ARTICLES.	Countries whence Imported.	IMPORTED.		HOME CONSUMPTION.		DUTY.	
		Quantities.	Value.	Quantities.	Value.	Gross Amount Received in Currency	Rate.
Leather for further dressing....	Canada	Lbs. 82,382	\$ 18,643	Lbs. 82,382	\$ 18,643	2,471.46	3 cents per lb.
Leather— Grain, Buff or Pebbled.	U. Kingdom		34		34		30 p.c.
	Canada		21,756		21,756		
	U. States.....		3,365		3,365		
			25,155		25,155	7,546.50	
Leather, Upper, Japanned, Patent, etc.	U. Kingdom		39		39		20 p.c.
	Canada		204		204		
	U. States.....		22,944		22,944		
			23,187		23,187	4,637.40	
Leather— Harness, etc.....	U. Kingdom		1,257		1,257		25 p.c.
	Canada		1,937		1,937		
	U. States.....		3,493		3,493		
			6,687		6,687	1,671.75	
Leather Board and Leatheroid	Canada		27		27		30 p.c.
	U. States.....		264		264		
			291		291	87.30	
Leather- ware— Boots and Shoes, Gaiters, Leggings, etc.	U. Kingdom		14,860		14,109		40 p.c.
	Canada		28,966		28,979		
	U. States.....		76,758		76,950		
	France		4		4		
	Holland		41		41		
	St. Pierre.....		29		29		
			120,658		120,112	48,044.80	

General Imports into the Colony of Newfoundland for the Year ending 30th June, 1909.

ARTICLES.	Countries whence Imported.	IMPORTED.		HOME CONSUMPTION.		DUTY.	
		Quantities.	Value.	Quantities.	Value.	Gross Amount Received in Currency	Rate.
Lime	U. Kingdom	Bus. 249	\$ 165	Bus. 249	\$ 165	15 cents bus.
	Canada	265	140	265	140	.....
		514	305	514	305	77.10	
Lime Juice...	U. Kingdom	Gals. 14	16	Gals. 14	16	60 cents gal.
	Canada	19	13	19	13	.....
		33	29	33	29	19.80	
Locomotives and Automobiles	U. Kingdom		9,464	9,464	30 p.c.
	Canada		9,954	.....	9,954	.....
	U. States.....		25,276	.....	25,276	.....
			44,694	.....	44,694	13,408.20
Lumber for Dorries	Canada	Feet. 6,890	207	Feet. 6,890	207	\$1 per M.
	St. Pierre....	1,450	67	1,450	67	.....
		8,340	274	8,340	274	8.34	
Lumber—Rough	U. Kingdom	Feet. 1,050	62	Feet. 1,050	62	\$4 per M.
	Canada	434,850	7,685	434,850	7,685	.....
	U. States.....	9,250	579	9,250	579	.....
	St. Pierre....	13,990	178	13,990	178	.....
		459,140	8,504	459,140	8,504	1,836.56	
Lumber—Dressed	Canada	Feet. 109,196	2,613	Feet. 109,196	2,613	\$5 per M.
	U. States.....	200	23	200	23	.....
	St. Pierre....	30	2	30	2	.....
		109,426	2,638	109,426	2,638	547.13	

General Imports into the Colony of Newfoundland for the Year ending 30th June, 1909.

ARTICLES.	Countries whence Imported.	IMPORTED.		HOME CONSUMPTION.		DUTY.	
		Quantities.	Value.	Quantities.	Value.	Gross Amount Received in Currency	Rate.
Lumber—		Feet.	\$	Feet.	\$		
Oak,	U. Kingdom	14,560	2,105	14,560	2,105	\$1 per M.
Pitch Pine,	Canada	95,840	2,871	95,840	2,871	.....
Green-heart, Elm,	B. W. Indies	7,600	672	7,600	672	.....
Ironwood,	U. States.....	508,300	12,220	508,300	12,220	.....
Beech.....	St. Pierre.....	710	25	710	25	.....
		627,010	17,893	627,010	17,893	627.01	
Laths and Shingles ...		No.		No.			
	Canada	1,025,500	2,361	1,025,500	2,361	60 cents M.
	U. States.....	2,000	2	2,000	2	.....
	St. Pierre....	13,000	28	13,000	28	.....
		1,040,500	2,391	1,040,500	2,391	624.30	
Machines and Machinery, Radiators, Electric Light Material, etc.							
	U. Kingdom		1,155		1,155	35 p.c.
	Canada		1,984		1,984	.....
	U. States.....		13,643		13,643	.....
	Germany		259		259	.....
			17,041		17,041	5,964.35	
Machines and Machinery, Typewriters, Sewing and Knitting Machines							
	U. Kingdom		7,586		7,586	25 p.c.
	Canada		43,235		43,235	.....
	U. States.....		32,804		32,804	.....
	Norway.....		225		225	.....
	St. Pierre....		33		33	.....
			83,883		83,883	20,970.75	
Machines and Machinery, Wool Cards, Spinning Wheels, Steel Propellers							
	U. Kingdom		2,706		2,706	10 p.c.
	Canada		1,268		1,268	.....
	U. States.....		3,311		3,311	.....
			7,285		7,285	728.50	

General Imports into the Colony of Newfoundland for the Year ending 30th June, 1909.

ARTICLES.	Countries whence Imported.	IMPORTED.		HOME CONSUMPTION.		DUTY.	
		Quantities.	Value.	Quantities.	Value.	Gross Amount Received in Currency	Rate.
Malt	U. Kingdom		\$ 1,989		\$ 1,989	\$	10 p.c.
	Canada		8,149		8,149		
	U. States.....		337		337		
			10,475		10,475	1,047.50	
Moss and Porterine, for Brewers	U. Kingdom		11		11		30 p.c.
	Canada		127		127		
	U. States.....		47		47		
			185		185	55.50	
Mariners' Compasses, Patent Logs, etc...	U. Kingdom		1,278		1,278		20 p.c.
	Canada		15		15		
	U. States.....		41		41		
	Germany		10		10		
			1,344		1,344	268.80	
Telescopes, Barometers, Binoculars, etc...	U. Kingdom		819		819		35 p.c.
	Canada		71		71		
	U. States.....		303		303		
	Germany		13		13		
	France		86		86		
			1,292		1,292	452.20	
Marline, for Lobster Pots	Canada		5		5	.50	10 p.c.
Mast Pieces and Spars, dressed, over 60 ft.	Canada		20		20	4.00	20 p.c.
Mast Pieces and Spars, dressed, under 60ft.	Canada		43		43		30 p.c.
	U. States.....		3		3		
	France		6		6		
				52		52		15.60

General Imports into the Colony of Newfoundland for the Year ending 30th June, 1909.

ARTICLES.	Countries whence Imported.	IMPORTED.		HOME CONSUMPTION.		DUTY.	
		Quantities.	Value.	Quantities.	Value.	Gross Amount Received in Currency	Rate.
Mast Pieces undressed, 60ft. or over, including Wharf Shores		Tons.	\$	Tons.	\$	\$	
	Canada	2	64	2	64	.....	\$1.20
	St. Pierre....	1½	70	1½	70	.....	per ton.
		3½	134	3½	134	4.20	
Mast Pieces undressed, under 60ft.		Tons.		Tons.			
	Canada	52½	368	52½	368	.....	\$2.40
	St. Pierre ...	2½	110	2½	110	.....	per ton.
		55	478	55	478	132.00	
Matches	U. Kingdom		776		776	.....	40 p. c.
	Canada		304		310	.....
	U. States.....		4		4	.....
	Germany		775		775	.....
	Sweden		1,406		1,233	.....
	Norway		429		429	.....
	Belgium.....		1,227		1,227	.....
			4,921		4,754	1,901.60	
Meats— Canned Corned Beef, Corn Beef Hash, Luncheon and Boiled Beef, Boil- ed and Roast Mut- ton		Lbs.		Lbs.			
	U. Kingdom	9,168	1,013	9,168	1,013	.....	3 cents lb.
	Canada	3,525	340	3,525	340	.....
	U. States.....	147,028	13,564	146,740	13,008	.....
	159,721	14,917	159,433	14,361	4,782.99		
Meats— Preserved..	U. Kingdom		1,908		1,739	.....	35 p. c.
	Canada		102		102	.....
	U. States.....		5,722		5,555	.....
			7,732		7,396	2,588.60	

General Imports into the Colony of Newfoundland for the Year ending 30th June, 1909.

ARTICLES.	Countries whence Imported.	IMPORTED.		HOME CONSUMPTION.		DUTY.	
		Quantities.	Value.	Quantities.	Value.	Gross Amount Received in Currency	Rate.
Meats— Fresh	U. Kingdom	Lbs. 218	\$ 32	Lbs. 218	\$ 32	\$	2 cents per lb.
	Canada	474,449	33,459	474,449	33,459	.....
	U. States.....	400	64	400	64	.....
		475,067	33,555	475,067	33,555	9,501.34	
Meats— Poultry and Game..	U. Kingdom	Lbs. 163	39	Lbs. 163	39	3c. lb.
	Canada	70,472	9,581	70,472	9,581	.....
	U. States.....	25,584	5,778	25,584	5,778	.....
		96,219	15,398	96,219	15,398	2,886.57	
Meats— Sausages ...	U. Kingdom	Lbs. 24	4	Lbs. 24	4	5c. lb.
	Canada	14,667	1,465	14,667	1,465	.....
	U. States.....	69,722	5,169	69,422	5,141	.....
		84,413	6,638	84,113	6,610	4,205.65	
Meats— Bacon, Hams, Tongues and Beef, smoke cured.	U. Kingdom	Lbs. 27,253	5,279	Lbs. 26,376	5,101	3c. lb. and 10 p.c.
	Canada	30,853	4,229	29,578	4,044	.....
	U. States.....	104,592	13,225	101,230	12,891	.....
	St. Pierre ...	12	2	12	2	.....
	162,710	22,735	157,196	22,038	6,919.68		
Meats— Hams and Tongues, dry salted or pickled..	U. Kingdom	Lbs. 274	46	Lbs. 274	46	2c. lb.
	Canada	23,343	2,736	23,343	2,736	.....
	U. States.....	290,981	31,651	290,981	31,651	.....
		314,598	34,433	314,598	34,433	6,291.96	
Meats— Dry Salted	U. Kingdom	Lbs. 232	41	Lbs. 232	41	1 cent per lb.
	Canada	23,317	3,204	23,317	3,204	.....
	U. States.....	9,608	1,227	9,608	1,227	.....
		33,157	4,472	33,157	4,472	331.57	

General Imports into the Colony of Newfoundland for the Year ending 30th June, 1909.

ARTICLES.	Countries whence Imported.	IMPORTED.		HOME CONSUMPTION.		DUTY.		
		Quan- tities.	Value.	Quan- tities.	Value.	Gross Amount Received in Currency	Rate.	
Meats— Beef, Salt ed in bar- rels	Canada	Brls.	\$	Brls.	\$	\$		
		2,384	32,355	2,384	32,355	.....	\$1 per brl.
		U. States.....	27,470	356,518	27,470	356,518	
		29,854	388,873	29,854	388,873	29,854.00		
Meats—Pigs Heads, Hocks, Feet and Ribs...	U. Kingdom	Brls.		Brls.				
		7	102	7	102	.....	\$1 per brl.
		Canada	58	446	58	446	
		U. States.....	3,078	35,756	3,078	35,756	
		3,143	36,304	3,143	36,304	3,143.00		
Meats—Pigs Jowls and Tongues....	Canada	Brls.		Brls.				
		56	670	56	670	.....	\$1.50 per brl.
		U. States.....	1,098	13,815	1,098	13,815	
		1,154	14,485	1,154	14,485	1,731.00		
Meats—Pigs Feet, pre- served in Vinegar.....	Canada.....	.....	11	.....	2	.....	35 p.c.
		U. States.....	22	.....	22	.....	
		.....	33	.....	24	8.40	
Meats— Pork : Mess, Family, Rump.....	Canada.....	Brls.		Brls.				
		1,857	33,913	1,857	33,913	.....	\$1.50 per brl.
		U. States.....	22,687	366,576	22,887	369,326	
		24,544	400,489	24,744	403,239	37,116.00		
Meats— Pork : Belly, Back, Family Mess and Loin	Canada	Brls.		Brls.				
		41	779	41	779	.....	\$2 per brl.
		U. States.....	1,064	20,031	1,064	20,031	
		1,105	20,810	1,105	20,810	2,210.00		

General Imports into the Colony of Newfoundland for the Year ending 30th June, 1909.

ARTICLES.	Countries whence Imported.	IMPORTED.		HOME CONSUMPTION.		DUTY.	
		Quantities.	Value.	Quantities.	Value.	Gross Amount Received in Currency	Rate.
Medicine ...	U. Kingdom		\$ 28,422		\$ 28,405	\$	30 p.c.
	Canada		45,625		45,329		
	B. W. Indies		52		52		
	U. States.....		15,188		15,034		
	Holland		52		52		
	Germany		319		319		
	St. Pierre ...		2		2		
			89,660		89,193	26,757.90	
Mosaic Flooring ...	U. Kingdom		107		107	42.80	40 p.c.
Nails — Cut, Pressed, and Wire...	U. Kingdom	Lbs. 54,418	1,838	Lbs. 54,418	1,838		1 cent per lb.
	Canada	623,303	13,704	623,303	13,704		
	U. States.....	579,127	12,109	579,127	12,109		
	St. Pierre,....	773	25	773	25		
	Belgium	5,527	94	5,527	94		
		1,263,148	27,770	1,263,148	27,770	12,631.48	
Nails—Shoe Tacks, Brads, Sprigs, and Shoe Nails.	U. Kingdom	Lbs. 30,834	1,886	Lbs. 30,834	1,886		½ cent per lb.
	Canada	14,105	754	14,105	754		
	U. States.....	17,169	1,052	15,969	992		
		62,108	3,692	60,908	3,632	304.54	
Nails—Wrought, Handmade, Horse-shoe and Galvanized	U. Kingdom	Lbs. 209,033	6,300	Lbs. 209,033	6,300		⅔ cent per lb.
	Canada	19,675	973	19,675	973		
	U. States.....	77,510	1,871	77,510	1,871		
	St. Pierre....	523	18	523	18		
		306,741	9,162	306,741	9,162	1,150.26	

General Imports into the Colony of Newfoundland for the Year ending 30th June, 1909.

ARTICLES.	Countries whence Imported.	IMPORTED.		HOME CONSUMPTION.		DUTY.	
		Quantities.	Value.	Quantities.	Value.	Gross Amount Received in Currency	Rate.
Nets, Netting, Traps, Seines for Fishery	U. Kingdom		\$ 3,359		\$ 3,359	\$	20 p.c.
	Canada		3,629		3,629		
	U. States		9,013		9,013		
	St. Pierre.....		48		48		
				16,049		16,049		3,209.80
Nuts— Almond, Walnuts, Brazil, Pea, etc	U. Kingdom	Lbs. 27,547	2,103	Lbs. 27,547	2,103		2 cents per lb.
	Canada	135	13	135	13		
	U. States.....	8,266	639	8,266	639		
	Italy	2,975	168	2,975	168		
			38,923	2,923	38,923	2,923		778.46
Nuts— Shelled	U. Kingdom	Lbs. 7,570	1,326	Lbs. 7,542	1,313		4 cents per lb.
	U. States	938	42	938	42		
	Spain	280	54	280	54		
			8,788	1,422	8,760	1,409		350.40
Nuts— Cocoanuts..	U. Kingdom	No. 1,150	34	No. 1,150	34		\$1 per 100
	Canada	680	27	680	27		
	U. States.....	50	2	50	2		
			1,880	63	1,880	63		18.80
Nuts— Cocoanuts...	Brazil	No. 150	2	No. 150	2	.75	50 cents per 100
Nuts— Dessicated..	U. Kingdom	Lbs. 4,925	337	Lbs. 4,925	337		3 cents per lb.
	U. States	70	8	70	8		
			4,995	345	4,995	345		149.85

General Imports into the Colony of Newfoundland for the Year ending 30th June, 1909.

ARTICLES.	Countries whence Imported.	IMPORTED.		HOME CONSUMPTION.		DUTY.	
		Quantities.	Value.	Quantities.	Value.	Gross Amount Received in Currency	Rate.
Oakum	U. Kingdom	Lbs. 30,912	\$ 1,287	Lbs. 30,912	\$ 1,287	1 cent per lb.
	Canada	7,138	423	7,138	423	.....
	St. Pierre.....	25	3	25	3	.....
		38,075	1,713	38,075	1,713	380.75	
Oatmeal and Rolled Oats	U. Kingdom	Lbs. 33,720	1,362	Lbs. 33,720	1,362	20 cents per 100 lbs.
	Canada	802,280	22,820	802,280	22,820	.....
		836,000	24,182	836,000	24,182	1,672.00	
Oats.....	Canada	Bush. 320,123	94,390	Bush. 320,123	94,390	5 cents per bu..
	U. States	4,970	3,215	4,970	3,215	.....
	St. Pierre.....	3	2	3	2	.....
		325,096	97,607	325,096	97,607	16,254.80	
Oiled Clothes	U. Kingdom		2,109		2,109	30 p.c.
	Canada		14,718		14,718	.....
	U. States		11,633		11,633	.....
	St. Pierre.....		7		7	.....
			28,467		28,467	8,540.10	
Oils— Gasolene, Naphtha, Benzine, etc	U. Kingdom	Gals. 212	120	Gals. 212	120	6 cents gal.
	Canada	12,708	2,858	12,708	2,858	.....
	St. Pierre.....	8,213	1,663	8,213	1,663	.....
		21,133	4,641	21,133	4,641	1,267.98	
Oils— Lubricating	U. Kingdom	Gals. 2,916	1,093	Gals. 2,916	1,093	8 cents per gal.
	Canada	4,818	2,338	4,818	2,338	.....
	St. Pierre.....	27,930	6,319	27,930	6,319	.....
		35,664	9,750	35,664	9,750	2,853.12	

General Imports into the Colony of Newfoundland for the Year ending 30th June, 1909.

ARTICLES.	Countries whence Imported.	IMPORTED.		HOME CONSUMPTION.		DUTY.	
		Quantities.	Value.	Quantities.	Value.	Gross Amount Received in Currency	Rate.
Oils— Lubricating in bottles ...	U. Kingdom		\$ 368		\$ 368		25 p.c.
	Canada.....		75		75		
	U. States.....		664		664		
			1,107		1,107	276.75	
Oils—Essen- tial, Axle Grease, etc	U. Kingdom		230		230		25 p.c.
	Canada		55		55		
	U. States.....		511		511		
	Italy		573		573		
	Spain		35		35		
			1,404		1,404	351.00	
Oils—Lin- seed, Spirits of Turpen- tine, etc....	U. Kingdom		20,307		20,605		15 p.c.
	Canada		3,536		3,536		
	U. States.....		36,632		39,406		
	Holland				619		
	Denmark				4		
	St. Pierre.....		4		4		
			60,479		64,174	9,626.10	
Oysters	Canada		118		118		25 p.c.
	U. States.....		469		469		
			587		587	146.75	
Packages	U. Kingdom		16,713		16,350		30 p.c.
	Canada		2,096		2,103		
	B. W. Indies		780		784		
	U. States.....		2,177		2,099		
	France		376		337		
	Germany		189		199		
	Sweden.....		162		142		
	Spain		127		126		
	Portugal.....		65		122		
	Norway.....		34		34		
	Holland.....		95		106		
	Belgium.....		140		135		
	India.....		2		2		
	Ceylon		15		15		
	Austria.....		2		2		
	Italy		2		2		
	Bavaria.....		5		5		
	A. W. Indies		1		1		
	Japan		2		2		
St. Pierre		2		2			
			22,985		22,568	6,770.40	

General Imports into the Colony of Newfoundland for the Year ending 30th June, 1909.

ARTICLES.	Countries whence Imported.	IMPORTED.		HOME CONSUMPTION.		DUTY.	
		Quantities.	Value.	Quantities.	Value.	Gross Amount Received in Currency	Rate.
Paints— Colors of all kinds, Whiting, Varnishes, Glue, Gum, Dryers, etc	U. Kingdom		\$ 21,266		\$ 21,266	\$	30 p.c.
	Canada		39,694		39,838		
	U. States		19,905		19,905		
	France		91		91		
	Germany		31		31		
	Italy		93		93		
	St. Pierre		8		8		
	Denmark		40		40		
			81,128		81,272	24,381.60	
Paper Hangings and Bordering.	U. Kingdom		9,762		9,762		35 p.c.
	Canada		7,629		7,629		
	U. States		591		591		
	St. Pierre		1		1		
			17,983		17,983	6,294.05	
Peas— Round	Canada	Brls. 7,452	27,058	Brls. 7,452	27,058		50 cents brl.
	U. States	25	173	25	173		
		7,477	27,231	7,477	27,231			3,738.50
Peas—Split, Dried, and Green	U. Kingdom	Lbs. 21,601	924	Lbs. 21,601	924		½ cent per lb.
	Canada	252,537	6,469	252,537	6,469		
	U. States	2,887	79	2,887	79		
	Holland	29,270	1,051	29,270	1,051		
	Germany	13,650	383	13,650	383		
	Belgium	5,500	188	5,500	188		
		325,445	9,094	325,445	9,094	1,627.22	
Perfumery—	U. Kingdom		1,551		1,733		40 p.c.
	Canada		1,224		1,224		
	U. States		1,451		1,451		
	Germany		91		91		
	France		140		140		
	St. Pierre		2		2		
			4,459		4,641	1,856.40	

General Imports into the Colony of Newfoundland for the Year ending 30th June, 1909.

ARTICLES.	Countries whence Imported.	IMPORTED.		HOME CONSUMPTION.		DUTY.	
		Quantities.	Value.	Quantities.	Value.	Gross Amount Received in Currency	Rate.
Pianafortes— Organs, Phono- graphs and Gramo- phones.....	U. Kingdom		\$ 5,209		\$ 5,209		40 p.c.
	Canada		1,274		1,228		
	U. States.....		8,253		7,830		
	Germany		2,534		2,534		
	Belgium		60		60		
	Norway		3		3		
	Holland		4		4		
			17,337		16,868	6,747.20	
Picture and Photo Frames	U. Kingdom		318		318		40 p.c.
	Canada		432		432		
	U. States.....		351		351		
	Germany		6		6		
			1,107		1,107	442.80	
Plaster of Paris, Gyp- sum, etc....	Canada		374		374		20 p.c.
	U. States.....		4		4		
			378		378	75.60	
Plaster Casts	Canada		12		12		30 p.c.
	U. States.....		8		8		
			20		20	6.00	
Potatoes	U. Kingdom	Bush. 439	205	Bush. 439	205		10 cents per bus.
	Canada	92,439	33,283	92,439	33,283		
	U. States.....	1,306	1,261	1,306	1,261		
	Holland	4	1	4	1		
	St. Pierre....	667	333	667	333		
		94,855	35,083	94,855	35,083	9,485.50	
Poultry— Alive.....	U. Kingdom		5		5		20 p.c.
	Canada		203		203		
	U. States.....		17		17		
			225		225	45.00	

General Imports into the Colony of Newfoundland for the Year ending 30th June, 1909.

ARTICLES.	Countries whence Imported.	IMPORTED.		HOME CONSUMPTION.		DUTY.	
		Quantities.	Value.	Quantities.	Value.	Gross Amount Received in Currency	Rate.
Readymades and Collars and Cuffs ..	U. Kingdom		\$ 138,998		\$ 138,668	\$ 81,370.35	45 p.c.
	Canada		11,643		11,643		
	U. States.....		28,615		28,613		
	France		33		33		
	Germany		1,657		1,657		
	Austria		192		192		
	St. Pierre		10		10		
	Japan		7		7		
			181,155		180,823		
Rice.....		Lbs.		Lbs.		\$ 1,612.81	¼ cent lb.
	U. Kingdom	158,678	3,729	158,678	3,729		
	Canada.....	14,652	417	14,652	417		
	U. States.....	68	5	68	5		
	Belgium.....	121,318	2,466	121,318	2,466		
	Holland	312,014	6,902	312,014	6,902		
	Germany	37,295	810	37,296	810		
	Italy	1,100	43	1,100	43		
		645,126	14,372	645,126	14,372		
Sails, Tents, etc.	U. Kingdom		460		460	\$ 399.20	40 p.c.
	Canada		381		381		
	U. States		105		105		
	St. Pierre.....		22		22		
	France		30		30		
				998			
Salt— Dairy, Table	U. Kingdom		641		816	\$ 194.70	10 p.c.
	Canada		806		806		
	U. States.....		324		324		
	St. Pierre.....		1		1		
			1,772		1,947		
Saws	Canada		48		48	\$ 4.80	10 p.c.
Shoemakers Ink, Harness Dressing, etc.....	U. Kingdom		76		76	\$ 288.20	20 p.c.
	Canada		85		85		
	U. States		1,280		1,280		
			1,441		1,441		

General Imports into the Colony of Newfoundland for the Year ending 30th June, 1909.

ARTICLES.	Countries whence Imported.	IMPORTED.		HOME CONSUMPTION.		DUTY.	
		Quantities.	Value.	Quantities.	Value.	Gross Amount Received in Currency	Rate.
Smallwares— Dressed Feathers. Ribbons, Velvets and Lace...	U. Kingdom		\$ 140,178		140,569	\$	40 p. c.
	Canada		15,521		15,521		
	U. States.....		7,401		7,401		
	Germany		755		755		
	Japan		12		12		
	Switzerland		206		206		
	China		28		28		
			164,101		164,492	65,796.80	
Smallwares— Sewing Cottons, Thread and Buttons, Pins and Needles, Boot and Stay Laces.	U. Kingdom		42,688		42,688		25 p. c.
	Canada		5,008		5,008		
	U. States.....		4,796		4,796		
	Germany		153		153		
	Belgium		20		20		
			52,665		52,665	13,166.25	
Soaps— Pearline and other Soap Pow- ders	U. Kingdom		23,029		23,049		40 p. c.
	Canada		2,026		2,026		
	U. States.....		16,704		15,338		
	Italy		116		116		
	Holland		113		113		
	St. Pierre		51		51		
			42,039		40,693	16,277.20	
Soaps— Common, or Laundry	U. Kingdom	Lbs. 10,386	490	Lbs. 13,150	575		1½cets. lb.
	U. States.....	3,936	162	4,286	180		
		14,322	652	17,436	755	261.54	
Soaps— All ingre- dients for Soaps, Can- dles, Pol- ish and Blue man- ufacture.....	U. Kingdom		5,024		5,143		25 p. c.
	U. States.....		1,692		1,709		
			6,716		6,852	1,713.00	

General Imports into the Colony of Newfoundland for the Year ending 30th June, 1909.

ARTICLES.	Countries whence Imported.	IMPORTED.		HOME CONSUMPTION.		DUTY.	
		Quantities.	Value.	Quantities.	Value.	Gross Amount Received in Currency	Rate.
Spirits— Alcohol, Spirits of Wine, etc..		Gals.	\$	Gals.	\$	\$	
	U. Kingdom	72	84	201	177	.....	\$3.50
	St. Pierre....	1	3	1	3	.....	per gal.
		73	87	202	180	707.00	
Spirits— Cordials		Gals.		Gals.			
	U. Kingdom	29	147	38	170	.....	\$2.60
	Canada . . .	37	277	41	211	.....	per gal.
	B. W. Indies	6	27	6	27	.....
	U. States....	40	126	20	68	.....
	Italy	1	3	1	3	.....
	France	22	107	16	49	.....
		135	687	122	528	317.20	
Spirits— Methylat- ed, etc.....							
	U. Kingdom		695		679	.....	50 p.c.
	Canada		267		398	.....
	B. W. Indies		161		161	.....
	U. States.....		678		678	.....
	Germany		185		185	.....
	St. Pierre.....		2		2	.....
			1,988		2,103	1,051-50	
Spirits, Medicinal, Beef, Iron and Wine, etc.....							
	Canada		79		79	.....	30 p.c.
	U. States.....		1,231		1,231	.....
			1,310		1,310	393.00	
Spirits— Brandy		Gals.		Gals.			
	U. Kingdom	221	666	540	878	.....	\$3.50
	Canada	6	28	6	28	.....	per gal
	France	5,739	7,450	5,690	7,721	.....
	Spain			14	26	.....
	St. Pierre ...	1	5	1	5	.....
		5,967	8,149	6,251	8,658	21,878.50	

General Imports into the Colony of Newfoundland for the Year ending 30th June, 1909.

ARTICLES.	Countries whence Imported.	IMPORTED.		HOME CONSUMPTION.		DUTY.	
		Quantities.	Value.	Quantities.	Value.	Gross Amount Received in Currency	Rate.
Spirits— Whiskey ...	U. Kingdom	Gals. 20,876	\$ 34,357	Gals. 21,588	\$ 34,079	\$ 67,962.85	\$3 10 per gal.
	Canada	336½	734	325½	646		
	B. W. Indies			2	6		
	Gibraltar	4	10	4	10		
	U. States.....	4	20	4	20		
			21,220½	35,121	21,923½			34,761
Spirits—Gin	U. Kingdom	Gals. 292	310	Gals. 400	311	\$ 6,450.60	\$2.60 per gal.
	Canada	2	2	17	14		
	Gibraltar	4	8	4	8		
	Holland	1,615	851	2,017	1,385		
	Spain			27	17		
	St. Pierre....	16	21	16	21		
		1,929	1,192	2,481	1,756		
Spirits— Rum.....	U. Kingdom	Gals. 7,962	4,139	Gals. 7,257	2,733	\$ 149,596.80	\$2.40 per gal.
	Canada	590	452	1,006	702		
	B. W. Indies	53,443	23,184	53,990	21,834		
	U. States.....	11	10	13	11		
	St. Pierre....	66	89	66	89		
			62,072	27,874	62,332			25,369
Stationery— Writing, Wrapping, Tarred, and Toilet Paper, Ink, Pencils, and Pens...	U. Kingdom		30,206		30,206	\$ 35,346.15	35 p.c.
	Canada		46,131		45,875		
	B. W. Indies		18		18		
	U. States.....		23,693		23,693		
	Germany		597		597		
	Belgium.....		586		586		
	St. Pierre....		10		10		
	Portugal		2		2		
	France		2		2		
			101,245		100,989		
Stationery— Copy Books, Slates, Slate Pencils for Schools	U. Kingdom		1,290		1,290	\$ 212.70	10 p.c.
	Canada		48		48		
	U. States.....		767		767		
	Germany		22		22		
				2,127				2,127

General Imports into the Colony of Newfoundland for the Year ending 30th June, 1909.

ARTICLES.	Countries whence Imported.	IMPORTED.		HOME CONSUMPTION.		DUTY.	
		Quantities.	Value.	Quantities.	Value.	Gross Amount Received in Currency	Rate.
Stationery— Printed Music, etc.	U. Kingdom		\$ 1,445		\$ 1,445	\$	10 p.c.
	Canada		1,142		1,142		
	U. States.....		1,203		1,203		
			3,790		3,790	379.00	
Stationery— Advertising and Printed Matter, Playing Cards, etc..	U. Kingdom		1,629		1,590		50 p.c.
	Canada		10,047		10,124		
	U. States		3,728		3,728		
	Germany		43		43		
	Holland		3		3		
	Switzerland		2		2		
			15,452		15,490	7,745.00	
Staves— Undressed.	Canada		233		233	58.25	25 p.c.
Staves— Dressed ...	U. States.....	No. 343,222	16,011	No. 343,222	16,011	1,573.10	\$5.50 per 1200
Heading—	Canada	No. Pairs. 796	110	No. Pairs. 796	110		5 cents pair
	U. States	22,573	7,343	22,573	7,343		
		23,369	7,453	23,369	7,453	1,168.45	
Steel—Mild	U. Kingdom		1,774		1,774		10 p.c.
	Canada		1,464		1,464		
	U. States		2,823		2,823		
			6,061		6,061	606.10	
Steel—Blis- ter, Chrome	U. Kingdom		221		221		30 p.c.
	Canada		8		8		
	U. States.....		2		2		
			231		231	69.30	

General Imports into the Colony of Newfoundland for the Year ending 30th June, 1909.

ARTICLES.	Countries whence Imported.	IMPORTED.		HOME CONSUMPTION.		DUTY.	
		Quantities.	Value.	Quantities.	Value.	Gross Amount Received in Currency	Rate.
Steel Shafting under 5 inches in diameter ...	U. Kingdom		\$ 27		\$ 27	\$	30 p.c.
	Canada		80		80		
	U. States.....		270		270		
			377		377	113.10	
Straw	Canada	Tons. 89	683	Tons. 89	683		\$2 per ton.
	U. States.....	4	45	4	45		
		93	728	93	728	186.00	
Sugar— Loaf, Cut Loaf and Cube.....	U. Kingdom	Lbs. 19,395	783	Lbs. 17,043	675		4 cents per lb. — IT
	Canada	24	3	24	3		
	U. States.....	12,777	435	12,777	436		
	Belgium.....	27,800	915	33,400	1,106		
	St. Pierre ...	960	57	960	57		
		60,956	2,193	64,204	2,277	2,568.16	
Sugar— White and Granulated	U. Kingdom	Lbs. 25,851	820	Lbs. 45,771	1,435		3 cents per lb. — T A O S W
	Canada	62,314	2,449	62,314	2,449		
	U. States	3,769,271	115,742	4,547,481	142,618		
	St. Pierre.....	271	16	271	16		
	Germany	1,696,206	46,131	1,382,250	37,252		
	Holland	12,320	372	12,320	372		
		5,566,233	165,530	6,050,407	184,142	181,512.21	
Sugar— Brown, Yellow, not granulated.....	U. Kingdom	Lbs. 11,200	330	Lbs. 94,051	2,506		2 cents per lb. — T A O S W
	Canada.....	6,777	260	6,777	260		
	B. W. Indies	68,492	1,739	93,792	2,200		
	U. States.....	531,714	15,153	436,788	13,996		
	St. Pierre.....	20	1	20	1		
		618,203	17,483	631,428	18,963	12,628.56	

General Imports into the Colony of Newfoundland for the Year ending 30th June, 1909.

ARTICLES.	Countries whence Imported.	IMPORTED.		HOME CONSUMPTION.		DUTY.	
		Quantities.	Value.	Quantities.	Value.	Gross Amount Received in Currency	Rate.
Tar	U. Kingdom		\$ 3,169		\$ 3,169	\$	15 p.c.
	Canada		4,069		4,069		
	U. States.....		8,950		8,950		
			16,188		16,188	2,428.20	
Tea	U. Kingdom	Lbs. 228,650	44,007	Lbs. 271,749	51,716		33 p.c.
	Canada	227,298	36,561	229,348	37,013		
	U. States.....	9,112	1,214	10,537	1,429		
	India.....	53,943	7,083	57,168	7,601		
	Ceylon	610,688	87,924	578,391	82,706		
	China	5,157	250	5,157	250		
	St. Pierre....	316	81	316	81		
		1,135,164	177,120	1,152,666	180,796	59,662.68	
Timber.....	Canada	Tons. 128	1,142	Tons. 128	1,142		60 cents ton.
	U. States.....	144	1,667	144	1,667		
	St. Pierre....	7	155	7	155		
		279	2,964	279	2,964	167.40	
Tinware— Agate, Granite, Steel Hol- loware, etc.	U. Kingdom		11,548		11,548		45 p.c.
	Canada		7,463		7,463		
	U. States.....		2,808		2,635		
	Germany		445		445		
	Holland		68		68		
	St. Pierre...		2		2		
		22,334		22,161	9,972.45		
Tobacco— Manufac- tured	U. Kingdom	Lbs. 3,761	2,191	Lbs. 3,061	1,796		33 cents lb. and 6 p.c.
	Canada	9,332	3,348	30,541	8,037		
	U. States.....	397,261	92,579	367,040	87,706		
	Germany	200	28	200	28		
	St. Pierre....	457	58	457	58		
		411,011	98,204	401,299	97,625	138,286.17	

General Imports into the Colony of Newfoundland for the Year ending 30th June, 1909.

ARTICLES.	Countries whence Imported.	IMPORTED.		HOME CONSUMPTION.		DUTY.	
		Quantities.	Value.	Quantities.	Value.	Gross Amount Received in Currency	Rate.
Tobacco Leaf stripped or partly manufactured	U. States.....	Lbs. 1	\$ 2	Lbs. 1	\$ 2	\$.50	40c lb. & 5 p.c.
Tobacco—Leaf and Stems.....	Canada.....	Lbs. 48	10	Lbs. 48	10	19.20	40c. lb.
Tobacco—Stems for Snuff.....	U. States.....	Lbs. 1,000	28	Lbs. 1,000	28	5.00	50c. 100 lbs.
Tobacco—Cigars.....	U. Kingdom Canada	No. 49,125 2,200	1,059 108	No. 66,325 2,200	1,301 108		\$10 per M. and 20 p.c.
	B. W. Indies U. States	79,000 35,150	3,399 1,201	74,000 35,150	3,148 1,201		
	India.....	17,000	90	17,000	90		
	Holland	254,600	2,659	191,600	2,112		
	A. W. Indies	11,650	702	11,650	702		
	Brazil	14,000	268	14,000	268		
	St. Pierre.....	100	2	100	2		
		462,825	9,488	412,025	8,932	5,906.65	
Tobacco—Cigarettes .	U. Kingdom Canada	No. 1,100,700 16,250	3,606 115	No. 622,450 22,250	2,031 139		\$6 per M. and 30 p.c.
	B. W. Indies U. States	1,500 1,604,800	11 5,278	1,500 1,480,300	11 4,948		
	India.....	5,000	17	5,000	17		
	Malta	91,000	280	91,000	280		
	Brazil	500	2	500	2		
	Holland	2,000	18	2,000	18		
	Egypt	10,000	146	10,000	146		
		2,831,750	9,473	2,235,000	7,592	15,687.60	
Tobacco—Cigarette Paper	U. States.....		130		130	13.00	10 p.c.

General Imports into the Colony of Newfoundland for the Year ending 30th June, 1909.

ARTICLES.	Countries whence Imported.	IMPORTED.		HOME CONSUMPTION.		DUTY.	
		Quan- tities.	Value.	Quan- tities.	Value.	Gross Amount Received in Currency	Rate.
Snuff.....	Canada	Lbs. 2	\$ 2	Lbs. 2	\$ 2	\$	50c. lb.
	U. States	5	3	5	3		
		7	5	7	5			3.50
Tobacco Pipes	U. Kingdom		8,112		8,134		40 p.c.
	Canada		74		74		
	U. States.....		176		176		
	Germany		185		185		
			8,547		8,569			3,427.60
Trunks and Valises, Carpet Bags, Purses, Satchels, etc.....	U. Kingdom		2,478		2,478		40 p.c.
	Canada		573		573		
	U. States		2,672		2,672		
	St. Pierre....		48		48		
	Portugal.....		36		36		
	Spain		2		2			2,323.60
Tubes for Boilers	U. Kingdom		4,299		4,299		10 p.c.
	Canada		4,061		4,061		
	U. States.....		270		270		
			8,630		8,630			863.00
Tweeds, Cloths, Doeskins, Felt Cloth, etc.....	U. Kingdom		134,373		134,373		35 p.c.
	Canada		4,259		4,259		
	U. States.....		42		42			48,535.90
Twines for Sailmak- ing, etc.....	U. Kingdom		1,472		1,472		30 p.c.
	Canada		778		754		
	U. States		1,466		1,466		
			3,716		3,692			1,107.60

General Imports into the Colony of Newfoundland for the Year ending 30th June, 1909.

ARTICLES.	Countries whence Imported.	IMPORTED.		HOME CONSUMPTION.		DUTY.	
		Quantities.	Value.	Quantities.	Value.	Gross Amount Received in Currency	Rate.
Vegetables, viz.—Tur-nips, Beets, Carrots and Parsnips	U. Kingdom	Bush. 68	\$ 35	Bush. 68	\$ 35	\$	20 cents per bus.
	Canada	13,983	4,507	13,983	4,507		
	U. States.....	39	42	39	42		
	St. Pierre ...	9	5	9	5		
		14,099	4,589	14,099	4,589			2,819.80
Vegetables, viz—Onions, Squash, Cu-cumbers, Pumpkins, etc	U. Kingdom		8,269		8,269	\$	30 p.c.
	Canada		3,345		3,345		
	B. W. Indies		263		263		
	U. States.....		2,550		2,550		
	Spain		6		6		
	Portugal.....		1,438		1,438		
St. Pierre....		4		4			
			15,875		15,875	4,762.50	
Vinegar, in casks	U. Kingdom	Gals. 496	140	Gals. 396	84	\$	15 cents gal.
	Canada	206	47	206	47		
	U. States.....	213	42	213	42		
	St. Pierre....	18	11	18	11		
		933	240	833	184			124.95
Vinegar, in bottles.....	U. Kingdom		1,374		1,353	\$	30 p.c.
	Canada		11		11		
	U. States.....		10		10		
			1,395		1,374			412.20
Whips.....	U. Kingdom		202		202	\$	40 p.c.
	Canada		9		9		
	U. States.....		246		246		
			457		457			182.80

General Imports into the Colony of Newfoundland for the Year ending 30th June, 1909.

ARTICLES.	Countries whence Imported.	IMPORTED.		HOME CONSUMPTION.		DUTY.	
		Quantities.	Value.	Quantities.	Value.	Gross Amount Received in Currency	Rate.
Wine— Champagne	U. Kingdom	Gals. 82	\$ 715	Gals. 59	\$ 516	943.00	\$4.60 per gal.
	Canada	78	822	94	914		
	France	60	430	52	406		
		220	1,967	205	1,836		
Wine— Port and Madeira	U. Kingdom	Gals. 296	622	Gals. 125	247	5,144.40	\$1.80 per gal.
	Canada	29	55	27	51		
	Portugal.....	3,067	7,137	2,566	5,971		
	Spain	216	467	83	111		
	France	50	87	54	117		
	St. Pierre....	3	7	3	7		
		3,661	8,375	2,858	6,504		
Wines— Sherry and Manzanilla	U. Kingdom	Gals. 90	186	Gals. 15	28	587.02	\$1 per gal. and 15½ p.c.
	Canada	25	22	50	52		
	Spain	257	576	400	660		
	France	13	36				
	Portugal.....			2	7		
	St. Pierre....	3	8	3	8		
	388	828	470	755			
Wines— Malaga and Montilla	U. Kingdom	Gals. 244	213	Gals. 78	50	217.60	40 cents gal.
	Spain.....	492	363	373	275		
	Italy	89	35	89	35		
	Portugal.....	4	2	4	2		
	829	613	544	362			
Wines— Malaga and Montilla	St. Pierre....	Gals. 2	5	Gals. 2	5	2.95	\$1.10 per gal. & 15 p.c.

General Imports into the Colony of Newfoundland for the Year ending 30th June, 1909.

ARTICLES.	Countries whence Imported.	IMPORTED.		HOME CONSUMPTION.		DUTY.	
		Quantities.	Value.	Quantities.	Value.	Gross Amount Received in Currency	Rate.
Wines— Hock, Burgundy, etc.		Gals.	\$	Gals.	\$	\$	
	U. Kingdom	36	143	40	159	.....	\$1.10
	Canada	50	49	50	46	.....	per gal.
	France .....	.....	.....	22	53	.....
		86	192	112	258	123.20	
Wine— Claret.....		Gals.		Gals.			
	U. Kingdom	36	50	79	117	.....	60 cents
	Canada	144	113	142	109	.....	gal.
	France	528	678	584	809	.....
	Portugal	29	31	29	31	.....
	St. Pierre....	90	73	90	73	.....
		827	945	924	1,139	554.40	
Wines-Spanish Red, Sicilian, Denia, Cape, and Common Lisbon		Gals.		Gals.			
	U. Kingdom	235	227	352	271	.....	40 cents
	Canada	209	133	124	62	.....	gal.
	Spain	2,480	1,542	2,556	1,730	.....
	Portugal.....	397	278	221	167	.....
France	65	36	.....	.....	.....
		3,386	2,216	3,253	2,230	1,301.20	
Wine—Ginger 26 per cent. Proof Spirits or less		Gals.		Gals.			
	U. Kingdom	174	155	139	124	139.	\$1 per gal.
Wine—Ginger, over 26 per cent. Proof Spirits		Gals.		Gals.			
	U. Kingdom	.....	.....	4	10	10.40	\$2.60 per gal.
Wine—Vermouth, 36 per cent. proof Spirits or less.		Gals.		Gals.			
	U. Kingdom	2	4	4	11	.....	\$1 per gal.
	Canada	10	31	6	16	.....
	France .....	.....	.....	2	4	.....
		12	35	12	31	12.00	

General Imports into the Colony of Newfoundland for the Year ending 30th June, 1909.

ARTICLES.	Countries whence Imported.	IMPORTED.		HOME CONSUMPTION.		DUTY.	
		Quantities.	Value.	Quantities.	Value.	Gross Amount Received in Currency	Rate.
Wines— All other....	U. Kingdom	Gals. 2	\$ 9	Gals. 2	\$ 9	\$ 3.75	\$1.20 per gal. and 15 p.c.
Window Shades	U. Kingdom		3,310		3,310		40 p.c.
	Canada		132		132		
	U. States		1,347		1,347		
			4,789		4,789	1,915.60	
Women's Dress Goods, Coat Linings, Wincey, etc.....	U. Kingdom		103,008		103,008		35 p.c.
	Canada		5,189		5,189		
	U. States.....		62		62		
	China		46		46		
			108,305		108,305	37,906.75	
Woodware—Pails and Churns, Washboards, Fishing Rods, etc...	U. Kingdom		2,259		2,199		40 p.c.
	Canada		6,992		6,992		
	U. States.....		7,988		7,988		
	Italy		19		19		
	St. Pierre.....		12		12		
			17,270		17,210	6,884.00	
Woodware—Hoops for Masts, Excelsior for Mattresses, etc.....	U. Kingdom		92		92		20 p.c.
	Canada		820		820		
	U. States.....		2,262		2,262		
			3,174		3,174	634.80	
Woodware—Trunks, etc	U. Kingdom		83		83		40 p.c.
	Canada.....		1,335		1,335		
	U. States.....		322		322		
			1,740		1,740	696.00	
Ticking for Mattresses.	U. States.....		612		612	183.60	30 p.c.

General Imports into the Colony of Newfoundland for the Year ending 30th June, 1909.

ARTICLES.	Countries whence Imported.	IMPORTED.		HOME CONSUMPTION.		DUTY.	
		Quantities.	Value.	Quantities.	Value.	Gross Amount Received in Currency	Rate.
Yarn	U. Kingdom		\$ 27,503		\$ 27,503		20 p.c.
			163		163		
			27,666		27,666	5,533.20	
Zinc.....	U. Kingdom		1,178		1,178		35 p.c.
			26		26		
			174		174		
			6		6		
			1,384		1,384	484.40	
Unenumerated Articles.....	U. Kingdom		1,859		1,859		40 p.c.
			2,764		2,764		
			1,903		1,903		
			6,526		6,526	2,610.40	

	Imported.	Home Consumption.
Total value Dutiable Articles.....	\$6,601,854	\$6,605,936

General Imports into the Colony of Newfoundland for the Year ending 30th June, 1909.

ARTICLES.	Countries whence Imported.	IMPORTED.		HOME CONSUMPTION.		DUTY.	
		Quan- tities.	Value.	Quan- tities.	Value.	Gross Amount Received in Currency	Rate.
Excise— Ale, Beer and Porter			\$	Gals. 59,855	\$	\$ 2,992.75	5 cents gal.
Excise— Butterine				Lbs. 3,861,799		38,617.99	1 cent lb.
Excise— Cigars				Lbs. 416		116.48	28 cents lb.
Excise— Cigarettes				Lbs. 6,708		1,878.24	28 cents lb.
Excise— Tobacco.....				Lbs. 281,546		77,425.15	27½ cts lb.

Interest on Bonds \$8,670.27
 Total Revenue.....\$2,390,967.85

General Imports into the Colony of Newfoundland for the Year ending 30th June, 1909.

ARTICLES.	Countries whence Imported.	IMPORTED.		HOME CONSUMPTION.		DUTY.	
		Quantities.	Value.	Quantities.	Value.	Gross Amount Received in Currency	Rate.
Admiralty Charts	U. Kingdom		\$ 539		\$ 539		Free
	Canada		2		2		
			541		541		
Agricultural Implements, Hay Binders, Air Motors and Incubators.....	U. Kingdom		2,118		2,118		Free
	Canada		7,354		7,354		
	U. States.....		4,982		4,982		
			14,454		14,454		
Animals imported by Agricultural Society, etc.....	U. Kingdom		275		275		Free
	Canada		3,716		3,716		
	U. States		17		17		
			4,008		4,008		
Apparel of British Subjects dying abroad.....	U. Kingdom		15		15		Free
	Canada.....		42		42		
	U. States		2		2		
			59		59		
Articles for the Governor's use...	U. Kingdom		1,009		1,095		Free
	Canada		23		23		
	U. States.....		49		69		
	Portugal.....		7		27		
	France		34		52		
	Spain		8		8		
	China		5		5		
	Germany				8		
		1,135		1,287			

General Imports into the Colony of Newfoundland for the Year ending 30th June, 1909.

ARTICLES.	Countries whence Imported.	IMPORTED.		HOME CONSUMPTION.		DUTY.	
		Quantities.	Value.	Quantities.	Value.	Gross Amount Received in Currency	Rate.
Articles for Army and Navy use ...	U. Kingdom		\$ 28,835		\$ 34,181		Free
	Canada		1,510		4,416		
	U. States.....		108		2,252		
	Holland.....				142		
	France				204		
	Sweden				54		
	Portugal.....				169		
	Spain				49		
			30,453		41,467		
Articles for Government use.....	U. Kingdom		17,498		17,498		Free
	Canada		17,321		17,321		
	U. States		13,417		13,417		
	St. Pierre.....		8		8		
			48,244		48,244		
Articles for Municipal Council.....	U. Kingdom		3,204		3,204		Free
	Canada		3,203		3,203		
	U. States.....		1,268		1,268		
			7,675		7,675		
Articles for Foreign Consuls.....	U. Kingdom		34		34		Free
	Canada		60		60		
	U. States.....		49		49		
			143		143		
Articles for Religious Purposes,...	U. Kingdom		18,968		18,968		Free
	Canada		6,465		6,465		
	U. States		5,393		5,555		
	Spain		494		533		
	France		233		233		
	Italy		97		97		
	Portugal.....				20		
	St. Pierre.....		3		3		
			31,653		31,874		

General Imports into the Colony of Newfoundland for the Year ending 30th June, 1909.

ARTICLES.	Countries whence Imported.	IMPORTED.		HOME CONSUMPTION.		DUTY.	
		Quantities.	Value.	Quantities.	Value.	Gross Amount Received in Currency	Rate.
Articles for Anglo Development Co	U. Kingdom		\$ 5,215		\$ 5,215	\$	Free
	Canada		3,453		3,453		
	U. States.....		780,390		780,390		
			789,058		789,058		
Articles for Albert Reed Co.....	U. States.....		22,742		22,742		Free
Artificial Limbs	U. Kingdom		15		15		Free
	Canada		62		62		
	U. States.....		1,025		1,025		
			1,102		1,102		
Bait	Canada		72		72		Free
Bags, Barrels, etc., of Nfld. Produce, returned.....	Canada		664		664		Free
Bark, Cutch, Logwood, etc.....	U. Kingdom		5,833		5,833		Free
	Canada		2,160		2,160		
	U. States.....		7,725		7,725		
	St. Pierre.....		4		4		
			15,722		15,722		
Baking Powder Ingredients	Canada		129		129		Free
Boiler and Ships' Plates.....	U. Kingdom		2,257		2,257		Free
	Canada		155		155		
			2,412		2,412		

General Imports into the Colony of Newfoundland for the Year ending 30th June, 1909.

ARTICLES.	Countries whence Imported.	IMPORTED.		HOME CONSUMPTION.		DUTY.	
		Quantities.	Value.	Quantities.	Value.	Gross Amount Received in Currency	Rate.
Books— Printed, not to be Writ- ten upon, Annuals and Maga- zines.....	U. Kingdom		\$ 30,772		\$ 30,772	\$	Free
	Canada		7,153		7,153		
	U. States.....		8,013		8,013		
	Germany		179		179		
	France		5		6		
			46,122		46,122		
Chair Cane...	U. States.....		46		46		Free
Charitable Purposes....	U. Kingdom		1,025		1,025		Free
	Canada		721		721		
	U. States		713		713		
	St. Pierre.....		26		26		
			2,485		2,485		
Coal	U. Kingdom	Tons. 2,335	9,140	Tons. 2,335	9,140		Free
	Canada	24,367	77,821	24,367	77,821		
	U. States.....	455	2,510	455	2,510		
	St. Pierre ...	22	137	22	137		
		27,179	89,608	27,179	89,608		
Coin and Bullion	U. Kingdom		100,000		100,000		Free
	Canada		61,622		61,622		
			161,622		161,622		
Copper, Bit- umen, Iron Oxide to make Cop- per Paint...	U. Kingdom		355		355		Free
	Canada		7		7		
	U. States.....		344		344		
			706		706		
Corn for Brooms	Canada.....		49		49		Free
	U. States.....		7,304		7,304		
			7,353		7,353		

General Imports into the Colony of Newfoundland for the Year ending 30th June, 1909.

ARTICLES.	Countries whence Imported.	IMPORTED.		HOME CONSUMPTION.		DUTY.	
		Quantities.	Value.	Quantities.	Value.	Gross Amount Received in Currency	Rate.
Cotton Yarn, Raw Cotton, etc	Canada		\$ 926		\$ 926		Free
	U. States.....		1,927		1,927		
			2,853		2,853		
Cotton Seed Oil	Canada		8		8		Free
	U. States.....		20		20		
			28		28		
Brigades and Salvation Army	U. Kingdom		4,406		4,406		Free
	Canada		153		153		
	U. States.....		62		62		
	Germany		72		72		
			4,693		4,693		
Fish—Brit- ish caught and cured.	U. Kingdom		1,671		1,671		Free
	Canada		14,047		14,047		
	U. States.....		54		54		
			15,772		15,772		
Flour.....	U. Kingdom	Brls. 21	97	Brls. 21	97		Free
	Canada	271,976	1,445,342	271,976	1,445,342		
	U. States.....	68,873	330,563	68,873	330,563		
	St. Pierre....	6	36	6	36		
		340,876	1,776,038	340,876	1,776,038		
Fruit (dried)— Currants, Sultana Raisins, produce of Greece	U. Kingdom	Lbs. 560	31	Lbs. 560	31		Free
	Greece	566,964	24,316	566,964	24,316		
		567,524	24,347	567,524	24,347		

General Imports into the Colony of Newfoundland for the Year ending 30th June, 1909.

ARTICLES.	Countries whence Imported.	IMPORTED.		HOME CONSUMPTION.		DUTY.	
		Quantities.	Value.	Quantities.	Value.	Gross Amount Received in Currency	Rate.
Globes, etc., for schools.	U. Kingdom		\$ 131		\$ 131		Free
	Canada		924		924		
	U. States.....		2,089		2,089		
			3,144		3,144		
Hemp— Hemp, and Coir Yarn, Sisal, etc...	U. Kingdom		89,067		89,067		Free
	Canada		5,876		5,876		
	U. States.....		63,742		63,742		
			158,685		158,685		
Hides— Raw	U. Kingdom		2,038		2,038		Free
	Canada		14,242		14,242		
	U. States.....		1,580		1,580		
	St. Pierre.....		30		30		
			17,890		17,890		
Hoop Iron—	U. Kingdom		45		45		Free
	Canada		9		9		
			54		54		
Indian Corn	Canada		1,140		1,140		Free
	U. States.....		10,431		10,431		
			11,571		11,571		
Kerosene Oil	Canada	Gals. 189,779	25,801	Gals. 189,779	25,801		Free
	U. States.....	762,133	92,516	762,133	92,516		
		951,912	118,317	951,912	118,317		
Lines and Twines.....	U. Kingdom		10,792		10,792		Free
	Canada		6,138		6,138		
	U. States.....		70,755		70,755		
	St. Pierre.....		620		620		
			88,305		88,305		

General Imports into the Colony of Newfoundland for the Year ending 30th June, 1909.

ARTICLES.	Countries whence Imported.	IMPORTED.		HOME CONSUMPTION.		DUTY.	
		Quantities.	Value.	Quantities.	Value.	Gross Amount Received in Currency	Rate.
Machinery for Mining Purposes....	U. Kingdom		\$ 21,308		\$ 21,308	\$	Free
	Canada.....		91,594		91,594		
	U. States.....		28,221		28,221		
			141,123		141,123		
Machinery for Local Industries ..	U. Kingdom		5,430		5,430		Free
	Canada		5,203		5,203		
	U. States.....		14,760		14,760		
	France		227		227		
		25,620		25,620			
Motor Engines	Canada		902		902		Free
	U. States.....		5,240		5,240		
	Denmark		10,836		10,836		
			16,978		16,978		
Manures.....	U. Kingdom		6,222		6,222		Free
	Canada		1,006		1,006		
	U. States.....		203		203		
			7,431		7,431		
Material for Sheating Vessels	U. Kingdom		8,810		8,810		Free
	Canada		2,072		2,072		
	B. W. Indies		65		65		
	U. States.....		1,491		1,491		
	St. Pierre		653		653		
		13,091		13,091			
Molasses	Canada	Gals. 119,561	41,025	Gals. 119,561	41,025		Free
	B. W. Indies	1,066,612	281,941	1,066,612	281,941		
		1,186,173	322,966	1,186,173	322,966		

General Imports into the Colony of Newfoundland for the Year ending 30th June, 1909.

ARTICLES.	Countries whence Imported.	IMPORTED.		HOME CONSUMPTION.		DUTY.	
		Quantities.	Value.	Quantities.	Value.	Gross Amount Received in Currency	Rate.
Oil Cake, Meal and Cattle Feed	U. Kingdom		\$ 3,622		\$ 3,622	\$	Free
	Canada		21,395		21,395		
	B. W. Indies		272		272		
	U. States		66,978		66,978		
				92,267		92,267	
Parchment...	U. Kingdom		1,739		1,739		Free
	Canada		481		481		
	U. States		208		208		
	Belgium		1,264		1,264		
	Germany		542		542		
			4,234		4,234		
Pig Iron.....	U. Kingdom		18,473		18,473		Free
Plants— Trees, Shrubs, Seeds for Agricultu- ral Purposes	U. Kingdom		2,616		2,616		Free
	Canada		3,405		3,405		
	B. W. Indies		13		13		
	U. States.....		2,530		2,530		
	Holland		765		765		
	Germany		13		13		
Belgium		52		52			
			9,394		9,394		
Printing Material, Presses, Types, etc..	U. Kingdom		3,256		3,256		Free
	Canada		18,163		18,163		
	U. States.....		6,279		6,279		
				27,698		27,698	

General Imports into the Colony of Newfoundland for the Year ending 30th June, 1909.

ARTICLES.	Countries whence Imported.	IMPORTED.		HOME CONSUMPTION.		DUTY.	
		Quantities.	Value.	Quantities.	Value.	Gross Amount Received in Currency	Rate.
Salt	U. Kingdom	Tons. 50	\$ 300	Tons. 50	\$ 300	Free
	Canada	2,554	13,054	2,554	13,054	.....
	B. W. Indies	280	603	280	603	.....
	Spain	61,497	80,294	61,497	80,294	.....
	Portugal.....	3,972	9,357	3,972	9,357	.....
	U. States....	765	3,946	765	3,946	.....
	St. Pierre....	333	1,722	333	1,722	.....
	Italy	170	340	170	340	.....
		69,621	109,616	69,621	109,616	
Sand and Clay	U. Kingdom		152		152	Free
	Canada		87		87	.....
	U. States....		58		58	.....
	.....		297		297	.....
Sausage Casings	Canada		5		5	Free
	U. States....		727		727	.....
	.....		732		732	.....
Supplies for Deep Sea and Moravian Missions.....	U. Kingdom		3,104		3,104	Free
	Canada		1,108		1,108	.....
	U. States....		1,293		1,293	.....
	Norway.....		30		30	.....
	.....		5,535		5,535	.....
Steel Shafting for Steamers...	U. Kingdom		1,113		1,113	Free
	Canada		1,095		1,095	.....
	.....		2,208		2,208	.....
Settlers' Effects.....	U. Kingdom		3,251		3,251	Free
	Canada		24,813		24,813	.....
	U. States		5,115		5,115	.....
	Brazil ..		10		10	.....
	St. Pierre....		376		376	.....
	.....		33,565		33,565	.....

General Imports into the Colony of Newfoundland for the Year ending 30th June, 1909.

ARTICLES.	Countries whence Imported.	IMPORTED.		HOME CONSUMPTION.		DUTY.	
		Quantities.	Value.	Quantities.	Value.	Gross Amount Received in Currency	Rate.
Scientific Instruments..	U. Kingdom		\$ 593		\$ 593		Free
	Canada		362		362		
	U. States		463		463		
			1,418		1,418		
Stereotypes, Electro-types, etc...	U. Kingdom		22		22		Free
	Canada		145		145		
	U. States.....		200		200		
			367		367		
Surgical Instruments.	U. Kingdom		465		465		Free
	Canada		1,822		1,822		
	U. States.....		248		248		
			2,535		2,535		
Wire for Boots and Shoes	Canada		129		129		Free
	U. States.....		818		818		
			947		947		
Wheat	U. Kingdom		8		8		Free
	Canada		30		30		
	U. States.....		98		98		
			136		136		
Wool—Unmanufactured ...	U. Kingdom		45		45		Free
	Canada		1,857		1,857		
	St. Pierre.....		309		309		
			2,211		2,211		
Works of Art	U. Kingdom		177		177		Free
	Japan		1		1		
			178		178		

General Imports into the Colony of Newfoundland for the Year ending 30th June, 1909.

ARTICLES.	Countries whence Imported.	IMPORTED.		HOME CONSUMPTION.		DUTY.	
		Quantities.	Value.	Quantities.	Value.	Gross Amount Received in Currency	Rate.
Butterine Manufacture— Oils	U. Kingdom		\$ 30,670		\$ 30,670	\$	Free
	U. States.....		216,880		216,880		
	France		2,148		2,148		
	Denmark ...		3,044		3,044		
	Holland		211		211		
			252,953		252,953		
Butterine manufacture— Lard.....	U. Kingdom		183		183		Free
	Canada		3,492		3,492		
	U. States.....		141,178		141,178		
			144,853		144,853		
Butterine manufacture— Sundries ...	U. Kingdom		4,263		4,263		Free
	Canada		38		38		
	U. States.....		496		496		
	France		525		525		
			5,322		5,322		
Anglo-American Telegraph Co	U. Kingdom		622		622		Free
	Canada.....		927		927		
	U. States.....		2,523		2,523		
			4,072		4,072		
Tobacco manufacture— Leaf	U. States.....	Lbs. 345,288	49,926	Lbs. 345,288	49,926		Free
	Brazil	645	108	645	108		
		345,933	50,034	345,933	50,034		
Tobacco manufacture— Sundries ...	B. W. Indies		598		598		Free
	U. States.....		3,726		3,726		
			4,324		4,324		
	Total.....		11,402,337		11,417,806		

Total Value of Imports of the Colony of Newfoundland from each Country for the Year
ending 30th June, 1909.

Countries.	Dutiable Articles.	Free Articles.	Total.
United Kingdom	\$2,041,841	\$ 451,829	\$2,493,670
Canada	1,994,429	1,942,580	3,937,009
B. W. Indies.....	30,801	283,492	314,293
Gibraltar	18		18
Malta.....	280		280
Ceylon	87,939		87,939
A. W. Indies.....	703		703
Austria	269		269
Bavaria	459		459
Belgium	30,359	1,316	31,675
Brazil	272	118	390
China.....	460	5	465
Denmark	40	13,880	13,920
Egypt	146		146
France	10,184	3,172	13,356
St. Pierre.....	4,261	3,924	8,185
Germany	72,523	806	73,329
Greece.....		24,316	24,316
Holland	25,595	976	26,571
India	7,192		7,192
Italy.....	2,072	437	2,509
Japan.....	439	1	440
Norway	8,717	30	8,747
Portugal	12,367	9,364	21,731
Spain	17,217	80,796	98,013
Sweden	2,862		2,862
Switzerland	1,105		1,105
Turkey	65		65
United States	2,249,239	1,983,331	4,232,680
	\$6,601,854	\$4,800,483	\$11,402,337

General Exports from the Colony of Newfoundland for the Year ending 30th June, 1909.

ARTICLES.	Countries to which exported.	QUANTITIES.			VALUE IN CURRENCY.		
		Produce and Manufactures of the Colony.	British, Foreign, and other Colonial Produce and Manufactures.	Total.	Produce and Manufactures of the Colony.	British, Foreign, and other Colonial Produce and Manufactures	Total.
		No.		No.	\$	\$	\$
Antlers	U. Kingdom	59	.....	59	1,480	.....	1,480
	Canada	39	.....	39	365	.....	365
	U. States	186	.....	186	2,074	.....	2,074
	China	3	.....	3	30	.....	30
		287	.....	287	3,949	.....	3,949
			Brls.	Brls.			
Beef	U. Kingdom	.....	5	5	.....	80	80
	Canada .....	.....	133	133	.....	1,616	1,616
	B. W. Indies .....	.....	50	50	.....	700	700
	U. States.....	.....	354	354	.....	4,742	4,742
		.....	542	542	.....	7,138	7,138
		Br s.		Brls.			
Berries	U. Kingdom	7	.....	7	26	.....	26
	Canada	19	.....	19	68	.....	68
	U. States.....	4,387	.....	4,387	20,491	.....	20,491
	St. Pierre....	4	.....	4	18	.....	18
		4,417	.....	4,417	20,603	.....	20,603
		Lbs.		Lbs.			
Biscuits.....	U. Kingdom	350	.....	350	16	.....	16
	Canada	7,170	.....	7,170	347	.....	347
	U. States.....	11,751	.....	11,751	531	.....	531
		19,271	.....	19,271	894	.....	894
Boats	U. Kingdom	.....	.....	.....	80	.....	80
	Canada .....	.....	.....	.....	70	.....	70
	St. Pierre....	.....	.....	.....	14	.....	14
		.....	.....	.....	164	.....	164
Books	U. Kingdom	.....	.....	.....	.....	10	10
	Canada .....	.....	.....	.....	.....	1,344	,344
	U. States .....	.....	.....	.....	.....	925	925
		.....	.....	.....	.....	2,279	2,279

General Exports from the Colony of Newfoundland for the Year Ending 30th June, 1909.

ARTICLES.	Countries to which exported.	QUANTITIES.			VALUE IN CURRENCY.		
		Produce and Manufactures of the Colony.	British, Foreign and other Colonial Produce and Manufactures.	Total.	Produce and Manufactures of the Colony.	British, Foreign, and other Colonial Produce and Manufactures	Total.
Butter	Canada	Lbs.	Lbs.	Lbs.	\$	\$	\$
		30	6,290	6,320	6	1,115	1,121
		10	.....	10	3	.....	3
	U. States	40	6,290	6,330	9	1,115	1,124
Cabbage ...	Canada .....	.....	.....	.....	23	.....	23
		.....	.....	.....	102	.....	102
		.....	.....	.....	125	.....	125
Calves	St. Pierre ...	No.	.....	No.	387	.....	387
		64	.....	64	.....	.....	.....
Caplin	U. Kingdom	Brls.	.....	Brls.	246	.....	246
		138	.....	138	254	.....	254
		250	.....	250	1	.....	1
		1	.....	1	80	.....	80
		38	.....	38	10	.....	10
		10	.....	10	116	.....	116
		58	.....	58	707	.....	707
Casks— Empty....	U. Kingdom	No.	473	No.	341	341	
		.....	47	.....	39	39	
		.....	538	.....	290	290	
		.....	1,058	1,058	670	670	
Coal	Canada	Tons.	25	Tons.	200	200	
		
Cod Roes..	U. Kingdom	Brls.	219	Brls.	842	842	
		.....	88	.....	344	344	
		.....	372	.....	860	860	
		.....	679	679	2,046	2,046	

General Exports from the Colony of Newfoundland for the Year ending 30th June 1909.

ARTICLES.	Countries to which exported.	QUANTITIES.			VALUE IN CURRENCY.		
		Produce and Manufactures of the Colony.	British, Foreign, and other Colonial Produce and Manufactures.	Total.	Produce and Manufactures of the Colony.	British, Foreign, and other Colonial Produce and Manufactures	Total.
Coin	U. States.....				\$	\$ 610	\$ 610
Cordage ...	Canada				90		90
	U. States				150		150
					240		240
Deer Skins	U. Kingdom	No.	No.	No.			
	Canada	4	200	204	14	285	299
	U. States.....	4		4	10		10
		8	988	996	24	1,009	1,033
Dogs.....	Canada	No.		No.			
	U. States.....	8		8	71		71
		12		12	53		53
		20		20	124		124
Dry Goods	U. Kingdom					4,475	4,475
	Canada					1,879	1,879
	U. States.....					1,050	1,050
	St. Pierre....					75	75
						7,479	7,479
Eels.....	Canada	Brls.		Brls.			
		5		5	18		18
Feathers ...	U. Kingdom	Lbs.		Lbs.			
	Canada	996		996	160		160
		400		400	60		60
		1,396		1,396	220		220

General Exports from the Colony of Newfoundland for the Year ending 30th June, 1909.

ARTICLES.	Countries to which exported.	QUANTITIES.			VALUE IN CURRENCY.		
		Produce and Manufactures of the Colony.	British, Foreign, and other Colonial Produce and Manufactures.	Total.	Produce and Manufactures of the Colony.	British, Foreign, and other Colonial Produce and Manufactures	Total.
Fish— Canned...	U. Kingdom	Cases. 2	.....	Cases. 2	\$ 10	.....	\$ 10
	U. States.....	82	.....	82	410	.....	410
		84	.....	84	420	.....	420
Fish— Dried Cod	U. Kingdom	Qtls. 58,548	.....	Qtls. 58,548	197,972	.....	197,972
	Canada.....	128,344	.....	128,344	482,943	.....	482,943
	B. W. Indies	105,282	.....	105,282	426,541	.....	426,541
	Malta.....	5,418	.....	5,418	26,284	.....	26,284
	U. States.....	24,732	.....	24,732	113,489	.....	113,489
	A. W. Indies	40,798	.....	40,798	175,106	.....	175,106
	Panama.....	793	.....	793	2,809	.....	2,809
	Arg. Repub.	214	.....	214	855	.....	855
	Colombia....	855	.....	855	3,958	.....	3,958
	Costa Rica...	937	.....	937	4,630	.....	4,630
	Maderia.....	1,930	.....	1,930	8,996	.....	8,996
	Portugal.....	256,080	.....	256,080	1,588,798	.....	1,588,798
	Spain.....	280,311	.....	280,311	986,631	.....	986,631
	Italy.....	380,762	.....	380,762	1,444,084	.....	1,444,084
	Brazil.....	382,180	.....	382,180	1,719,082	.....	1,719,082
Greece.....	65,202	.....	65,202	216,353	.....	216,353	
China.....	1	.....	1	5	.....	5	
		1,732,387	.....	1,732,387	7,398,536	.....	7,398,536
Fish— Fresh.....	Canada.....	Lbs. 53,430	.....	Lbs. 53,430	1,130	.....	1,130
	U. States.....	120	.....	120	4	.....	4
	St. Pierre....	900	.....	900	31	.....	31
		54,450	.....	54,450	1,165	.....	1,165
Fish— Pickled.....	Canada.....	Qtls. 5,068	.....	Qtls. 5,068	14,672	.....	14,672
	U. States.....	4,876	.....	4,876	16,306	.....	16,306
	St. Pierre....	.....	700	700	2,800	.....	2,800
		9,944	700	10,644	30,978	2,800	33,778

General Exports from the Colony of Newfoundland for the Year Ending 30th June, 1909.

ARTICLES.	Countries to which exported.	QUANTITIES.			VALUE IN CURRENCY.		
		Produce and Manufactures of the Colony.	British, Foreign and other Colonial Produce and Manufactures.	Total.	Produce and Manufactures of the Colony.	British, Foreign, and other Colonial Produce and Manufactures	Total.
Flour	U. Kingdom Canada		Brls.	Brls.	\$	\$	\$
		3	3	18	18	18	
		11	11	65	65	65	
		54	54	308	308	308	
		68	68	391	391	391	
Foxes— Alive	Canada	No.	No.				
		13	13	650	650	650	
Furs.....	U. Kingdom Canada				24,583	24,583	
					19,689	19,689	
					1,020	1,020	
					45,292	45,292	
Game.....	U. Kingdom Canada				26	26	
					66	66	
					12	12	
					55	55	
			159	159	159		
Granite	Canada				16	16	
Groceries ..	U. Kingdom Canada				633	633	
					909	909	
					260	260	
					40	40	
			1,842	1,842	1,842		
Haddock...	U. Kingdom Canada..... B. W. Indies A. W. Indies Italy	Qtls.	Qtls.				
		16	16	80	80	80	
		576	576	1,749	1,749	1,749	
		408	408	1,336	1,336	1,336	
		135	135	460	460	460	
		160	160	400	400	400	
		154	154	461	461	461	
1,449	1,449	4,486	4,486	4,486			

General Exports from the Colony of Newfoundland for the Year ending 30th June, 1909.

ARTICLES.	Countries to which exported.	QUANTITIES.			VALUE IN CURRENCY.		
		Produce and Manufactures of the Colony.	British, Foreign, and other Colonial Produce and Manufactures.	Total.	Produce and Manufactures of the Colony.	British, Foreign, and other Colonial Produce and Manufactures.	Total.
Halibut	Canada	Lbs. 50,627	.....	Lbs. 50,627	\$ 2,538	.....	\$ 2,538
	U. States.....	549	.....	549	22	.....	22
	—	51,176	.....	51,176	2,560	.....	2,560
Hardware..	U. Kingdom .....	.....	.....	.....	.....	576	576
	Canada .....	.....	.....	.....	.....	2,406	2,406
	U. States.....	.....	.....	.....	.....	1,443	1,443
	B. W. Indies .....	.....	.....	.....	.....	20	20
.....	.....	.....	.....	.....	.....	4,445	4,445
Hay	St. Pierre....	Tons. 25	.....	Tons. 25	796	.....	796

Herring— Bulk	Canada	Brls. 2,978	.....	Brls. 2,978	6,554	.....	6,554
	U. States.....	28,724	.....	28,724	44,699	.....	44,699
	—	31,702	.....	31,702	51,253	.....	51,253
Herring— Frozen....	Canada	Brls. 5,667	.....	Brls. 5,667	11,512	.....	11,512
	U. States.....	19,766	.....	19,776	46,364	.....	46,364
	—	25,433	.....	25,433	57,876	.....	57,876
Herring— Pickled....	U. Kingdom	Brls. 3,783	.....	Brls. 3,783	11,550	.....	11,550
	Canada	28,897	.....	28,897	82,661	.....	82,661
	B. W. Indies	2,162	.....	2,162	6,915	.....	6,915
	U. States.....	8,909	.....	8,909	26,740	.....	26,740
	Colombia	2	.....	2	8	.....	8
	Panama	3	.....	3	13	.....	13
.....	43,756	.....	43,756	127,887	.....	127,887	
Herring— Smoked..	Canada.....	.....	.....	.....	7	.....	7
	U. States.....	.....	.....	.....	3	.....	3
	.....	.....	.....	.....	10	.....	10

General Exports from the Colony of Newfoundland for the Year ending 30th June, 1909.

ARTICLES.	Countries to which exported.	QUANTITIES.			VALUE IN CURRENCY.		
		Produce and Manufactures of the Colony.	British, Foreign, and other Colonial Produce and Manufactures.	Total.	Produce and Manufactures of the Colony.	British, Foreign, and other Colonial Produce and Manufactures	Total.
Hides.....	Canada				\$ 106	\$	\$ 106
Horses.. ...	Canada	No. 93	No. 1	No. 94	4,640	250	4,890
Household Effects ...	U. Kingdom					3,357	3,357
	Canada					16,591	16,591
	B. W. Indies					20	20
	U. States.....					3,729	3,729
	France					400	400
	China					410	410
						24,507	24,507
Iron—Old.	U. Kingdom					180	180
	Canada					15,315	15,315
	U. States.....					223	223
						15,718	15,718
Jewellery..	Canada					630	630
Junk.....	U. Kingdom					276	276
	Canada					944	944
	U. States.....					7,055	7,055
						8,275	8,275
Laths.....	U. States	M. 2,667		M. 2,667	4,136		4,136
Leather	U. Kingdom					2,128	2,128
	Canada					2,235	2,235
	U. States					145	145
						4,508	4,508

General Exports from the Colony of Newfoundland for the Year ending 30th June, 1909.

ARTICLES.	Countries to which exported.	QUANTITIES.			VALUE IN CURRENCY.		
		Produce and Manufactures of the Colony.	British, Foreign, and other Colonial Produce and Manufactures.	Total.	Produce and Manufactures of the Colony.	British, Foreign, and other Colonial Produce and Manufactures	Total.
Leather-ware	Canada				\$	\$	\$
	U. States.....					630	630
						164	164
						794	794
Lines and Twines ...	U. Kingdom				100		100
	Canada				624		624
	U. States.....				26		26
	St. Pierre.....				350		350
					1,100		1,100
Ling.....	Canada	Qtls. 1,025		Qtls. 1,025	3,053		3,053
	B. W. Indies	88		88	312		312
	A.W. Indies	40		40	120		120
	Portugal.....	308		308	925		925
		1,461		1,461	4,410		4,410
Lobsters—Preserved	U. Kingdom	Cases. 9,715		Case.. 9,715	126,032		126,032
	Canada	2,547		2,547	34,652		34,652
	U. States.....	230		230	3,184		3,184
	Germany	11,473		11,473	156,314		156,314
	Belgium	287		287	3,506		3,506
	St. Pierre....	1		1	12		12
	Denmark	525		525	6,902		6,902
	France	50		50	775		775
	Holland	995		995	12,202		12,202
	Panama	1		1	12		12
	Greece	2		2	28		28
	25,826		25,826	343,619		343,619	
Lumber.....	U. Kingdom	M. 1,628		M. 1,628	24,212		24,212
	Canada	1,276		1,276	12,588		12,588
	U. States.....	1,317		1,317	18,523		18,523
	Arg. Repub.	1,609		1,609	24,136		24,136
	St. Pierre....	66	130	196	1,000	1,300	2,300
		5,896	130	6,026	80,459	1,300	81,759

General Exports from the Colony of Newfoundland for the Year ending 30th June, 1909.

ARTICLES.	Countries to which exported.	QUANTITIES.			VALUE IN CURRENCY.		
		Produce and Manufactures of the Colony.	British, Foreign, and other Colonial Produce and Manufactures.	Total.	Produce and Manufactures of the Colony.	British, Foreign, and other Colonial Produce and Manufactures	Total.
Machinery	U. Kingdom				\$	\$	\$
	Canada					2,691	2,691
	U. States					4,930	4,930
						9,445	9,445
						17,066	17,066
Medicine	Canada					133	133
	U. States					278	278
						411	411
Metal— Old	U. Kingdom					2,280	2,280
	Canada					1,037	1,037
	U. States					4,278	4,278
						7,595	7,595
Mineral— Copper	U. Kingdom	Tons. 26,899		Tons. 26,899	147,995		147,995
	U. States	13,380		13,380	72,900		72,900
		40,279		40,279	220,895		220,895
Mineral— Iron	U. Kingdom	Tons. 53,900		Tons. 53,900	59,290		59,290
	Canada	616,950		616,950	678,645		678,645
	U. States	85,350		85,350	93,885		93,885
	Holland	123,920		123,920	136,312		136,312
		880,120		880,120	968,132		968,132
Mineral— Talc	U. States	Tons. 300		Tons. 300	1,500		1,500
Mineral Samples	Canada				80		80
	U. States				500		500
					580		580

General Exports from the Colony of Newfoundland for the Year Ending 30th June, 1909.

ARTICLES.	Countries to which exported.	QUANTITIES.			VALUE IN CURRENCY.		
		Produce and Manufactures of the Colony.	British, Foreign and other Colonial Produce and Manufactures.	Total.	Produce and Manufactures of the Colony.	British, Foreign, and other Colonial Produce and Manufactures	Total.
Miscellaneous Articles	U. Kingdom				\$	\$	\$
	Canada					5,813	5,813
	U. States					8,487	8,487
	St. Pierre					2,338	2,338
						147	147
						16,785	16,785
Molasses	U. Kingdom		Gals. 14	Gals. 14		7	7
	Canada		28,507	28,507		7,818	7,818
			28,521	28,521		7,825	7,825
Musical Instruments	U. Kingdom					140	140
	Canada					532	532
	U. States					371	371
						1,043	1,043
Nets	Canada				300		300
Oats	Canada		Bush. 2,984	Bush. 2,984		1,492	1,492
Oil—Cod	U. Kingdom	Tuns. 2,185		Tuns. 2,185	154,325		154,325
	Canada	497		497	35,250		35,250
	U. States	2,332		2,332	165,191		165,191
	Germany	101		101	7,609		7,609
	Australia	63		63	4,373		4,373
	France	17		17	1,160		1,160
			5,195		5,195	367,908		367,908

General Exports from the Colony of Newfoundland for the Year ending 30th June, 1909.

ARTICLES.	Countries to which exported.	QUANTITIES.			VALUE IN CURRENCY.		
		Produce and Manufactures of the Colony.	British, Foreign, and other Colonial Produce and Manufactures.	Total.	Produce and Manufactures of the Colony.	British, Foreign, and other Colonial Produce and Manufactures	Total.
Oil— Cod-liver	U. Kingdom	Gals. 44,861		Gals. 44,861	\$ 13,180	\$	\$ 13,180
	Canada	4,347		4,347	2,436		2,436
	B. W. Indies	100		100	65		65
	U. States.....	38,198		38,198	13,476		13,476
	Australia	3,738		3,738	1,173		1,173
	Italy	1,500		1,500	950		950
	Germany	1,036		1,036	324		324
		93,780		93,780	31,604		31,604
Oil—Seal...	U. Kingdom	Tuns. 2,243		Tuns. 2,243	194,433		194,433
	Canada	101		101	9,810		9,810
	U. States.....	57		57	5,254		5,254
	Australia	1		1	67		67
	Belgium.....	355		355	32,353		32,353
	Austria	5		5	462		462
	Germany	86		86	8,600		8,600
	France	1		1	100		100
	Italy	12		12	1,183		1,183
		2,861		2,861	252,262		252,262
Oil— Whale ...	U. Kingdom	Tuns. 1,583		Tuns. 1,583	118,110		118,110
	Canada	130		130	10,377		10,377
	U. States	69		69	4,970		4,970
	France	5		5	438		438
	Italy	9		9	631		631
		1,796		1,796	134,526		134,526
Oxen	St. Pierre.....	No. 22		No. 22	1,199		1,199
Palings	Canada				25		25
Pork.....	Canada		Brls. 67	Brls. 67		1,057	1,057
	U. States		38	38		609	609
				105	105		1,666	1,666

General Exports from the Colony of Newfoundland for the Year Ending 30th June, 1909.

ARTICLES.	Countries to which exported.	QUANTITIES.			VALUE IN CURRENCY.		
		Produce and Manufactures of the Colony.	British, Foreign and other Colonial Produce and Manufactures.	Total.	Produce and Manufactures of the Colony.	British, Foreign, and other Colonial Produce and Manufactures	Total.
Potatoes ...	Canada	Brls. 18	.....	Brls. 18	\$ 29	.....	\$ 29
	U. States	7	.....	7	15	.....	15
	St. Pierre ...	20	.....	20	29	.....	29
		45	.....	45	73	.....	73
Poultry	Canada .....	.....	.....	.....	5	.....	5
	St. Pierre.....	.....	.....	.....	24	.....	24
		.....	.....	.....	29	.....	29
Salmon— Fresh.....	Canada	Lbs. 132,354	.....	Lbs. 132,354	10,230	.....	10,230
	U. States.....	6,731	.....	6,731	388	.....	388
		139,085	.....	139,085	10,618	.....	10,618
Salmon— Pickled..	U. Kingdom	Tres. 1,006	.....	Tres. 1,006	21,507	.....	21,507
	Canada	579	.....	579	9,350	.....	9,350
	B. W. Indies	64	.....	64	1,099	.....	1,099
	Panama	22	.....	22	400	.....	400
	Greece	19	.....	19	475	.....	475
	Italy	45	.....	45	915	.....	915
	Malta	33	.....	33	524	.....	524
	Colombia	6	.....	6	75	.....	75
		1,774	.....	1,774	34,345	.....	34,345
Salmon— Preserved	U. Kingdom	Cases. 8	.....	Cases. 8	45	.....	45
	Canada	375	.....	375	1,875	.....	1,875
	U. States	1	.....	1	6	.....	6
	Panama	1	.....	1	7	.....	7
	St. Pierre ...	7	.....	7	35	.....	35
		392	.....	392	1,968	.....	1,968
Salmon— Smoked..	Canada	Lbs. 90	.....	Lbs. 90	9	.....	9
	U. States.....	130	.....	130	13	.....	13
		220	.....	220	22	.....	22

General Exports from the Colony of Newfoundland for the Year ending 30th June, 1909.

ARTICLES.	Countries to which exported.	QUANTITIES.			VALUE IN CURRENCY.		
		Produce and Manufactures of the Colony.	British, Foreign, and other Colonial Produce and Manufactures.	Total.	Produce and Manufactures of the Colony.	British, Foreign, and other Colonial Produce and Manufactures.	Total.
Salt	Canada		Tons. 472	Tons. 472	\$	\$ 1,958	\$ 1,958
	St. Pierre.....		1	1	.....	6	6
			473	473	.....	1,964	1,964
Seals— Dressed ..	U. Kingdom	No. 16	.....	No. 16	76	.....	76
	Canada	20	.....	20	99	.....	99
	U. States.....	21	.....	21	102	.....	102
	St. Pierre.....	2	.....	2	10	.....	10
		59	.....	59	287	.....	287
Sealskins ..	U. Kingdom	No. 251,946	.....	No. 251,946	290,807	.....	290,807
	Canada	547	.....	547	673	.....	673
	U. States.....	119,475	.....	119,475	142,140	.....	142,140
		371,968	.....	371,968	433,620	.....	433,620
Sheep	St. Pierre.....	No. 88	.....	No. 88	309	.....	309
Shingles ...	St. Pierre.....	M. 15	.....	M. 15	26	.....	26
Shooks.....	B. W. Indies .....	.....	.....	.....	117	.....	117
	St. Pierre.....	.....	.....	.....	30	.....	30
		.....	.....	.....	147	.....	147
Smelts	Canada.....	.....	.....	.....	38	.....	38
	U. States.....	.....	.....	.....	2,276	.....	2,276
		.....	.....	.....	2,314	.....	2,314
Sounds & Tongues .	Canada .....	.....	.....	.....	222	.....	222
	U. States.....	.....	.....	.....	20	.....	20
		.....	.....	.....	242	.....	242

General Exports from the Colony of Newfoundland for the Year ending 30th June, 1909.

ARTICLES.	Countries to which exported.	QUANTITIES.			VALUE IN CURRENCY.		
		Produce and Manufactures of the Colony.	British, Foreign, and other Colonial Produce and Manufactures.	Total.	Produce and Manufactures of the Colony.	British, Foreign, and other Colonial Produce and Manufactures.	Total.
Spirits—Whiskey.	U. States		Gals 28	Gals. 28	\$	\$ 95	\$ 95
Stearine....	U. Kingdom				1,381		1,381
Tobacco ...	St. Pierre ...	Lbs. 1,600		Lbs. 1,600	320		320
Trott	U. Kingdom	Brls. 74		Brls. 74	522		522
	Canada.....	1,043		1,043	7,068		7,068
	B. W. Indies	51		51	405		405
	U. States....	52		52	466		466
	Malta	20		20	120		120
	Sweden	100		100	850		850
	Panama	3		3	25		25
		1,343		1,343	9,456		9,456
Turbot	Canada	Brls. 573		Brls. 573	3,299		3,299
	St. Pierre....	3		3	18		18
		576		576	3,317		3,317
Whale Bone	U. Kingdom	Tons. 54		Tons. 54	4,974		4,974
	Canada	821		821	8,871		8,871
		875		875	13,845		13,845
Whale Fertilizer	U. Kingdom	Tons. 150		Tons. 150	3,750		3,750
	Canada	243		243	7,620		7,620
	U. States	232		232	8,120		8,120
		625		625	19,490		19,490

General Exports from the Colony of Newfoundland for the Year ending 30th June, 1909.

ARTICLES.	Countries to which exported.	QUANTITIES.			VALUE IN CURRENCY.		
		Produce and Manufactures of the Colony.	British, Foreign, and other Colonial Produce and Manufactures.	Total.	Produce and Manufactures of the Colony.	British, Foreign, and other Colonial Produce and Manufactures	Total.
Whale Skins.....	U. Kingdom	No. 45	.....	No. 45	\$ 250	.....	\$ 250
Whale Meat	Canada	Brls. 4	.....	Brls. 4	20	.....	20
Wine— Port	U. Kingdom	.....	Gals. 1,470	Gals. 1,470	.....	4,424	4,424
	Canada .....	.....	190	190	.....	621	621
	B. W. Indies	.....	58	58	.....	180	180
	U. States .....	.....	54	54	.....	230	230
	Gibraltar .....	.....	25	25	.....	80	80
	Ceylon .....	.....	25	25	.....	80	80
	.....	.....	1,822	1,822	.....	5,615	5,615
Wood	U. Kingdom	.....	.....	.....	16	.....	16
	St. Pierre.....	.....	.....	.....	301	.....	301
	.....	.....	.....	.....	317	.....	317
Wool	Canada .....	.....	.....	.....	5	.....	5
Total.....					\$10,705,757	\$143,156	\$10,848,913

Exports from the Colony of Newfoundland for the Year ending 30th June, 1909, may be classified as follows :

Products of the Fishery.....	\$9,346,246
" of Agriculture.....	8,013
" of the Forest.....	151,508
" of the Mine.....	1,191,123
Manufactures (Local).....	7,535
Game.....	4,132
Specie.....	610
Wines.....	5,615
Coal.....	200
Old Metal.....	23,313
Junk.....	8,275
Miscellaneous, Foreign products, &c.....	102,248
Total.....	<u>\$10,848,913</u>

A Comparative Statement of Goods, Wares and Merchandize imported into the Colony of Newfoundland for the years ending 30th June, 1908, and 30th June, 1909, shewing Increase and Decrease for the Year ending 1908-1909.

ARTICLES.	1907-1908.	1908-1909.	Increase.	Decrease.
Ale, Porter, Cider.....	10,790 gals	10,347 gals		443 gals
Animals :				
Horses.....	242 No.	348 No.	106 No.	
Oxen and Cows.....	2,817 "	2,595 "		222 No.
Sheep and Calves.....	2,335 "	2,154 "		181 "
Pigs and Lambs.....	441 "	399 "		42 "
Apples.....	15,132 brls	16,271 brls	1,139 brls	
Apples (dried).....	75,653 lbs.	100,974 lbs.	25,321 lbs.	
Admiralty Charts.....	\$601 00	\$541 00		\$60 00
Agricultural Implements.....	10,920 00	14,454 00	\$3,534 00	
Articles for Government and other purposes.....	\$124,133 00	48,244 00		\$75,889 00
Articles for Anglo-Devel'pm't Co	127,838 00	789,058 00	\$661,220 00	
Articles for Albert Reed Co.....		22,742 00	22,742 00	
Artificial Limbs.....	\$1,285 00	1,102 00		\$183 00
Beans.....	863,392 lbs.	728,665 lbs.		134,727 lbs.
Biscuits, fancy, soda, etc.....	14,137 "	11,369 "		2,768 "
Biscuits (ship).....	47 cwt	37 cwt		10 cwt
Butter and Oleo.....	4,007 "	4,334 "	327 cwt	
Buckwheat, Meal and Flour.....	6,175 lbs.	7,264 lbs.	1,089 lbs.	
Bacon, Ham, Sausages.....	5,381 cwt	5,311 cwt		70 cwt
Beef, Pigs' Heads, Feet.....	34,361 brls	34,151 brls		210 brls
Brick.....	274,300 No.	268,995 No.		5,305 No.
Bags, Barrels, etc.....	\$1,463 00	\$664 00		\$799 00
Bark and Cutch.....	16,135 00	15,722 00		413 00
Boiler Plates.....	4,174 00	2,412 00		1,762 00
Bait.....	3 00	72 00	\$69 00	
Books (printed, etc.).....	44,713 00	46,122 00	1,409 00	
Cake.....	1,663 lbs.	1,131 lbs.		\$532 00
Candles.....	\$17,994 00	13,024 "		4,970 00
Carriages, etc.....	2,223 00	\$1,932 00		291 00
Casks, empty, under 45 galls.....	334 No.	985 No.	651 No.	
Casks, empty, over 45 galls.....		5 "	5 "	
Casks (dry goods).....	4 No.			4 No.
Cheese.....	3,538 cwt	2,826 cwt		712 cwt
Chicory.....	605 lbs.	4,480 lbs.	3,875 lbs.	
Coals.....	198,040 tons	196,295 tons		1,745 tons
Coffee (green).....	10,019 lbs.	12,666 lbs.	2,647 lbs.	
Coffee (roasted and ground).....	24,816 "	24,089 "		727 lbs.
Confectionery.....	1,518 cwt	1,505 cwt		13 cwt
Cordage.....	615,269 lbs.	534,859 lbs.		80,410 lbs.
Chocolate and Cocoa.....	79,460 lbs.	80,902 lbs.	442 lbs.	
Cigars.....	680 M.	463 M.		217 M.
Cigarettes.....	2,642 M.	2,832 M.	190 M.	
Chair Cane.....	\$137 00	\$46 00		\$91 00
Coin, Bullion.....	442,710 00	161,622 00		281,088 00
Clothing for Charity.....	3,144 00	2,485 00		659 00
Copper, Bitumen, etc.....	5,898 00	706 00		5,189 00
Corn for Broom manufacture.....	5,384 00	7,353 00	\$1,969 00	
Cotton, Yarn and Hemp.....	269,035 00	161,538 00		\$107,497 00
Cotton Seed and Oleo. Oils.....	205,398 00	252,981 00	\$47,583 00	
Canned Meats.....	54,984 lbs.	159,721 lbs.	104,737 lbs.	
Deep Sea Mission, etc.....	\$17,844 00	\$5,535 00		\$12,309 00
Eggs.....	36,805 doz	42,111 doz	5,306 doz	

A Comparative Statement of Goods, Wares and Merchandize imported into the Colony of Newfoundland for the years ending 30th June, 1908, and 30th June, 1909, shewing Increase and Decrease for the Year ending 1908-1909.

ARTICLES.	1907-1908.	1908-1909.	Increase.	Decrease.
Equipment for Brigades	\$2,958 00	\$4,693 00	\$1,735 00	
Feathers	50,886 lbs	36,445 lbs.		14,441 lbs.
Fish	\$31,732 00	\$15,772 00		\$15,960 00
Fruit (dried)	1,686,196 lbs	1,575,586 lbs.		110,610 lbs.
Fresh Meats and Poultry	705,884 lbs	571,286 lbs.		134,598 lbs.
Flour	366,237 brls	340,876 brls		25,361 brls
Globes and Maps	\$279 00	\$3,144 00	\$2,865 00	
Hay	2,182tons	2,966tons	784tons	
Hides	\$30,441 00	\$17,890 00		\$12,551 00
Herring Barrels.....	4,195 No.	6,724 No.	2,529 No.	
Heading for Coopers' Use	29,063 prs.	116,845 prs.	89,782 prs.	
Hoop Iron for Herring Barrels...	\$94 00	\$54 00		\$40 00
Indian Meal.....	2,062 brls	1,285 brls		777 brls
Indian Corn.....	\$10,094 00	\$11,571 00	\$1,477 00	
Ingredients for Baking Powders.	108 00	129 00	21 00	
Jams and Preserves.....	113,781 lbs.	85,304 lbs.		28,477 lbs.
Junk (old iron)	\$219 00			\$219 00
Leather (rough)	113,131 lbs.	2,382 lbs.		30,749 lbs.
Lumber (rough).....	875 M.	467 M.		408 M.
Lumber (dressed).....	14 M.	109 M.	85 M.	
Lumber (Hardwood).....	534 M.	627 M.	93 M.	
Lime	1,279 bus	514 bus		765 bus
Limestone	65tons			65tons
Lime Juice	62 gals	33 gals		29 gals
Lines and Twines	\$90,793 00	\$88,305 00		\$2,488 00
Life Belts	128 00			128 00
Lard and Butter Manufactures...	94,357 .00	\$144,185 00	\$49,828 00	
Machinery (Mining).....	\$228,685 00	\$141,123 00		\$87,562 00
Machinery for other purposes....	14,155 00	25,620 00	\$11,465 00	
Motor Engines.....	4,807 00	16,978 00	12,171 00	
Manure, Sulphuric Acids	6,419 00	7,431 00	1,012 00	
Material for Sheathing	8,630 00	13,091 00	4,461 00	
Material for Tobacco Manufacture	9,198 00	4,324 00		\$4,874 00
Material for Butter Manufacture	3,878 00	5,322 00	1,440 00	
Material for Soap Manufacture...	4,538 00	6,716 00	2,178 00	
Molasses	1,262,356gals	1,186,173gals		76,183 gals
Mastpieces, 60 feet or over.....	40tons	4tons		36tons
Mastpieces, under 60 feet.....	167tons	55tons		112tons
Nails	1,854,334lbs.	1,631,997lbs.		222,337 lbs.
Nuts—Almonds (dessicated).....	58,696 lbs.	52,706 lbs.		5,990 lbs.
Nuts (Cocoa).....	4,270 No.	2,030 No.		2,240 No.
Oils (Kero. and Coal).....	1,074,616gals	951,912 gals		112,704 gals
Oils (Gasoline, etc.)	18,823 gals	21,133 gals	2,310 gals	
Oils (Lubricating)	50,410 gals	35,664 gals		14,746 gals
Oakum	50,105 lbs.	38,075 lbs.		12,030 lbs.
Oats	256,447 bus	325,096 bus	68,649 bus	
Oatmeal	3,951 brls	4,644 brls	693 brls	
Oil Cake, Bran, etc.....	\$104,196 00	\$92,267 00		\$11,929 00
Parchments and Wax Paper	2,492 00	4,234 00	\$1,742 00	
Pig Iron, Nail Strips, etc.....	15,649 00	18,473 00	2,826 00	
Plants, Seeds and Trees, etc.....	9,490 00	9,394 00		\$96 00
Printing Paper.....	44,936 00	27,698 00		17,238 00
Plates Engraved in Wood	83 00			83 00
Pork	37,215 brls	25,649 brls		11,566 brls

A Comparative Statement of Goods, Wares and Merchandize imported into the Colony of Newfoundland for the years ending 30th June, 1908, and 30th June, 1909, shewing Increase and Decrease for the Year ending 1908-1909.

ARTICLES.	1907-1908.	1908-1909.	Increase.	Decrease.
Peas.....	7,313 brls	7,477 brls	164 brls	
Rice	7,935 cwt	5,760 cwt		2,175 cwt
Scrap Iron.....	100 cwt			100 "
Shingles and Laths.....	952 M.	1,041 M.	89 M.	
Straw	82 tons	93 tons	11 tons	
Staves.....	555 M.	343 M		212 M.
Snuff.....	11 lbs.	7 lbs.		4 lbs.
Spirits :—				
Alcohol, Absinthe, etc.....	65 gals	73 gals	8 gals	
Cordials	111 gals	135 "	24 "	
Brandy	6,713 gals	5,967 "		749 gals
Whisky	21,798 gals	21,220 "		578 "
Gin	3,526 gals	1,929 "		1,597 "
Rum	59,135 gals	62,072 "	2,937 gals	
Sugar (Loaf)	851 cwt	544 cwt		307 cwt
Sugar (all others).....	58,590 cwt	55,218 cwt		3,372 "
Salt (Fishery)	76,163 tons	69,621 tons		6,542 tons
Sand, Sausages, Skins.....	\$952 00	\$1,029 00	\$77 00	
Steel Shafting	2,325 00	2,208 00		\$117 00
Settlers' Effects.....	40,155 00	33,565 00		6,590 00
Scientific Instruments.....	2,094 00	1,418 00		676 00
Stereotype.....	648 00	367 00		281 00
Surgical Instruments.....	1,595 00	2,535 00	\$940 00	
Tea	1,092,040 lbs.	1,135,164 lbs.	43,124 lbs.	
Timber.....	267 tons	279 tons	12 tons	
Tobacco (manufactured)	412,609 lbs.	411,011 lbs.		1,598 lbs.
Tobacco (Leaf and Stem).....	360,445 lbs.	345,981 lbs.		14,464 lbs.
Tobacco Paper, Manf. Cigarettes	\$27 00	\$130 00	\$103 00	
Tobacco Stems		1,000 lbs.	1,000 lbs.	
Telegraph Material.....	\$4,011 00	\$4,072 00	\$61 00	
Vegetables (Cabbage).....	570,727 lbs.	440,198 lbs.		130,529 lbs.
Vegetables (Potatoes).....	74,342 bus	94,855 bus	20,513 bus	
Vegetables (Turnips, etc.)	14,472 bus	14,099 bus		373 bus
Vinegar	1,369 gals	933 gals		436 gals
Wines :—				
Champagne	237 gals	220 gals		17 gals
Port and Madeira	3,666 "	3,661 "		5 "
Sherry	913 "	388 "		525 "
Malaga, etc.....	1,284 "	831 "		453 "
Hock	80 "	86 "	6 gals	
Claret.....	1,010 "	827 "		183 gals
Red	4,601 "	3,386 "		1,215 "
Ginger	236 "	174 "		62 "
Vermouth	7 "	12 "	5 gals	
All other Wines.....		2 "	2 "	
Wool (manufactured)	\$2,552 00	\$2,211 00		\$341 00
White Wood.....	8,054 feet	7,890 feet		160 feet
Wire	\$646 00	\$947 00	\$301 00	
Wheat	130 00	136 00	6 00	
Works of Art	72 00	178 00	106 00	

A Comparative Statement of Goods, Wares and Merchandize imported into the Colony of Newfoundland for the years ending 30th June, 1908, and 30th June, 1909, shewing Increase and Decrease for the Year ending 1908-1909.

ARTICLES.	1907-1908.	1908-1909.	Increase.	Decrease.
Merchandize :—				
Paying 75 per cent.	\$154 00	\$392 00	\$238 00	.....
“ 60 “	12 00	.....	9 00	.....
“ 50 “	18,789 00	20,467 00	1,678 00	.....
“ 45 “	220,830 00	218,104 00	.....	2,726 00
“ 40 “	730,645 00	750,577 00	19,932 00	.....
“ 35 “	1,408,131 00	1,381,865 00	.....	26,266 00
“ 30 “	410,600 00	390,622 00	.....	1,978 00
“ 25 “	230,555 00	221,125 00	.....	9,430 00
“ 20 “	254,736 00	245,072 00	.....	9,664 00
“ 15 “	141,560 00	124,609 00	.....	16,951 00
“ 10 “	189,724 00	154,447 00	.....	35,277 00
“ 5 “	66,148 00	48,778 00	.....	17,370 00

*A Comparative Statement of Revenue received at each Outport for the years 1907-1908
and 1908-1909.*

PORTS.	Year ending June 30th, 1908.	Year ending June 30th, 1909.
Bay Bulls.....	\$9 36	\$4 40
Bay of Islands	11,371 69	8,956 67
Bay Roberts	6,502 86	2,100 08
Belleoram	3,061 74	2,345 98
Bell Island... ..	41,636 84	28,702 40
Blanc Sablon	1,850 75	1,311 93
Bonavista.....	11,521 41	12,395 60
Bonne Bay.....	10,532 87	5,739 44
Botwoodville.....	373 00	10,121 12
Brigus.....	3,161 10	4,188 35
Britannia Cove.....	293 21	215 92
Burgeo	5,121 41	8,428 38
Burin.....	5,486 24	5,237 15
Cape Broyle.....	16 42	15 58
Carbonear	18,752 91	16,226 32
Catalina	556 70	311 24
Channel	4,426 43	3,613 60
Clareville	3,392 86	3,153 50
Codroy	703 73	543 66
Conception Harbor.....	1,309 11	1,249 62
Exploits.....	1,267 65	882 04
Ferryland		3 34
Flower's Cove	1,336 40	936 53
Fogo	10,473 94	17,947 22
Fortune	4,116 72	5,941 48
Gambo	21 30	80 58
Garnish	110 68	100 44
Gaultois and Hermitage.....	446 66	449 09
Glenwood	79 00	46 65
Grand Bank	5,006 61	6,451 09
Grand Falls	14,764 56	49,323 89
Greenspond.....	1,464 35	2,452 28
Hant's Harbor.....	383 80	355 30
Harbor Breton.....	1,218 34	619 72
Harbor Buffett.. ..	130 38	411 33
Harbor Grace.....	23,081 45	22,161 85
Heart's Content.....	1,493 16	898 94
Herring Neck.....	43 40	217 34
Holyrood.....	6 70	34 40
Humbermouth.....	4,274 62	5,657 51
King's Cove.....	1,524 68	1,450 27
King's Point	60 88	2 18
Labrador	1,039 31	1,223 23
Lamaline.....	493 72	471 13
LaPoile.....	410 84	471 82
Lark Harbor.....	1,068 14	946 97
LaScie	1 20	
Lawn	103 92	172 91
Lewisporte	4,410 13	5,812 64
Little Placentia . ..	3 00	
Little River.....	1,346 24	1,331 00
Marystown	109 83	308 92
Nippers' Harbor	105 50	83 57
Norris' Arm	1,902 23	1,317 35
Oderin	59 23	55 05

*A Comparative Statement of Revenue received at each Outport for the years 1907-1908
and 1908-1909.*

PORTS.	Year ending June 30th, 1908.	Year ending June 30th, 1909.
Pilley's Island.....	2,005 43	524 88
Placentia.....	6,893 98	5,925 46
Port aux Basques.....	6,041 55	7,879 38
Port au Port.....	1,007 08	559 65
Port Blandford.....	1,232 51	686 31
Port Saunders.....	308 23	104 63
Presque.....	19 76	19 81
Pushthrough.....	615 31	637 27
Ramea.....	1,712 31	1,255 76
Rigolet.....	9,880 82	5,835 12
Robinson's Head.....	212 28	189 08
Rose Blanche.....	2,315 53	2,898 35
Salmonier.....	4 60	.....
Salvage.....	6 07	.....
Sandy Point.....	3,416 92	3,296 58
Sound Island.....	5 20	6 46
St. Anthony.....	548 05	932 03
St. George's.....	2,491 36	1,997 35
St. Jacques.....	648 18	1,326 78
St. Lawrence.....	1,803 40	987 80
St. Mary's.....	1,054 64	292 44
Tilt Cove.....	2,162 45	1,581 56
Trepassey.....	59 65	424 83
Trinity.....	2,065 43	1,806 37
Twillingate.....	1,174 08	3,702 95
Whitbourne.....	347 74	167 05
Wood's Island.....	3,000 18	2,830 03
	\$263,471 95	289,346 94

A Comparative Statement of Light Dues, showing Collections at each Outport for the years 1907-8 and 1908-9.

PORTS.	Year ending June 30th, 1908.	Year ending June 30th, 1909.
Bay Bulls.....	\$197 22	403 44
Bay of Islands.....	648 76	329 70
Bay Roberts.....	522 24	282 48
Belleoram.....	124 20	90 66
Bell Island.....	4,091 40	2,824 98
Blanc Sablon.....	367 32	398 04
Bonavista.....	75 98	105 36
Bonne Bay.....	66 88	187 20
Botwoodville.....	214 98	161 76
Brigus.....	60 48	123 66
Burgeo.....	327 72	430 46
Burin.....	1,181 52	1,278 90
Cape Broyle.....		94 68
Carbonear.....	126 24	176 40
Catalina.....	5 10	11 16
Channel.....	505 98	291 49
Clareville.....		220 02
Codroy.....	2 10	11 94
Conception Harbor.....		23 28
Ferryland.....	19 92	
Flower's Cove.....	20 16	
Fogo.....	125 28	217 68
Fortune.....	73 44	91 38
Garnish.....	2 46	
Gaultois and Hermitage.....	7 56	4 74
Grand Bank.....	262 08	383 64
Harbor Breton.....	242 70	95 52
Harbor Buffett.....	2 64	42 96
Harbor Grace.....	329 98	315 48
Harbor Main.....	23 76	
Herring Neck.....	58 32	90 24
King's Cove.....	23 76	60 48
Lamaline.....	9 42	11 52
LaPoile.....	1 44	16 68
Lark Harbor.....	43 68	86 40
Lawn.....		60
Lewisporte.....	1,078 80	1,099 20
Marystown.....	30 12	8 10
Nipper's Harbor.....		60 48
Oderin.....	3 96	4 80
Pilley's Island.....	408 24	
Placentia.....	184 18	212 76
Port aux Basques.....	162 96	147 60
Port au Port.....		20 16
Port Saunders.....		70 74
Pushthrough.....	33 78	2 46
Ramea.....	76 26	10 32
Robinson's Head.....	18 96	18 96
Rose Blanche.....	205 92	120 42
Sandy Point.....	174 72	133 44
Sound Island.....	1 50	
St. Anthony.....	408 08	
St. Jacques.....	63 00	80 52

A Comparative Statement of Light Dues, showing Collections at each Outport for the years 1907-8 and 1908-9.

PORTS.	Year ending June 30th, 1908.	Year ending June 30th, 1909.
St. Lawrence	122 28	76 74
St. Mary's.....	160 80	134 64
Tilt Cove.....	996 96	606 78
Trepassey	68 88	134 34
Trinity	44 16	136 56
Twillingate	425 88	145 92
Woods Island.....	400 08	352 32
	<hr/> \$14,828 24	<hr/> \$12,440 19

Return showing number of Parcel Post Bills and Parcels, declared value and duties collected on Parcel Post Parcels from Great Britain, United States and Dominion of Canada; also value and duties collected on Sundries by Registered Letters and Irregular Packages from 1st July, 1908, to 30th June, 1909.

FROM	No. of Parcel Bills.	No. of Parcels.	Declared Value.	Duties Collected
Great Britain	76	5,484	\$31,575.27	\$9,272.93
United States.....	35	4,029	12,371.18	3,815.38
Dominion of Canada	103	4,741	9,176.02	2,835.44
Total Parcel Post.....	214	14,254	\$53,122.47	\$15,923.75
On Registered Letters and Irregular Packages.....				1,176.02
Total Duties				\$17,099.77
Amount of Duties collected during the year ending 30th June, 1908.....				\$16,796.16
Amount of Duties collected during the year ending 30th June, 1909				17,099.77
Increase for 1908-09				\$303.61

Return showing the Number of Vessels fitted out in Newfoundland in the Year 1908-1909 for the Bank Fishery

PORT CLEARED FROM.	No.	Tonnage.	Crews.	Qtls. Dry Fish
Burgeo	1	55	12	876
Marystown	2	88	20	1,484
Catalina.....	4	343	72	6,190
St. Lawrence.....	1	93	19	1,858
Ramea	3	161	37	2,812
Fortune	4	255	56	4,285
Heart's Content	1	66	14	1,192
St. Jacques.....	2	144	34	3,137
Harbor Breton.....	29	1,039	258	18,960
Grand Bank.....	20	1,490	355	38,758
Burin	15	833	218	22,370
Belleoram.....	18	1,251	282	29,530
	100	5,818	1,377	131,452

Average catch per Vessel..... 1,314½ qtls.
 Average catch per Man..... 95½ "

1908-1909..... 131,452 qtls.
 1907-1908..... 120,000 "

Increase for 1908-1909..... 11,452 qtls.

Abstract for the year ended 31st December, 1909.

	SAILING VESSELS.		STEAM VESSELS.	
	Vessels.	Net Ton'age	Vessels.	Net Ton'age
Remaining on the Register at the end of last year.....	3,289	131968	66	15218
Added—				
Vessels registered for the first time (exclusive of vessels purchased from Foreigners)—				
(a) New Vessels, built at Ports in the United Kingdom			3	1399
(b) New Vessels, built at Ports in Newfoundland	59	2,178	6	86
(c) Other Vessels.....				
Vessels purchased from Foreigners.....	2	110		
“ transferred from—				
(a) Ports in United Kingdom.....			1	440
(b) Ports in the Isle of Man, Channel Islands, or British Possessions.....	12	756		
Vessels registered <i>de novo</i> having been rebuilt and enlarged.....	5	250	2	920
Other Vessels restored to Registry	3	100		
*Tonnage added in consequence of re-measurement or alterations without re-registry... ..				
Total added.....	81	3,394	12	2845
Deducted—				
Vessels wrecked or otherwise lost.....	34	1,735	2	468
“ broken up, decayed, or become permanently unfit for use afloat.....	12	407	1	21
“ converted into hulks, storeships, &c. (not navigable)				
“ used as lightships, for inland navigation, or for other navigable purposes				
“ sold to Foreigners				
“ transferred to—				
(a) Ports in the United Kingdom.....				
(b) Ports in the Isle of Man, Channel Islands, or British Possessions.....	4	643	1	38
“ registered <i>de novo</i> having been rebuilt and enlarged	5	208	2	830
Other Vessels.....				
*Tonnage deducted in consequence of re-measurements or alterations (without re-registry).....		20		
Total deducted.....	55	3,013	6	1357
Balance remaining on the Register on 31st Dec., 1909.....	3,315	132349	72	16706

*Alterations in the Tonnage of Vessels when registered *de novo*, or when transferred from other Ports are not to be included.

No. 1.—Number, Tonnage and Crews of Sailing Vessels entered at Ports in

COUNTRIES WHENCE ARRIVED.	BRITISH.									FOREIGN.		
	WITH CARGOES			IN BALLAST.			TOTAL.			WITH CARGOES		
	No.	Tons.	Crew.	No.	Tons.	Crew.	No.	Tons.	Crew.	No.	Tons.	Crew.
United Kingdom...	13	2559	99	1	74	5	14	2633	104	16	1835	88
Dom. of Canada.....	578	46980	3821	95	8923	1464	673	55903	5285	5	465	26
British Possessions.	28	5810	224	5	882	35	33	6692	259	.....	.....	.....
United States.....	8	1263	53	.....	.....	.....	8	1263	53	40	4087	509
Spain.....	92	10810	561	1	99	6	93	10909	567	29	3149	163
Portugal.....	44	4674	268	5	529	30	49	5203	298	1	99	5
Brazil.....	.....	.....	.....	33	6972	279	33	6972	279	.....	.....	.....
French Possessions	267	5282	1123	97	3748	685	364	9030	1808	2	99	7
Belgium.....	1	136	6	.....	.....	.....	1	136	6	.....	.....	.....
Norway.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Germany.....	.....	.....	.....	1	145	6	1	145	6	4	507	24
Danish Possessions	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Italy.....	2	175	12	1	99	6	3	274	18	.....	.....	.....
Total.....	1033	77689	6167	239	21471	2516	1272	99160	8683	97	10241	822

the Colony of Newfoundland from each Country, year ending 30th June, 1909.

FOREIGN.						TOTAL.								
IN BALLAST.			TOTAL.			WITH CARGOES			IN BALLAST.			TOTAL.		
No.	Tons.	Crew.	No.	Tons.	Crew.	No.	Tons.	Crew.	No.	Tons.	Crew.	No.	Tons.	Crew.
.....	.....	.....	16	1835	88	29	4394	187	1	74	5	30	4468	192
.....	.....	.....	5	465	26	583	47445	3847	95	8923	1464	678	56368	5311
.....	.....	.....	.....	.....	.....	28	5810	224	5	882	35	33	6692	259
13	1180	231	53	5267	740	48	5350	562	13	1180	231	61	6530	793
1	89	6	30	3238	169	121	13959	724	2	188	12	123	14147	736
.....	.....	.....	1	99	5	45	4773	273	5	529	30	50	5302	303
.....	.....	.....	.....	.....	.....	.....	.....	.....	33	6972	279	33	6972	279
1	13	4	3	112	11	269	5381	1130	98	3761	689	367	9142	1819
.....	.....	.....	.....	.....	.....	1	136	6	.....	.....	.....	1	136	6
2	2443	36	2	2443	36	.....	.....	.....	2	2443	36	2	2443	36
1	147	6	5	654	30	4	507	24	2	292	12	6	799	36
2	180	10	2	180	10	.....	.....	.....	2	180	10	2	180	10
2	210	10	2	210	10	2	175	12	3	309	16	5	484	28
22	4262	303	119	14503	1125	1130	87930	6989	261	25733	2819	1391	113663	9808

No. 2.—Number, Tonnage and Crews of Sailing Vessels cleared at Ports in

COUNTRIES TO WHICH DEPARTED.	BRITISH.									FOREIGN.		
	WITH CARGOES			IN BALLAST.			TOTAL.			WITH CARGOES		
	No.	Tons.	Crew.	No.	Tons.	Crew.	No.	Tons.	Crew.	No.	Tons.	Crew.
United Kingdom ...	13	2205	93	.....	.....	.....	13	2205	93	8	1790	54
Dom. of Canada.....	197	14298	1272	265	19248	1326	462	33546	2598	2	740	11
British Possessions.	6	701	44	2	348	18	8	1049	62	.....	.....	.....
United States.....	6	791	39	2	108	16	8	899	55	8	707	75
Brazil.....	79	16880	639	.....	.....	.....	79	16880	639	.....	.....	.....
Spain	64	7446	384	.....	.....	.....	64	7446	384	27	2891	147
Portugal.....	95	10411	590	.....	.....	.....	95	10411	590	8	711	40
French Possessions	81	1784	288	231	4930	1056	312	6714	1344	.....	.....	.....
Italy.....	4	391	25	.....	.....	.....	4	391	25	4	570	24
Argentine Republic	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1594	22
Germany.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	89	4
Belgium .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	334	12
Total	545	54907	3374	500	24634	2416	1045	79541	5790	61	9426	389

the Colony of Newfoundland to each Country, year ending 30th June, 1909.

FOREIGN.						TOTAL.								
IN BALLAST.			TOTAL.			WITH CARGOES			IN BALLAST.			TOTAL.		
No.	Tons.	Crew.	No.	Tons.	Crew.	No.	Tons.	Crew.	No.	Tons.	Crew.	No.	Tons.	Crew.
.....	.....	.....	8	1790	54	21	3995	147	.....	.....	.....	21	3995	147
4	529	37	6	1269	48	199	15038	1283	269	19777	1363	468	34825	2646
.....	.....	.....	.....	.....	.....	6	701	44	2	348	18	8	1049	62
20	1757	369	28	2464	444	14	1498	114	22	1865	385	36	3363	499
.....	.....	.....	.....	.....	.....	79	16880	639	.....	.....	.....	79	16880	639
.....	.....	.....	27	2891	147	91	10337	531	.....	.....	.....	91	10337	531
.....	.....	.....	8	711	40	103	11122	630	.....	.....	.....	103	11122	630
.....	.....	.....	.....	.....	.....	81	1784	288	231	4930	1056	312	6714	1344
.....	.....	.....	4	570	24	8	961	49	.....	.....	.....	8	961	49
.....	.....	.....	1	1594	22	1	1594	22	.....	.....	.....	1	1594	22
.....	.....	.....	1	89	4	1	89	4	.....	.....	.....	1	89	4
.....	.....	.....	2	334	12	2	334	12	.....	.....	.....	2	334	12
24	2286	406	85	11712	795	606	64333	3763	524	26920	2822	1130	91253	6585

No. 3.—Number, Tonnage and Crews of Steam Vessels entered at Ports in

COUNTRIES WHENCE ARRIVED.	BRITISH.									FOREIGN.		
	WITH CARGOES			IN BALLAST.			TOTAL.			WITH CARGOES		
	No.	Tons.	Crew.	No.	Tons.	Crew.	No.	Tons.	Crew.	No.	Tons.	Crew.
United Kingdom ...	58	121883	2939	1	1758	30	59	123641	2969	8	9650	159
Dom. of Canada.....	387	224634	10972	9	4018	300	396	228652	11272	64	66081	1391
British Possessions.....												
United States.....	26	59266	1525				26	59266	1525	7	10507	157
Spain	6	12387	173				6	12387	173	4	7808	98
France										1	8415	193
French Possessions	1	14	3				1	14	3	6	101	35
Germany.....										2	3872	64
Holland.....				5	11955	155	5	11955	155			
Belgium										2	1362	33
	478	418184	15612	15	17731	485	493	435915	16097	94	107796	2130

the Colony of Newfoundland from each Country, year ending 30th June, 1909.

FOREIGN.						TOTAL.								
IN BALLAST.			TOTAL.			WITH CARGOES			IN BALLAST.			TOTAL.		
No.	Tons.	Crew.	No.	Tons.	Crew.	No.	Tons.	Crew.	No.	Tons.	Crew.	No.	Tons.	Crew.
17	31036	444	25	40686	603	66	131533	3098	18	32794	474	84	164327	3572
96	211151	2886	160	277232	4277	451	290715	12363	105	215169	3186	556	505884	15549
1	1137	75	1	1137	75	.....	.....	.....	1	1137	75	1	1137	75
9	14925	216	16	25432	373	33	69773	1682	9	14925	216	42	84698	1898
.....	.....	.....	4	7808	98	10	20195	271	.....	.....	.....	10	20195	271
.....	.....	.....	1	8415	193	1	8415	193	.....	.....	.....	1	8415	193
22	296	119	28	397	154	7	115	38	22	296	119	29	411	157
.....	.....	.....	2	3872	64	2	3872	64	.....	.....	.....	2	3872	64
12	30885	357	12	30885	357	.....	.....	.....	17	42840	512	17	42840	512
.....	.....	.....	2	1362	33	2	1362	33	.....	.....	.....	2	1362	33
157	289430	4097	251	397226	6227	572	525980	17742	172	307161	4582	744	833141	22324

No. 4.—Number, Tonnage and Crews of Steam Vessels cleared at Ports in

COUNTRIES TO WHICH DEPARTED.	BRITISH.									FOREIGN.		
	WITH CARGOES			IN BALLAST.			TOTAL.			WITH CARGOES		
	No.	Tons.	Crew.	No.	Tons.	Crew.	No.	Tons.	Crew.	No.	Tons.	Crew.
United Kingdom ...	50	98777	2303	.....	.....	.....	50	98777	2303	20	32236	467
Dom. of Canada.....	290	227906	10384	89	63972	1878	379	291878	12262	134	250760	3751
British Possessions.	1	1163	85	1	984	82	2	2147	167	.....	.....	.....
United States.....	11	18809	381	3	4232	69	14	23041	450	22	50610	761
French Possessions	3	182	29	.....	.....	.....	3	182	29	5	82	27
Holland.	14	9564	123	.....	.....	.....	4	9564	123	14	36011	416
Spain	4	2144	71	.....	.....	.....	4	2144	71	4	1892	57
Italy.....	1	541	19	.....	.....	.....	1	541	19	.....	.....	.....
	364	359086	13395	93	69188	2029	457	428274	15424	199	371591	5479

the Colony of Newfoundland to each Country, year ending 30th June, 1909.

FOREIGN.						TOTAL.								
IN BALLAST.			TOTAL.			WITH CARGOES			IN BALLAST.			TOTAL.		
No.	Tons.	Crew.	No.	Tons.	Crew.	No.	Tons.	Crew.	No.	Tons.	Crew.	No.	Tons.	Crew.
.....	.....	.....	20	32236	467	70	131013	2770	.....	.....	.....	70	131013	2770
23	18357	449	157	269117	4200	424	478666	14135	112	82329	2327	536	560995	16462
.....	.....	.....	.....	.....	.....	1	1163	85	1	984	82	2	2147	167
1	1610	24	23	52220	785	33	69419	1142	4	5842	93	37	75261	1235
22	272	114	27	354	141	8	264	56	22	272	114	30	536	170
.....	.....	.....	14	36011	416	18	45575	539	.....	.....	.....	18	45575	539
.....	.....	.....	4	1892	57	8	4036	128	.....	.....	.....	8	4036	128
.....	.....	.....	.....	.....	.....	1	541	19	.....	.....	.....	1	541	19
46	20239	587	245	391830	6066	563	730677	18874	139	89427	2616	702	820104	21490

No. 5.—Number, Tonnage and Crews of Sailing Vessels of each Nation entered at Ports in the Colony of Newfoundland, year ending 30th June, 1909.

NATIONALITY OF VESSELS.	ENTERED.								
	WITH CARGOES			IN BALLAST.			TOTAL.		
	No.	Tons.	Crew.	No.	Tons.	Crew.	No.	Tons.	Crew.
United Kingdom	69	9854	444	16	2937	125	85	12791	569
British Possessions	964	67835	5723	223	18534	2391	1187	86369	8114
United States	40	4087	509	13	1180	231	53	5267	740
Norway	22	2382	130	6	2822	57	28	5204	187
Denmark	31	3497	166	2	247	11	33	3744	177
France	3	136	11	1	13	4	4	149	15
Germany	1	139	6	.....	.....	.....	1	139	6
Total	1130	87930	6989	261	25733	2819	1391	113663	9808

No. 6.—Number, Tonnage and Crews of Sailing Vessels of each Nation cleared at Ports in the Colony of Newfoundland, year ending 30th June, 1909.

NATIONALITY OF VESSELS.	CLEARED.								
	WITH CARGOES			IN BALLAST.			TOTAL.		
	No.	Tons.	Crew.	No.	Tons.	Crew.	No.	Tons.	Crew.
United Kingdom	82	12004	535	4	591	29	86	12595	564
British Possessions	463	42903	2839	496	24043	2387	959	66946	5226
United States.	9	1410	82	21	1846	387	30	3256	469
Norway	21	4525	142	2	230	12	23	4755	154
Denmark	29	3315	155	1	210	7	30	3525	162
France.....	1	37	4	.....	.....	.....	1	37	4
Germany	1	139	6	.....	.....	.....	1	139	6
Total	606	64333	3763	524	26920	2822	1130	91253	6585

No. 7.—Number, Tonnage and Crews of Steam Vessels of each Nation entered at Ports in the Colony of Newfoundland, year ending 30th June, 1909.

NATIONALITY OF VESSELS.	ENTERED.								
	WITH CARGOES			IN BALLAST.			TOTAL.		
	No.	Tons.	Crew.	No.	Tons.	Crew.	No.	Tons.	Crew.
United Kingdom	150	279673	6787	10	16432	346	160	296105	7133
British Possessions	328	138511	8825	5	1299	139	333	139810	8964
Norway.....	79	84316	1565	132	287650	3858	211	371966	5423
France.....	6	101	35	23	1433	194	29	1534	229
Germany	8	21747	507	.....	.....	.....	8	21747	507
Holland	1	1632	23	.....	.....	.....	1	1632	23
United States .....	.....	.....	.....	2	347	45	2	347	45
Total	572	525980	17742	172	307161	4582	744	833141	22324

No. 8.—Number, Tonnage and Crews of Steam Vessels of each Nation cleared at Ports in the Colony of Newfoundland, year ending 30th June, 1909.

NATIONALITY OF VESSELS.	CLEARED.								
	WITH CARGOES			IN BALLAST.			TOTAL.		
	No.	Tons.	Crew.	No.	Tons.	Crew.	No.	Tons.	Crew.
United Kingdom.....	140	276954	6618	20	19187	520	160	296141	7138
British Possessions	224	82132	6777	73	50001	1509	297	132133	8286
Norway.....	186	349762	4945	21	15531	353	207	365293	5298
Sweden				1	1667	22	1	1667	22
France.....	5	82	27	23	1409	189	28	1491	216
Germany	8	21747	507				8	21747	507
Holland				1	1632	23	1	1632	23
Total	563	730677	18874	139	89427	2616	702	820104	21490

No. 9.—Number, Tonnage and Crews of Sailing Vessels entered at each Port

NAMES OF PORTS.	BRITISH.									FOREIGN.		
	WITH CARGOES			IN BALLAST.			TOTAL.			WITH CARGOES		
	No.	Tons.	Crew.	No.	Tons.	Crew.	No.	Tons.	Crew.	No.	Tons.	Crew.
Bay Bulls	17	2062	102	1	276	10	18	2338	112	12	1112	215
Bay of Islands.....	24	2063	141				24	2063	141	17	1453	161
Bell Island.....	1	71	5				1	71	5			
Belleoram.....	36	2540	240	2	26	7	38	2566	247			
Blanc Sablon.....	6	576	36				6	576	36	1	86	18
Bonne Bay	11	70	55	1	61	5	12	931	60	3	244	32
Bonavista	5	466	29				5	466	29	3	270	17
Botwoodville	1	99	5				1	99	5			
Brigus	14	1335	75				14	1335	75	2	198	11
Burgeo	18	1351	89	4	358	34	22	1709	123	2	99	7
Burin	53	3587	293	74	5848	1092	127	9435	1385			
Cape Broyle.....	55	5493	886	17	1774	283	72	7267	1169	2	193	40
Carbonear.....	15	1963	88	1	168	6	16	2131	94	3	354	17
Channel	68	3245	273	11	709	133	79	4954	406	4	342	34
Codroy	8	230	31				8	230	31			
Ferryland.....	15	1452	271				15	1452	271			
Flower's Cove.....	4	305	20				4	305	20			
Fogo.....	10	1182	56				10	1182	56	5	506	27
Fortune	22	1279	107	10	504	80	32	1783	187			
Gaultois	8	228	31	1	4	2	9	232	33			
Grand Bank.....	56	4607	401	6	315	40	62	4922	441			
Harbor Breton	15	686	72	36	1085	179	51	1771	251			
Harbor Buffett.....	6	359	26				6	359	26	1	154	6
Harbor Grace	17	3394	118	1	178	9	18	3572	127	2	230	12
Harbor Main.. ..	2	168	9				2	168	9			
Heart's Content.....	1	89	5				1	89	5	1	154	5
Herring Neck.....	1	95	6				1	95	6	1	121	6
King's Cove.....										3	252	16
Labrador, E. C.....	10	1136	56				10	1136	56	9	974	52
Lamaline.....	101	1325	320	9	280	35	110	1605	355			
Lark Harbor	8	708	53				8	708	53			
LaPoile	12	639	47				12	639	47			
Lewisport										1	703	7
Marystown.....	50	642	153				50	642	153			
Placentia	2	196	12				2	196	12			
Port aux Basques...	6	524	28				6	524	28			
Port Saunders.....	10	532	95				10	532	95			
Pushthrough	56	973	196	2	60	13	58	1033	209			
Ramea.....	12	742	57	2	140	17	14	882	74			
Rigoulette	1	93	4				1	93	4			
Robinson's Head...	1	79	5				1	79	5			
Rose Blanche.....	49	2100	220	6	350	81	55	2450	301			
Sandy Point	12	1037	53				12	1037	53	1	103	8
Sound Island.....	9	90	30				9	90	30			
St. Jacques.....	16	922	74	2	123	10	18	1045	84			
St. John's.....	148	22412	1017	46	8553	352	194	30965	1369	13	1596	73
St. Lawrence.....	16	1075	86	2	198	42	18	1273	128			
St. Mary's	5	481	75	5	461	86	10	942	161			
Tilt Cove.....	2	408	11				2	408	11			
Trepassey	4	272	25				4	272	25			
Trinity	9	849	49				9	849	49	3	262	15
Twillingate	5	659	31				5	659	31	8	835	43
Total	1033	77689	6167	239	21471	2516	1272	99160	8683	97	10241	822

in the Colony of Newfoundland during the year ending 30th June, 1909.

FOREIGN.						TOTAL.								
IN BALLAST.			TOTAL.			WITH CARGOES			IN BALLAST.			TOTAL.		
No.	Tons.	Crev.	No.	Tons.	Crev.	No.	Tons.	Crev.	No.	Tons.	Crev.	No.	Tons.	Crev.
5	429	91	17	1541	306	29	3174	317	6	705	101	35	3879	418
			17	1453	161	41	3516	302				41	3516	302
						1	71	5				1	71	5
						36	2540	240	2	26	7	38	2566	247
			1	86	18	7	662	54				7	662	54
			5	244	52	14	1114	87	1	61	5	15	1175	92
			3	270	17	8	736	46				8	736	46
1	849	14	1	849	14	1	99	5	1	849	14	2	948	19
			2	198	11	16	1533	86				16	1533	86
			2	99	7	20	1450	96	4	358	34	24	1808	130
						53	3587	293	74	5848	1092	127	9435	1385
			2	193	40	57	5686	926	17	1774	283	74	7460	1209
			3	354	17	18	2317	105	1	168	6	19	2485	111
4	310	57	8	652	91	72	3587	307	15	1019	190	87	4606	497
						8	230	31				8	230	31
						15	1452	271				15	1452	271
						4	305	20				4	305	20
			5	506	27	15	1688	83				15	1688	83
						22	1279	107	10	504	80	32	1783	187
						8	228	31	1	4	2	9	232	33
						56	4607	401	6	315	40	62	4922	441
1	85	8	1	85	8	15	686	72	37	1170	187	52	1856	259
			1	154	6	7	513	32				7	513	32
			2	230	12	19	3624	130	1	178	9	20	3802	139
						2	168	9				2	168	9
			1	154	5	2	243	10				2	243	10
			1	121	6	2	216	12				2	216	12
			3	252	16	3	252	16				3	252	16
1	147	6	10	1121	58	19	2110	108	1	147	6	20	2257	114
						101	1325	320	9	280	35	110	1605	355
						8	708	53				8	708	53
						12	659	47				12	659	47
1	1594	22	2	2297	29	1	703	7	1	1594	22	2	2297	29
						50	642	153				50	642	153
						2	196	12				2	196	12
						6	524	28				6	524	28
						10	532	95				10	532	95
						56	973	196	2	60	13	58	1033	209
						12	742	57	2	140	17	14	882	74
						1	93	4				1	93	4
						1	79	5				1	79	5
4	369	79	4	369	79	49	2100	220	10	719	160	59	2819	380
			1	103	8	13	1140	61				13	1140	61
						9	90	30				9	90	30
						16	922	74	2	123	10	18	1045	84
5	479	26	18	2075	99	161	24008	1090	51	9032	378	212	33040	1468
						16	1075	86	2	198	42	18	1273	128
						5	481	75	5	461	86	10	942	161
						2	408	11				2	408	11
						4	272	25				4	272	25
			3	262	15	12	1111	64				12	1111	64
			8	835	43	13	1494	74				13	1494	74
22	4262	303	119	14503	1125	1130	87930	6989	261	25733	2819	1391	113663	9808

No. 10.—Number, Tonnage and Crews of Sailing Vessels cleared at each Port

NAMES OF PORTS.	BRITISH.									FOREIGN.		
	WITH CARGOES			IN BALLAST.			TOTAL.			WITH CARGOES		
	No.	Tons.	Crew.	No.	Tons.	Crew.	No.	Tons.	Crew.	No.	Tons.	Crew.
Bay Bulls				2	353	15	2	353	15			
Bay of Islands	8	666	44	6	393	26	14	1059	70	6	546	55
Bell Island				1	71	5	1	71	5			
Belleoram	10	952	57	17	978	83	27	1930	140			
Blanc Sablon	4	327	20				4	327	20			
Bonne Bay	16	1216	81	1	85	5	17	1301	86	1	72	10
Bonavista	1	73	5	1	96	6	2	169	11	1	85	5
Botwoodville										1	849	14
Brigus				3	217	15	3	217	15			
Burgeo	15	1161	75	11	607	48	26	1768	123			
Burin	25	2045	145	27	1511	159	52	3556	304			
Cape Broyle	15	1448	273				15	1448	273			
Carbonear	8	1094	49	8	1018	44	16	2112	93			
Channel	23	1502	106	57	2791	234	80	4293	340			
Ferryland	1	100	5				1	100	5			
Flower's Cove	3	246	15				3	246	15			
Fogo	12	1587	72				12	1587	72	6	596	32
Fortune	9	533	42	27	1625	133	36	2158	175			
Gaultois	3	193	16	2	77	20	5	270	36			
Grand Bank	20	1908	125	39	2803	348	59	4711	473			
Harbor Breton	19	1450	105	43	1524	249	62	2974	354			
Harbor Buffett	1	58	5	5	288	22	6	346	27	2	218	10
Harbor Grace	7	1248	50	2	1198	24	9	2446	74	1	127	6
Harbor Main	2	168	9				2	168	9			
King's Cove										1	64	4
Labrador, E. C.	34	3856	195				34	3856	195	27	3033	149
Lamaline	7	538	36	114	1030	322	121	1568	358			
Lark Harbor	3	248	15				3	248	15	1	89	10
LaPoile	4	52	14				4	52	14			
Lewisport										2	2297	29
Marystown	52	809	163	1	40	5	53	849	168			
Pilley's Island	1	142	6				1	142	6			
Placentia	3	269	18	2	195	12	5	464	30			
Port aux Basque				4	356	18	4	356	18			
Pushthrough	8	198	32	42	531	132	50	729	164			
Ramea	5	385	27	7	276	28	12	661	55			
Robinson's Head	2	169	9				2	169	9			
Rose Blanche	22	1215	91	27	902	109	49	2117	200			
Sound Island	8	80	27	1	10	3	9	90	30			
St. Jacques	6	459	33	13	780	63	19	1239	96			
St. John's	152	25137	1174	27	3683	173	179	28820	1347	9	1131	48
St. Lawrence	12	1036	68				12	1036	68			
St. Mary's	4	388	70	6	520	91	10	908	161			
Sandy Point	10	872	43	1	85	4	11	957	47			
Tilt Cove	1	149	4	1	317	8	2	466	12			
Trepassey	1	85	5				1	85	5			
Trinity	3	289	16				3	289	16			
Twillingate	5	556	29	2	274	12	7	830	41	3	319	17
Total	545	54907	3374	500	24634	2416	1045	79541	5790	61	9426	389

in the Colony of Newfoundland during the year ending 30th June, 1909.

FOREIGN.						TOTAL.								
IN BALLAST.			TOTAL.			WITH CARGOES			IN BALLAST.			TOTAL.		
No.	Tons.	Crew.	No.	Tons.	Crew.	No.	Tons.	Crew.	No.	Tons.	Crew.	No.	Tons.	Crew.
16	1392	300	16	1392	300	.....	.....	.....	18	1745	315	18	1745	315
.....	6	546	55	14	1212	99	6	393	26	20	1605	125
.....	1	71	5	1	71	5
.....	10	952	57	17	978	83	27	1930	140
.....	4	327	20	.....	.....	.....	4	327	20
1	210	7	2	282	17	17	1288	91	2	295	12	19	1583	103
.....	1	85	5	2	158	10	1	96	6	3	254	16
.....	1	849	14	1	849	14	.....	.....	.....	1	849	14
.....	3	217	15	3	217	15
.....	15	1161	75	11	607	48	26	1768	123
.....	25	2045	145	27	1511	159	52	3556	304
.....	15	1448	273	.....	.....	.....	15	1448	273
.....	8	1094	49	8	1018	44	16	2112	93
.....	23	1502	106	57	2791	234	80	4293	340
.....	1	100	5	.....	.....	.....	1	100	5
.....	3	246	15	.....	.....	.....	3	246	15
.....	6	596	32	18	2183	104	.....	.....	.....	18	2183	104
.....	9	533	42	27	1625	133	36	2158	175
.....	3	193	16	2	77	20	5	270	36
.....	20	1908	125	39	2803	348	59	4711	473
1	85	8	1	85	8	19	1450	105	44	1609	257	63	3059	362
.....	2	218	10	3	276	15	5	288	22	8	564	37
.....	1	127	6	8	1375	56	2	1198	24	10	2573	80
.....	2	168	9	.....	.....	.....	2	168	9
.....	1	64	4	1	64	4	.....	.....	.....	1	64	4
.....	27	3033	149	61	6889	344	.....	.....	.....	61	6889	344
.....	7	538	36	114	1030	322	121	1568	358
.....	4	337	25	.....	.....	.....	4	337	25
.....	1	89	10	4	52	14	.....	.....	.....	4	52	14
.....	2	2297	29	.....	.....	.....	2	2297	29
.....	52	809	163	1	40	5	53	849	168
.....	1	142	6	.....	.....	.....	1	142	6
.....	3	269	18	2	195	12	5	464	30
.....	4	356	18	.....	.....	.....	4	356	18
.....	8	198	32	42	531	132	50	729	164
.....	5	385	27	7	276	28	12	661	55
.....	2	169	9	.....	.....	.....	2	169	9
4	369	79	4	369	79	22	1215	91	31	1271	188	53	2486	279
.....	8	80	27	1	10	3	9	90	30
.....	6	459	33	13	780	63	19	1239	96
.....	9	1131	48	161	26268	1222	27	3683	173	188	29951	1395
.....	12	1036	68	.....	.....	.....	12	1036	68
.....	4	388	70	6	520	91	10	908	161
.....	10	872	43	1	85	4	11	957	47
.....	1	149	4	1	317	8	2	466	12
.....	1	85	5	.....	.....	.....	1	85	5
.....	3	289	16	.....	.....	.....	3	289	16
2	230	12	5	549	29	8	875	46	4	504	24	12	1379	70
24	2286	406	85	11712	795	606	64333	3763	524	26920	2822	1130	91253	6585

No. 11.—Number, Tonnage and Crews of Steam Vessels entered at each Port

NAMES OF PORTS.	BRITISH.									FOREIGN.		
	WITH CARGOES			IN BALLAST.			TOTAL.			WITH CARGOES		
	No.	Tons.	Crew.	No.	Tons.	Crew.	No.	Tons.	Crew.	No.	Tons.	Crew.
Bay of Islands.....	23	5691	456				23	5691	456			
Bell Island.....	11	2805	165	5	11955	155	16	14760	320	29	46604	709
Blanc Sablon.....	3	837	42				3	837	42	1	447	14
Bonne Bay.....										1	11	6
Botwoodville.....										1	358	15
Cape Broyle.....	1	837	24				1	837	24			
Channel.....	18	5454	364	3	1464	79	21	6918	443			
Codroy.....	16	4348	321				16	4348	321			
Fortune.....	1	14	3				1	14	3	1	18	6
Grand Bank.....										3	54	17
Harbor Grace.....	2	890	29				2	890	29			
Labrador, E. C.....	2	1057	33	1	537	19	3	1594	52			
Lamaline.....												
Lark Harbor.....	1	266	22				1	266	22			
Lewisport.....	6	5677	131				6	5677	131	12	7905	196
Placentia.....	9	6201	198				9	6201	198	1	18	6
Port aux Basque....	162	54598	5596	3	1029	108	165	55627	5704			
Port Saunders.....	1	267	19				1	267	19			
Rigoulette.....	3	2300	73				3	2300	73			
Sandy Point.....	16	4272	304				16	4272	304			
St. Jacques.....												
St. John's.....	200	322418	7789	3	2746	124	203	325164	7913	41	46813	1071
Tilt Cove.....										4	5568	90
Trepassey.....	3	252	43				3	252	43			
Total.....	478	418184	15612	15	17731	485	493	435915	16097	94	107796	2130

in the Colony of Newfoundland during the year ending 30th June, 1909.

FOREIGN.						TOTAL.								
IN BALLAST.			TOTAL.			WITH CARGOES			IN BALLAST.			TOTAL.		
No.	Tons.	Crew.	No.	Tons.	Crew.	No.	Tons.	Crew.	No.	Tons.	Crew.	No.	Tons.	Crew.
1	337	40	1	337	40	23	5691	456	1	337	40	24	6028	496
115	262070	3442	144	308674	4151	40	49409	874	120	274025	3597	160	323434	4471
1	434	14	2	881	28	4	1284	56	1	434	14	5	1718	70
.....	.....	.....	1	11	6	1	11	6	.....	.....	.....	1	11	6
.....	.....	.....	1	358	15	1	358	15	.....	.....	.....	1	358	15
.....	.....	.....	.....	.....	.....	1	837	24	.....	.....	.....	1	837	24
.....	.....	.....	.....	.....	.....	18	5454	364	3	1464	79	21	6918	443
.....	.....	.....	.....	.....	.....	16	4348	321	.....	.....	.....	16	4348	321
1	18	6	2	36	12	2	32	9	1	18	6	3	50	15
13	164	69	16	218	86	3	54	17	13	164	69	16	218	86
.....	.....	.....	.....	.....	.....	2	890	29	.....	.....	.....	2	890	29
1	10	5	1	10	5	2	1057	33	2	547	24	4	1604	57
6	78	33	6	78	33	.....	.....	.....	6	78	33	6	78	33
.....	.....	.....	.....	.....	.....	1	266	22	.....	.....	.....	1	266	22
2	1471	34	14	9376	230	18	13582	327	2	1471	34	20	15053	361
.....	.....	.....	1	18	6	10	6219	204	.....	.....	.....	10	6219	204
.....	.....	.....	.....	.....	.....	162	54598	5596	3	1029	108	165	55627	5704
.....	.....	.....	.....	.....	.....	1	267	19	.....	.....	.....	1	267	19
.....	.....	.....	.....	.....	.....	3	2300	73	.....	.....	.....	3	2300	73
.....	.....	.....	.....	.....	.....	16	4272	304	.....	.....	.....	16	4272	304
1	18	6	1	18	6	.....	.....	.....	1	18	6	1	18	6
7	12443	240	48	59256	1311	241	369231	8860	10	15189	364	251	384420	9224
9	12387	208	13	17955	298	4	5568	90	9	12387	208	13	17955	298
.....	.....	.....	.....	.....	.....	3	252	43	.....	.....	.....	3	252	43
157	289430	4097	251	397226	6227	572	525980	17742	172	307161	4582	744	833141	22324

No. 12.—Number, Tonnage and Crews of Steam Vessels cleared at each Port

NAMES OF PORTS.	BRITISH.									FOREIGN.		
	WITH CARGOES			IN BALLAST.			TOTAL.			WITH CARGOES		
	No.	Tons.	Crew.	No.	Tons.	Crew.	No.	Tons.	Crew.	No.	Tons.	Crew.
Bay of Islands.....	1	266	19	1	599	30	2	865	49			
Bell Island.....	11	17371	271	9	2295	135	20	19666	406	158	318769	4384
Blanc Sablon.....	1	64	9				1	64	9			
Bonne Bay.....				2	1198	62	2	1198	62			
Channel.....	17	4855	334	1	266	19	18	5121	353			
Codroy.....	13	3471	247				13	3471	247			
Fortune.....	1	14	3				1	14	3			
Grand Bank.....										2	28	11
Harbor Breton.....				1	1799	24	1	1799	24			
Labrador, E.C.....	5	2323	106				5	2323	106	1	589	14
Lamaline.....										1	18	6
Lark Harbor.....	2	1092	42				2	1092	42			
Lewisport.....				6	5677	130	6	5677	130	2	1472	34
Placentia.....				9	6201	198	9	6201	198			
Port aux Basques...	151	51483	5369	3	1029	108	154	52512	5477			
Pushthrough.....	1	859	19				1	859	19			
Rigoulette.....	4	4022	99				4	4022	99			
St. John's.....	139	269009	6553	60	49525	1293	199	318534	7846	21	32742	732
St. Lawrence.....										1	18	5
St. Mary's.....	1	84	13				1	84	13			
Sandy Point.....	15	4005	285	1	599	30	16	4604	315			
Tilt Cove.....										13	17955	293
Trepassey.....	2	168	26				2	168	26			
Total.....	364	359086	13395	93	69188	2029	457	428274	15424	199	371591	5479

in the Colony of Newfoundland during the year ending 30th June, 1909.

FOREIGN.						TOTAL.								
IN BALLAST.			TOTAL.			WITH CARGOES			IN BALLAST.			TOTAL.		
No.	Tons.	Crew.	No.	Tons.	Crew.	No.	Tons.	Crew.	No.	Tons.	Crew.	No.	Tons.	Crew.
.....	.....	.....	.....	.....	.....	1	266	19	1	599	30	2	865	49
2	776	30	160	319545	4414	169	336140	4655	11	3071	165	180	339211	4820
.....	.....	.....	.....	.....	.....	1	64	9	.....	.....	.....	1	64	9
.....	.....	.....	.....	.....	.....	.....	.....	.....	2	1198	62	2	1198	62
.....	.....	.....	.....	.....	.....	17	4855	334	1	266	19	18	5121	353
.....	.....	.....	.....	.....	.....	13	3471	247	.....	.....	.....	13	3471	247
1	18	6	1	18	6	1	14	3	1	18	6	2	32	9
14	190	75	16	218	86	2	28	11	14	190	75	16	218	86
.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1799	24	1	1799	24
.....	.....	.....	1	589	14	6	2912	120	.....	.....	.....	6	2912	120
7	64	33	8	82	39	1	18	6	7	64	33	8	82	39
.....	.....	.....	.....	.....	.....	2	1092	42	.....	.....	.....	2	1092	42
7	5231	113	9	6703	147	2	1472	34	13	10908	243	15	12380	277
.....	.....	.....	.....	.....	.....	.....	.....	.....	9	6201	198	9	6201	198
.....	.....	.....	.....	.....	.....	151	51483	5369	3	1029	108	154	52512	5477
.....	.....	.....	.....	.....	.....	1	859	19	.....	.....	.....	1	859	19
.....	.....	.....	.....	.....	.....	4	4022	99	.....	.....	.....	4	4022	99
15	13960	330	36	46702	1062	160	301751	7285	75	63485	1623	235	365236	8908
.....	.....	.....	1	18	5	1	18	5	.....	.....	.....	1	18	5
.....	.....	.....	.....	.....	.....	1	84	13	.....	.....	.....	1	84	13
.....	.....	.....	.....	.....	.....	15	4005	285	1	599	30	16	4604	315
.....	.....	.....	13	17955	293	13	17955	293	.....	.....	.....	13	17955	293
.....	.....	.....	.....	.....	.....	2	168	26	.....	.....	.....	2	168	26
46	20239	587	245	391830	6066	563	730677	18874	139	89427	2616	702	820104	21490

Statement of Trade Relations

Between Newfoundland and the British West Indies.



DEPARTMENT OF FINANCE AND CUSTOMS,

St. John's, Newfoundland,

January 5th, 1910.

The Committee of the Executive Council of Newfoundland having had represented to it by the Prime Minister the steps he had taken while in England last summer to secure that the Colony's views in regard to the improvement of its trade with the British West Indies should be laid before the Royal Commission of Inquiry then just appointed, to consider the question of better trade relations between the Dominion of Canada and the British West India Colonies, and having also considered resolutions of the Newfoundland Board of Trade with the respect to the same matter, and a sub-committee of Council, consisting of Hon. R. K. Bishop, Hon. J. C. Crosbie and the undersigned, having conferred with a sub-committee of the Board of Trade, consisting of Hon. John Harvey, A. F. Goodridge, Esq., and A. E. Hickman, Esq., in relation to this subject; and it having been agreed that this Department should undertake the preparation of a Statement, the facts of which would be of value to the Royal Commissioners in the consideration of any arrangement likely to be suggested by them, which would be mutually advantageous to the whole of His Majesty's possessions in British North America, the following is respectfully submitted:

CANADA AND WEST INDIES.

The conditions of trade between Canada and the West Indies, that occasioned the appointment of the recently nominated Royal Commission of Inquiry, to which Newfoundland has been permitted to submit a Statement, arose largely through the new Canadian trade policy adopted in 1897, when the Dominion determined upon a "British Preference," under which merchandise entering from the United Kingdom and many of the British colonies is admitted at rates materially below those of the general tariff paid by merchandise from the United States. The reduction began in 1897, when a rebate was made in favor of British goods of 12 1-2 per cent. In 1898 the reduction was increased to 25 per cent. and in 1900 to 33 1-3 per cent., these reductions applying uniformly on all articles. In 1906 a new tariff was adopted, in which the reduction varied, being in certain articles as much as 40 per cent., and in others materially less, the reduction in favor of Great Britain and her principal Colonies now averaging approximately 30 per cent.

On the 1st of August, 1898, the preferential Customs Tariff was extended to the British West Indies, and in introducing the measure to the House of Commons at Ottawa, Hon. Mr. Fielding, Minister of Finance, made an explanation, from which the following extract is taken:

"That it was desirable in the interests of Canadian trade to enlarge the trade between Canada and the British West Indies, the population of the British West Indies, comprising one and three-quarter millions, being the natural customers of Canada.

Mr. Fielding thought that Canada had some Imperial responsibilities in the matter, and considered it the duty of the Dominion Government to assist the Imperial Government in working out the problem before them. The Canadian Cabinet therefore, had decided to extend the Preferential Tariff to the British West Indies without bargaining, and without asking for return concessions.

THE SUGAR TRADE.

Mr. Fielding, in the course of his speech, mentioned that the particular import to be expected from the British West Indies would be sugar. He seems to have hoped that as a result of granting the preference, Canada's sales to the British West Indies in fish, lumber, flour and food products would be considerably enlarged, and he hinted that if the British West Indies could see their way to give Canada concessions in the way of tariff preference they would be welcome.

On the 25th of July, 1900, the preferential reduction in duty was increased from 25 per cent. to 33 1-3 per cent.

In his Budget Speech of the 2nd of May, 1900, Mr. Fielding stated that the increase in imports from the British West Indies had not been as great as expected, and he explained this by stating that the United States, under the system of countervailing duties against beet-sugar, actually gave a higher preference in favor of cane-sugar than was given under Canada's tariff.

Again, in 1902, Mr. Fielding, in the course of the Budget Speech, deplored the fact that the extension of the preferential tariff had not resulted in an increase of trade. He said it was largely due to the fact that the United States could, by reason of the countervailing duties, pay higher prices for British West India cane-sugar, which made their market more attractive than that of Canada.

In the course of his speech, Mr. Fielding referred to the fact that several of the British West India colonies had entered into agreements with the United States under which a further advantage might be granted to the products of the British West Indies in exchange for advantages to be granted by the British West Indies to the products of the United States; and he also referred to negotiations between Canada and Trinidad, looking to Preferential Trade, as shortly before this a proposal had been made by Canada to Trinidad.

On April 16th, 1903, Canada introduced retaliatory legislation against Germany, which indirectly operated as a further encouragement to the British West Indies, but, on the other hand, the duty on sugar was revised and increased by the Budget introduced by Mr. Fielding on November 29th, 1906.

On April 20th, 1909, Mr. Fielding, in the course of his Budget Speech, again dealt with the sugar question, pointing out that sympathy between the West Indies and Canada has been greatly aided by the latest American trade policy, and especially by the way which West Indian sugar has been consumed by the Canadian market in preference to Cuban sugar.

CANADA AND UNITED STATES IN BRITISH WEST INDIES.

The principal products of the British West Indies which Canada buys are sugar, cocoa-nuts, fruit, bulk salt, cocoa beans and molasses. Of these products Canada purchases almost ten times as much sugar as any of the other articles. In the fiscal year ending on the 31st March, 1908, Canada took nearly 90 per cent. of the sugar exported from some of these colonies. On the other hand, the United States is the great market for West Indian fruit, and the United Fruit Company of New York

maintains almost daily services to the West Indies. In exporting to the West Indies the United States now undersells Canada, even in many things with which Canada is supposed to have a pre-eminence—in cheese, butter, flour, corn meal, oat meal, lard and meat, the advantage is always in favor of the United States, but in lumber, potatoes, fish and oats there is an advantage in favor of Canada. Some of the reasons for the adverse balance against Canada are alleged to be found in the need of a rapid and regular steam service, a direct and inexpensive cable service, a regular and prompt postal service, an efficient light-house service and greater intercourse between Canadian traders and those in the British West Indies.

THE PRESENT ROYAL COMMISSION.

It being recognized by Canada that her efforts thus far to improve trade relations with the West Indies have not borne the fruit expected, and there being a desire in the British West India colonies for the improving of their trade intercourse, the Imperial Government, on their joint representation, took action and appointed a commission, consisting of representatives of Great Britain, Canada and the West Indies, to enquire into the whole question. The Instructions to the Committee were as follows:—

“To make inquiry into the present condition and future prospects of trade
“between Canada and the West Indies, and to suggest measures for promoting
“closer trade relations between them, including not only the special matters referred
“to in the minutes of the Privy Council of Canada, but also such matters as the
“improvement of transportation and a cheaper and more efficient cable service,
“together with all other matters that appear to you to be best calculated to
“strengthen and extend commerce and communication between Canada and the West
“Indies.”

At the request of the Prime Minister of this Colony, Hon. Sir Edward Morris, who was in England at the time the appointment of the Commission was announced, arrangements were made by which a statement on behalf of Newfoundland could be submitted to it and evidence tendered, if deemed necessary, with a view to Newfoundland being afforded the opportunity, if so desirous, of becoming a participant in any new trade conventions which might be arrived at, and, therefore, in order that the condition of our trade with these West Indian Colonies may be fully considered, statistics covering the past 25 years are appended hereto.

NEWFOUNDLAND AND WEST INDIES

The trade between Newfoundland and the West Indies has existed for more than a century and has for most of this period been a very important one. It has been the custom for Newfoundland vessels to carry cargoes of codfish there and to bring back cargoes of molasses, and until comparatively recent years there was a goodly fleet of local vessels engaged in this trade. Latterly, however, the use of sailing vessel for this trade has been to a great extent abandoned and the fish is now forwarded chiefly by steamers from Halifax and New York, connecting with steamers from this port, some of the molasses coming back in the same way, but most of it by our sailing vessels on their return voyages from Brazil.

These are the principal items in which we trade, though we import most of our rum from the British West Indies, direct, of late years, and also a small proportion of our sugar, while, on the other hand, we export quantities of herring and salmon, and small shipments of haddock, hake, ling and trout. The volume of Newfoundland's trade with the West Indies since 188 is shown by the following table:—

Newfoundland's Trade with British West Indies
(From Journals of House of Assembly and Customs Blue-books.)

	Imports from	Exports to	Total
1884	\$357,831	\$246,688	\$604,519
1885	294,349	222,893	517,242
1886	290,241	234,986	525,227
1887	240,946	278,993	519,939
1888	346,884	305,597	652,481
1889	284,517	427,825	712,342
1890	362,031	435,201	797,232
1891	319,560	377,301	696,861
*1892	128,398	282,389	410,787
1893	241,053	243,646	484,699
1894	309,014	242,681	551,695
1895-6	286,018	303,314	589,332
1896-7	171,631	208,487	380,118
1897-8	107,542	272,668	380,210
1898-9	209,229	418,493	627,722
1899-0	271,602	308,905	580,507
1900-1	322,538	321,196	643,734
1901-2	179,226	422,662	601,888
1902-3	237,573	492,358	729,931
1903-4	236,631	381,982	618,613
1904-5	378,267	385,401	763,668
1905-6	222,727	417,147	639,874
1906-7	286,617	430,462	717,079
1907-8	265,572	422,715	688,287
1908-9	314,293	437,711	752,004

*This year saw the great fire in St. John's and as stocks were largely destroyed and had to be renewed, the figures of imports are probably incorrect.

EXPORTS OF DRY COD TO BRITISH WEST INDIES

So important is our West India fish trade, that one of our grades of fish is termed "West India," and the market has always been an assured one, as evidenced by the following figures of our shipments there the past quarter century:—

Year	Quintals	Value
1884	88,758	\$230,771
1885	82,865	198,876
1886	102,839	205,658
1887	82,033	246,294
1888	77,439	263,294
1889	112,392	382,132
1890	107,173	385,823
1891	101,383	344,701
1892	93,176	279,528
1893	71,385	214,155
1894	73,697	221,091
1895-6	112,328	292,053
1896-7	98,403	196,806
1897-8	107,250	257,400
1898-9	103,489	380,503

Year	Quintals	Value
1899-0	68,168	289,180
1900-1	67,425	298,994
1901-2	93,367	414,146
1902-3	112,861	466,726
1903-4	75,926	339,419
1904-5	65,763	357,836
1905-6	68,226	386,843
1906-7	70,479	403,375
1907-8	75,319	390,608
1908-9	105,282	426,541

IMPORTS OF MOLASSES FROM BRITISH WEST INDIES

Our imports of molasses from the British West Indies have been similarly large, as the subjoined figures show. The import of molasses is usually over a million gallons, and it comes from the West Indies entirely. The consumption of this article has not been stimulated greatly by the reduction of duty during the past few years, though it may be that it would be possible to further develop it if direct communication were enjoyed. The figures of the past 25 years are:—

Year	Gallons	Value
1884	998,642	\$346,025
1885	809,307	283,257
1886	896,553	268,966
1887	636,354	225,380
1888	1,084,072	325,221
1889	916,408	274,922
1890	1,129,899	338,969
1891	969,966	290,990
1892	398,640	199,592
1893	743,000	220,900
1894	931,627	279,488
1895-6	1,118,107	277,027
1896-7	1,111,844	166,777
1897-8	679,652	101,947
1898-9	1,052,683	210,776
1899-0	989,365	250,588
1900-1	1,220,954	305,032
1901-2	1,220,954	305,032
1902-3	1,003,562	224,078
1903-4	1,092,634	218,846
1904-5	1,375,042	355,469
1905-6	979,332	199,532
1906-7	1,188,749	260,637
1907-8	1,139,244	234,922
1908-9	1,066,612	281,941

LITTLE IMPROVEMENT IN TRADE.

From the foregoing figures, both of the total trade and of the export of fish and the import of molasses, it is evident that during the past 25 years there has been little improvement in the trade between Newfoundland and the British West Indies. Since 1904, Newfoundland has admitted molasses free of duty, and almost the whole consumption of molasses in this Colony is from these islands. This fact alone will, no doubt, operate as a powerful argument to induce these colonies to reduce

the duties charged on our fish, which are in all cases sufficiently heavy, though varying in the different islands, to form a serious obstacle to the enlargement of our fish trade with them. Another fact which should be noted is that at the very time Newfoundland was placing molasses on the free list, some of the West India islands were increasing the duty on our fish, probably through a misapprehension of the precise status of affairs, they not realizing the possibilities of our greatly increasing our consumption of sugar from other countries by retaining the duty on molasses.

In addition to our direct export of cod to the West Indies, it is also a fact that about \$650,000 worth of Newfoundland codfish, which is purchased from our people every year by Nova Scotia traders is principally bought for the purpose of being shipped to the West Indies from Halifax, as the catch of fish in Nova Scotia is now in no way sufficient to satisfy the demands of these islands for this foodstuff. The Halifax Chronicle, in a special New Year's edition, published on January 1st, 1909, in reviewing the fisheries of the province, declared that the fishery of Nova Scotia fell off \$250,000 the past ten years, and this explains in some measure the absorption by Nova Scotia of 110,000 to 130,000 quintals of our codfish every year, most of which is sent to the West Indies, a quantity half as great again as we ship there direct.

MINOR IMPORTS AND EXPORTS.

Apart from the import of molasses, our chief import from the British West Indies consists of rum, it being about five-sixths of our annual consumption of this beverage, or some 50,000 gallons, valued at about \$18,000, the remainder, some 10,000 gallons, valued at about \$3,500, coming from England and Canada, but, of course, all originating in the West Indies. Formerly, according to the statistics, part of this import was indirect, and purchased through Canada, but of late years the most of the import figures as coming from the British West Indies direct, being received via the Pickford & Black steamers, through Halifax.

Although our total import of sugar has more than doubled in 25 years, it will be seen by the appended figures that we still import only a trifling quantity from the West Indies direct, solely because there is no means of refining raw sugar here, though, no doubt, part of our import of sugar from Canada is of West India sugar, refined. We import, altogether, nearly seven million pounds, or 3,500 short tons of sugar, valued at \$175,000, but from the West Indies, the direct annual importation is only 170,000 pounds, valued at about \$4,000.

CAN OUR TRADE BE INCREASED.

It will, no doubt, be asked, can we develop an increasing import from and an increasing export to the West Indies and if so to what extent; and can we contribute to a subsidy for that purpose; and, if so, how much annually? At the present time the steam service between Canada and the West Indies is carried on by Pickford & Black, of Halifax, who run a 14-day service by boats that call at the principal islands and go on to British Guiana. The subsidy is \$134,000 a year, payable half by the British Government and half by the Canadian. There are four boats now in the service, and some of the witnesses who gave evidence before the Royal Commission in Canada recently were of opinion that it was too slow. The Company also runs a steamer to Jamaica and receives for it a subsidy of \$14,000 dollars a year. In 1908 the former steamers carried 4,361 passengers. The total value of the exports from Canada to the West Indies and British Guiana amountd to \$3,098,468 for the fiscal year of 1908, while the imports into Canada from these countries in the same year was \$9,293,804, of which \$8,041,755 was dutiable and \$1,252,049 free. It will be seen from these figures that the total trade between Canada and these countries in the same year was only about \$700,000 worth, or one-seventeenth of Canada's trade.

At the same time, this is a proportionately better showing for us than for Canada, because, estimating our population at 240,000, and Canada's at 7,350,000, we should

have but 1-30th as much trade with the British West Indies, whereas we actually have 1-17th, or nearly twice as much per capita. Therefore few will dispute the propriety of our contributing substantially to a subsidy if a service satisfactory to the Colony can be secured.

The Pickford & Black contract expires in June and judging from the evidence given by Canadian business men and all interested, it may be taken for granted that a new and more modern service will be inaugurated next summer.

Some of the witnesses before the Royal Commission advocated that the service should in future have its terminus at Montreal during the period of open navigation with calls at Halifax, while others wanted it kept to Halifax and St. John, as at present. In some quarters, too, it is argued that the service should be undertaken by one of the large steamship lines, like the C.P.R. or Elder-Dempster Companies, while others suggest small, but speedy ships, to more easily navigate West India waters. In any event, it may be taken that the service will be modernized and improved, as to the style, speed and capacity of the steamers employed; and this will probably involve an increased subsidy.

STEAMSHIP ALTERNATIVES.

For Newfoundland several alternatives may be advantageously considered in connection with the matter of inducing the steamers to make St. John's their terminus.

At the present moment through rates are given for Newfoundland fish from here via connecting steamers to Halifax and New York, but if the ships were to come to St. John's it is possible that a cheaper rate could be obtained and a much better trade be worked up in consequence. Hence the feeling in favor of such a service now being expressed by a number of business men in this Colony.

The alternatives which suggest themselves are:—

(1.) **Service from Montreal.** If the contracting Governments were to subsidize a service from Montreal, the steamers, if not loaded with freight for the British West India islands, could easily secure part cargoes at Montreal for St. John's and here could fill that space with fish for the West Indies, while on the return voyage they might secure molasses, rum and other freights for here, and take coal to Montreal from Cape Breton, as do the Black Diamond liners.

(2.) **Service from Halifax.** If the contracting Governments were to have the service from Halifax, the boats could make St John's their actual terminus, and by loading fish here would escape the cost of two handlings at Halifax, while part cargoes for the return trip might also be secured.

(3.) **Occasional Service.** It is suggested in some quarters that occasional steamers might be sent here to carry the bulk of our fish to the West Indies, they not to return here but get cargoes in the West Indies for other ports.

(4.) **Service to Brazil.** Another possibility is that of a service to Brazil via the West Indies. At present the Pickford & Black boats remain at Demerara a week or more and their route could be extended to Pernambuco. The Beothic, Bonaventure and Bellaventure, for instance, might possibly be able to profitably undertake this service, securing return cargoes of sugar in the West Indies for Canada and there loading general freight for here.

Too much emphasis cannot be laid upon the possibilities of further increasing the trade between Newfoundland and Canada, which improved steam communication would imply. The trade of Newfoundland and Canada has nearly trebled in the past quarter-century, and this has been brought about mainly through the providing of better avenues of communication by steam and rail.

WHERE TRADE HAS GROWN FAST

During the past twenty-five years the population of Newfoundland has increased probably twenty per cent and the population of the West Indies by probably twenty-five per cent. The trade of these colonies has also increased very greatly the past few years, as may be realized from the fact that Canada's imports of sugar from the West India Islands and British Guiana grew from \$880,000 in 1903 to \$7,894,000 in 1908, whereas Canadian sugar purchases from France and Germany in the same period fell from \$5,000,000 to practically nothing. Canada's expansion gives promise of her being able to absorb immense quantities of the West India products as the years go by, and therefore reciprocal trade would be immensely advantageous to her; and it would appear to follow that with the better trade conditions thus prevailing, the people of the British West Indies would be able to make larger purchases of codfish, herring and salmon.

On behalf of Canada, evidence was submitted to the Royal Commission, showing a list of some twenty articles on which it was thought that a preference might be granted to Canada by the B. W. I. Colonies. So far these colonies have not reciprocated for Canada's preferential tariff by granting her corresponding advantages, and one of the objects underlying the present movement is the bringing about of such a result, if possible.

The outstanding facts elicited by the Royal Commission in Canada apparently are the need for a better steamship service and the desirability of a reciprocal trade compact, and the outcome will probably be the providing of an increased subsidy for a more efficient steamship service and a reciprocity arrangement as between the Dominion and the British West India Colonies.

WHAT NEWFOUNDLAND'S POLICY MIGHT BE

In that event, Newfoundland's proper policy would appear to be to urge the following conditions:—

- a. That the terminus of any line of steamers plying between Canada and the British West Indies should be St. John's.
- b. That Newfoundland should be placed on an equal footing with Canada in any arrangement made by the Dominion with the West Indies for better trade relations.
- c. That no changes in the rates of duty on fish imported from Canada or Newfoundland to the West Indies should be made which might in any way discriminate against Newfoundland.
- d. That if any "preference" should be granted by the B. W. I. to any other Canadian import into those colonies, the same preferential treatment should be extended to Newfoundland.
- e. That the steamship company subsidized for this West India trade should provide adequate accommodation at St. John's for shippers and should not be allowed to exercise any discrimination in freight rates.

REASONS FOR ABOVE POLICY.

In support of these general propositions it should be remembered that in addition to our direct export of codfish to the West Indies of nearly \$400,000 annually, we also export about \$650,000 worth of dry cod to Canada also, which is then largely sent from Nova Scotia to the West Indies by Canadian exporters, who are unable to obtain sufficient supplies of this article in their own country. In other words,

out of a total export from this island to Canada of fishery products amounting to about \$1,000,000 and including cod, seal, herring, salmon, lobster and skins, oils, etc., fully two-thirds is dry cod, most of which is shipped thence to the West Indies. Moreover, we import from the Dominion every year about \$4,000,000 worth, while Canada imports from Newfoundland only \$1,600,000 worth, and of which, besides the fishery products above mentioned, almost the only item is iron ore from Wabana—raw material to keep in operation the smelters at Sydney, Cape Breton.

The fact that every year Nova Scotia fish exporters purchase in Newfoundland from 110,000 to 130,000 quintals of dry codfish is a very important one in this connection. None of this \$650,000 worth of cod is consumed in Canada. By far the greater portion of it is exported by Canadian merchants to the West Indies, and it forms quite a large factor in the gross volume of exports from Canada to the West Indies, while, in addition to this, a goodly portion of the export of herring from Newfoundland to Canada is dealt with in the same manner.

Canadian statistics show that out of a total fishery export from the Dominion to the West Indies in the fiscal year 1908, of \$1,131,378, the export of cod (including haddock, ling and pollock), was \$859,138, and when it is seen that in virtually the same fiscal year—Canada's ending on March 31 and Newfoundland's on June 30—Canada imported from Newfoundland dry cod to the amount of 130,276 quintals, valued at \$659,696, it will be seen that it leaves an export to the West Indies of but \$200,000 worth of cod actually caught in Canadian waters, assuming that our fish, bought by the Canadians, is to be sent to the West India Islands, which there is the strongest ground for believing is the case.

These facts prove conclusively that the catch of fish in the Maritime Provinces is altogether inadequate to meet the demands of their traffic in the West Indies, and that without the co-operation of Newfoundland, freely given, the volume of the present export trade in fish between Canada and the British West Indies would inevitably show a very marked reduction. The necessity, therefore, as well as the justice of allowing Newfoundland the opportunity of participating fully in any reciprocal arrangement becomes at once apparent, for the mutual trade between the colonies in question as regards the most important present item of export from Canada to the West Indies, is directly dependent upon Newfoundland.

HOW WE COULD BENEFIT.

The growth of Nova Scotian fish trade with the West Indies has been greatly aided by the establishment of a steam service. It was not until 1890 that the first subsidized steamer sailed from Halifax to the West Indies to inaugurate a regular service. Then the service was once a month; now it is fortnightly and with steamers working in between in the busy seasons. The service is subsidized by the Imperial, as well as the Canadian Government, and by a contribution to the subsidy we could arrange that St. John's shall be made the terminus henceforth.

Our claim for participation in any arrangement between Canada and the West Indies, is warranted by the fact that virtually all our imports from the West Indies are admitted into Newfoundland duty free, and that out of a total of imports from Canada of \$4,000,000, we admit \$1,700,000 duty free also. It is no small advantage to Canada that we have put so large a proportion of our imports from her on the free list, especially as nearly all of them can be procured elsewhere at almost as low a figure, and the greater portion of this trade could be diverted to other markets and to Canada's detriment by a slight re-arrangement of duties. But no such disposition has ever been evinced; on the contrary, the utmost good-will has been shown her and for many years past the trade relations, both as regards the business people and the Government, have been in the direction of increasing the volume and value of trade with this sister dependency of the Empire.

The need for providing that any subsidized steamers should not be permitted to discriminate in regard to freight rates is shown by the fact that witnesses testified before the Royal Commission in Canada that various rates were charged to different shippers by the subsidized steamers and also that the unsubsidized boats carried molasses to Montreal for \$2.75 a puncheon, as against \$2.50 charged by the subsidized steamers for its conveyance to Halifax.

The policy, not alone of the Government, but also of the trade, in this Colony, should be to do everything possible to cheapen the transport facilities and to bring about the result that the very smallest possible cost should be incurred in transferring the fish from the man who catches it to the man who buys it, that therefore our people may get all the higher price for their products.

For purposes of information and comparison, I supply here the figures of Canada's trade with the West Indies the past three years:—

1905-6

Total trade	\$8,212,410
Canada's Imports from B. W. I.	5,453,994
Canada's Exports to B. W. I.	2,758,416
Canada's Fishery Exports to B. W. I.	1,232,541
Canada's Dry Cod Exports to B. W. I. (including haddock, ling and pollock)	887,439

1906-7

(Nine months only, as fiscal year was changed from June 30 to March 31.)

Total trade	\$4,216,392
Canada's Imports from B. W. I.	2,174,392
Canada's Exports to B. W. I.	2,042,000
Canada's Fishery Exports to B. W. I.	942,070
Canada's Dry Cod Exports to B. W. I. (including haddock, ling and pollock)	728,777

1907-8

Total trade	\$9,694,919
Canada's Imports from B. W. I.	7,211,801
Canada's Exports to B. W. I.	2,483,118
Canada's Fishery Exports to B. W. I.	1,131,378
Canada's Dry Cod Exports to B. W. I. (including naddock, ling and pollock)	859,138

Appended will be found a table showing the rates of duty levied on fish entering the B. W. I. Colonies; and also tables showing our imports from and exports to these colonies, together with the figures of molasses, rum and sugar therefrom, and the total imports of these commodities, as well as the total exports of cod, herring and salmon.

Respectfully submitted,

M. P. CASHIN,

Minister of Finance and Customs.

IMPORT DUTIES ON FISH.

The following list of Import Duties on Fish of different kinds, levied on British colonies, is made up from information supplied to the British Board of Trade up to October, 1905, and was published in Sir William MacGregor's Report on the Foreign Trade and Commerce of Newfoundland, 1905-6, Page 367

		£	s.	d.
Antigua.....	Fish, fresh, or on ice.....	Free		
	Fish, dried or smoked..... <i>Per cwt</i>	0	1	8
	Fish, pickled:			
	Salmon.... <i>Per barrel not exceed- ing 200 lbs....</i>	0	10	0
	Herrings (all kinds) and alewives <i>Per barrel</i>	0	3	4
	Mackeral <i>Per barrel</i>	0	5	0
Bahamas.....	Fresh fish, and fish ova.....	Free		
	Dried or salted fish..... <i>Per 100 lbs</i>	0	4	0
	Pickled fish.....	25 <i>p.c. ad valorem</i>		
Barbados.....	Fish, fresh.....	Free		
	Fish, dried, salted or smoked... <i>Per cwt</i>	0	1	6 (a)
	Fish, pickled:			
	Trout or salmon <i>Per barrel</i>	0	4	2 (a)
	Other <i>Per barrel</i>	0	1	3 (a)
Bermuda.....	All kinds.....	5 <i>p.c. ad valorem</i>		
British Guiana.....	Fish, fresh.....	15 <i>p.c. ad valorem</i>		
	Fish, dried..... <i>Per cwt</i>	0	2	1
	Fish, pickled:			
	Salmon <i>Per barrel of 200 lbs</i>	0	8	4
	Mackeral.... <i>Per barrel of 200 lbs</i>	0	4	2
	Other pickled fish (including trout) <i>Per barrel of 200 lbs</i>	0	2	1
	Fish preserved in jars or bottles... <i>Per lb</i>	0	0	1
	Fish tinned or canned, but not pickled <i>Per lb</i>	0	0	1
	Fish, smoked..... <i>Per lb</i>	0	0	0 1-2

(a) With an additional charge of 20 per cent. on the amount of duty leviable at the rate given.

British Honduras...	Fresh fish, also salted fish, dry or wet...	Free
	Preserved fish.....	10 <i>p.c. ad valorem</i>
Dominica.....	Fish, fresh or on ice.....	Free
	Fish, dried or smoked.....	<i>Per cwt</i> 0 2 6
	Fish, pickled	
	Salmon..	<i>Per barrel not exceeding 200 lbs</i> 0 8 4
	Mackeral..	<i>Per barrel not exceeding 200 lbs</i> 0 4 2
	Herrings and other pickled fish	
	<i>Per barrel not exceeding 200 lbs</i>	0 3 0
Grenada.....	Fish, fresh.....	Free
	Salmon, pickled or preserved.....	<i>Per lb</i> 0 0 1
	Fish, dried or other preserved..	<i>Per 100 lbs</i> 0 1 0
	Pickled fish not elsewhere specified	
	<i>Per barrel</i>	0 2 0
Jamaica.....	Wet or salted	
	Salmon.....	<i>Per barrel of 200 lbs</i> 0 10 6 (b)
	Smoked:	
	Salmon.....	<i>Per lb</i> 0 0 2 (b)
	Herrings.....	<i>Per lb</i> 0 0 1-4 (b)
	Other smoked fish.....	<i>Per lb</i> 0 0 1-2 (b)
	Dried and salted fish.....	<i>Per 100 lbs</i> 0 3 6 (b)
	Other pickled fish; also alewives, herrings and mackeral....	<i>Per brl of 200 lbs</i> 0 4 0 (b)
	All others, including frsh fish.....	16 2-3 <i>p.c. ad val.</i>
Montserrat.....	Fish, fresh, or on ice.....	Free
	Fish, dried or smoked.....	<i>Per cwt</i> 0 2 3
	Fish, pickled:	
	Salmon..	<i>Per barrel not exceeding 200 lbs</i> 0 12 0
	Other pickled fish...	<i>Per barrel not exceeding 200 lbs</i> 0 3 9
St. Christopher and Nevis.....	Fish, fresh, or on ice.....	Free
	Fish, dried or smoked.....	<i>Per cwt</i> 0 1 8
	Fish, pickled:	
	Salmon..	<i>Per barrel not exceeding 200 lbs</i> 0 8 4
	Other pickled fish..	<i>Per barrel not exceeding 200 lbs</i> 0 2 9

(b) With an additional charge of 6 per cent. on the amount of duty leviable at the rate given.

St. Lucia.....	Fish, fresh, or fish on ice.....	Free
	Pickled:	
	Salmon	Per cwt 0 5 0
	Other pickled fish.....	Per cwt 0 2 6
	Salted or dried fish.....	Per cwt 0 2 0
St. Vincent.....	Fish, fresh	Free
	Fish, smoked, dried or salted.....	Per 100 lbs 0 1 0 (c)
	Fish, pickled.....	Per barrel of 200 lbs 0 1 0 (c)
Trinidad & Tobago	Fish of all kinds.....	Free
Turk's and Caicos Islands	All kinds	Free
Virgin Islands.....	Fish, fresh, or on ice.....	Free
	Fish, dried or smoked.....	Per 100 lbs 0 4 2
	Fish, pickled:	
	Salmon	Per barrel 0 8 0
	Other pickled fish.....	Per barrel 0 2 6
	Mackeral	Per barrel 0 3 0

(c) With an additional charge of 10 per cent. on the amount of duty leviable at the rate given.

STATISTICS

OF

Newfoundland's Trade with British West Indies for the past 25 years.

1884

Imports from B.W.I.	Exports to B.W.I.
Total	Total
\$357,831	\$246,688
Molasses—918,642 gals	Cod (dry)—88,758 qtls.....
346,025	230,771
Rum—834 gals.....	Herring (pkld.)—3,335 brls..
834	6,003
Sugar—57,680 lbs.....	Salmon (pkld.)—315 tcs.....
2,575	4,095
Total imports of molasses, quantity.. 994,778 gals.	
“ “ “ “ value ...	379,253 dols.
“ “ “ rum, quantity	63,782 gals.
“ “ “ “ value	63,782 dols.
“ “ “ sugar, quantity ..	2,922,464 lbs.
“ “ “ “ value	140,537 dols.

1885

Imports from	Exports to
Total	Total
\$294,349	\$222,893
Molasses—809,307 gals.....	Cod (dry)—82,865 qtls.....
283,257	198,876
Rum—3,742 gals.....	Herring (pkld.)—4,029 brls..
3,742	8,462
Sugar—48,958 lbs.....	Salmon (pkld.)—579 tcs.....
2,188	7,262
Total imports of molasses, quantity.. 857,333 gals.	
“ “ “ “ value ...	300,067 dols.
“ “ “ rum, quantity	66,111 gals.
“ “ “ “ value	66,111 dols.
“ “ “ sugar, quantity ..	2,129,340 lbs.
“ “ “ “ value	104,107 dols.

1886.

Imports from	Exports to
Total	Total
\$290,241	\$234,986
Molasses—896,553 gals.....	Cod (dry)—102,839 qtls.....
268,966	205,658
Rum—7,357 gals.....	Herring (pkld.)—5,950 brls..
7,357	12,300
Sugar—19,320 lbs.....	Salmon—273 tcs.....
518	5,187
Total exports of molasses, quantity..1,021,892 gals.	
“ “ “ “ value ...	306,568 dols.
“ “ “ rum, quantity	76,886 dols.
“ “ “ “ value	76,886 dols.
“ “ “ sugar, quantity ..	2,407,552 lbs.
“ “ “ “ value	65,836 dols.

1887.

Imports from		Exports to	
Total	\$240,946	Total	\$278,993
Molasses—636,354 gals.....	225,380	Cod (dry)—82,033 qtls.....	246,100
Rum—6,164 gals.....	8,054	Salmon (pkld.)—295 tcs.....	5,316
Sugar—39,421 lbs.....	1,080	Herring (pkld.)—3,882 brls...	7,765
Total imports of molasses, quantity..		797,067 gals.	
“ “ “ “	value ...	273,592 dols.	
“ “ “ rum, quantity	47,268 gals.		
“ “ “ “ value	47,268 dols.		
“ “ “ sugar, quantity ..	2,608,386 lbs.		
“ “ “ “ value	55,303 dols.		

1888

Imports from		Exports to	
Total	\$346,884	Total	\$305,597
Molasses—1,084,072 gals.....	325,221	Cod (dry)—77,439 qtls.....	263,294
Rum—29,945 gals.....	29,945	Herring (pkld.)—5,740 brls..	19,516
Sugar—13,256 lbs.....	1,404	Salmon (pkld.)—582 tcs.....	11,640
Total imports of molasses, quantity..		1,174,952 gals.	
“ “ “ “	value ...	352,485 dols.	
“ “ “ rum, quantity	57,354 gals.		
“ “ “ “ value	52,716 dols.		
“ “ “ sugar, quantity ..	2,786,672 lbs.		
“ “ “ “ value	79,097 dols.		

1889

Imports from		Exports to	
Total	\$84,517	Total	\$427,825
(This is an obvious error in the printed returns. It should probably be \$284,000, seeing the value of the molasses imported).		Cod (dry)—112,392 qtls.....	382,132
Molasses—916,408 gals.....	274,922	Herring (pkld.)—10,572 brls.	26,430
Rum—536 gals.....	536	Salmon (pkld.)—486 tcs.....	9,720
Sugar—1,288 lbs.....	45		
Total imports of molasses, quantity..		967,887 gals.	
“ “ “ “	value ..	290,366 dols.	
“ “ “ rum, quantity	27,167 gals.		
“ “ “ “ value	27,176 dols.		
“ “ “ sugar, quantity ..	2,155,776 lbs.		
“ “ “ “ value	60,066 dols.		

1890

Imports from		Exports to	
Total	\$326,031	Total	\$435,201
Molasses—1,129,899 gals.....	338,969	Cod (dry)—107,173 qtls.....	385,823
Rum—3,658 gals.....	3,658	Herring (pkld.)—7,392 brls..	18,480
Sugar—43,680 lbs.....	1,170	Salmon (pkld.)—726 tcs.....	11,616
Total imports of molasses, quantity..		1,168,646 gals.	
“ “ “ “	value ...	350,593 dols.	
“ “ “ rum, quantity	79,254 gals.		
“ “ “ “ value	79,254 dols.		
“ “ “ sugar, quantity ..	2,336,768 lbs.		
“ “ “ “ value	65,854 dols.		

1891

Imports from	Exports to
Total	Total
Molasses—969,966 gals.....	Cod (dry)—101,383 qtls.....
Rum	Herring (pkld.)—6,319 brls..
Sugar—59,808 lbs.....	Salmon (pkld.)—507 tcs.....
Total imports of molasses, quantity..	1,171,942 gals.
“ “ “ “ value ...	351,582 dols.
“ “ “ rum, quantity	37,394 gals.
“ “ “ “ value	37,394 dols.
“ “ “ sugar, quantity ..	2,628,416 lbs.
“ “ “ “ value	70,404 dols.

1892

The records for this year do not give much information, probably owing to the destruction of papers at the great fire in St. John's in that year. What does appear from the official publications with regard to B.W.I. trade, is as follows, but it is not clear that the figures represent the real value of that year's operations. The apparent imports are all under the "home consumption" heading.

Imports from	Exports to
Total	Total
Molasses—398,640 gals.....	Cod (dry)—93,176 qtls.....
Rum	Salmon (pkld.)—31 tcs.....
Sugar—31,808 lbs.....	Herring (pkld).....
	no details
Total import of molasses, quantity..	665,134 gals.
“ “ “ “ value ...	199,539 dols.
“ “ “ rum, quantity	24,332 gals.
“ “ “ “ value	24,332 dols.
“ “ “ sugar, quantity ..	1,328,512 lbs.
“ “ “ “ value	44,789 dols.

1893

Imports from	Exports to
Total	Total
Molasses—743,000 gals.....	Cod (dry)—71,385 qtls.....
Rum	Herring (pkld.)—6,176 brls..
Sugar—31,648 lbs.....	Salmon (pkld.)—266 tcs.....
Total imports of molasses, quantity..	894,020 gals.
“ “ “ “ value ...	268,206 dols.
“ “ “ rum, quantity ...	45,506 gals.
“ “ “ “ value	65,214 dols.
“ “ “ sugar, quantity ..	2,434,656 lbs.
“ “ “ “ value	18,202 dols.

1894.

Imports from	Exports to
Total	Total
Molasses—931,627 gals.....	Cod (dry)—73,697 qtls.....
Rum—563 gals.....	Herring (pkld.)—4,456 brls..
Sugar—81,544 lbs.....	Salmon (pkld.)—363 tcs.....
Total import of molasses, quantity..	1,078,093 gals.
“ “ “ “ value ...	323,428 dols.
“ “ “ rum, quantity	38,093 gals.
“ “ “ “ value	15,236 dols.
“ “ “ sugar, quantity ..	3,009,224 lbs.
“ “ “ “ value	87,342 dols.

1895-6.

Imports from	Exports to
Total	Total
\$286,018	\$303,314
Molasses—1,108,107 gals.....	277,027
Rum—728 gals.....	29
Sugar—29,568 lbs.....	792
	Total
	\$303,314
	Cod (dry)—112,328 qtls.....
	292,053
	Herring (pkld.)1,557 brls....
	3,102
	Salmon (pkld.)—137 tcs.....
	1,978
Total imports of molasses, quantity..	1,338,463 gals.
“ “ “ “ value ...	334,165 dols.
“ “ “ rum, quantity	27,400 gals.
“ “ “ “ value	10,960 dols.
“ “ “ sugar, quantity ..	2,940,896 lbs.
“ “ “ “ value	83,615 dols.

1896-7

Imports from	Exports to
Total	Total
\$171,631	\$208,487
Molasses—1,111,844 gals.....	166,777
Rum—2,596 gals.....	1,168
Sugar—27,440 lbs.....	735
	Total
	\$208,487
	Cod (dry)—98,403 qtls.....
	196,806
	Herring (pkld.)—2,495 brls..
	6,238
	Salmon (pkld.)—358 tcs.....
	4,296
Total imports of molasses, quantity..	1,231,204 gals.
“ “ “ “ value ...	184,694 dols.
“ “ “ rum, quantity	45,317 gals.
“ “ “ “ value	20,393 gals.
“ “ “ sugar, quantity ..	2,242,434 lbs.
“ “ “ “ value	60,333 dols.

1897-8

Imports from	Exports to
Total	Total
\$107,542	\$272,668
Molasses—679,652 gals.....	101,947
Rum—2,578 gals.....	1,233
Sugar—16,352 lbs.....	438
	Total
	\$272,668
	Cod (dry)—107,250 qtls.....
	257,400
	Herring (pkld.)—4,753 brls..
	9,506
	Salmon—239 tcs.....
	2,868
Total imports of molasses, quantity..	768,802 gals.
“ “ “ “ value ...	115,320 dols.
“ “ “ rum, quantity	36,197 gals.
“ “ “ “ value.....	16,288 dols.
“ “ “ sugar, quantity ..	2,147,488 lbs.
“ “ “ “ value	62,133 dols.

1898-9.

Imports from	Exports to
Total	Total
\$209,229	\$418,493
Molasses—1,052,683 gals.....	210,776
Rum—20,059 gals.....	7,225
Sugar—24,887 lbs.....	613
	Total
	\$418,493
	Cod (dry)—103,489 qtls.....
	380,503
	Herring (pkld.)—7,012 brls..
	21,121
	Salmon (pkld.)—440 tcs.....
	7,607
Total imports of molasses, value ...	226,557 dols.
“ “ “ “ quantity..	1,075,301 gals.
“ “ “ rum, quantity	47,268 dols.
“ “ “ “ value	11,006 dols.
“ “ “ sugar, quantity ..	4,575,861 lbs.
“ “ “ “ value	124,873 dols.

1899-1900.

Imports from		Exports to	
Total	\$271,602	Total	\$308,905
Molasses—989,365 gals.....	250,588	Cod (dry)—68,168 qtls.....	289,180
Rum—37,168 gals.....	16,974	Herring (pkld.)—3,518 brls..	10,447
Sugar—77,781 lbs.....	2,035	Salmon (pkld.)—266 tcs.....	5,106
Total imports of molasses, quantity..		1,092,362 gals.	
“ “ “ “	value ...	283,124 dols.	
“ “ “ rum, quantity	48,610 gals.		
“ “ “ “ value	22,761 dols.		
“ “ “ sugar, quantity ..	3,371,628 lbs.		
“ “ “ “ value	97,175 dols.		

1900-1.

Imports from		Exports to	
Total	\$322,538	Total	\$321,196
Molasses—1,220,954 gals.....	305,032	Cod (dry)—67,425 qtls.....	298,994
Rum—37,562 gals.....	14,900	Herring (pkld.)—3,539 brls..	11,662
Sugar—13,324 lbs.....	362	Salmon (pkld.)—580 tcs.....	9,400
Total import of molasses, quantity..		1,270,948 gals.	
“ “ “ “	value ...	322,256 dols.	
“ “ “ rum, quantity	49,872 gals.		
“ “ “ “ value	21,550 dols.		
“ “ “ sugar, quantity ..	4,335,844 lbs.		
“ “ “ “ value	124,455 dols.		

1901-2.

Imports from		Exports to	
Total	\$179,226	Total	\$442,662
Molasses—1,101,563 gals.....	165,234	Cod (dry)—93,367 qtls.....	414,146
Rum—30,632 gals.....	10,650	Herring (pkld.)—4,350 brls..	16,303
Sugar—36,748 lbs.....	916	Salmon (pkld.)—140 tcs.....	10,358
Total imports of molasses, quantity..		1,166,607 gals.	
“ “ “ “	value ...	181,773 dols.	
“ “ “ rum, quantity	37,708 gals.		
“ “ “ “ value	13,794 dols.		
“ “ “ sugar, quantity ..	5,722,925 lbs.		
“ “ “ “ value	139,204 dols.		

1902-3

Imports from		Exports to	
Total	\$237,573	Total	\$492,358
Molasses—1,003,562 gals.....	224,078	Cod (dry)—112,861 qtls.....	466,726
Rum—37,030 gals.....	9,101	Herring (pkld.)—5,756 brls..	22,192
Sugar—56,301 lbs.....	1,379	Salmon (pkld.)—189 tcs.....	2,656
Total imports of molasses, quantity..		1,153,392 gals.	
“ “ “ “	value ...	236,674 dols.	
“ “ “ rum, quantity ...	43,561, gals.		
“ “ “ “ value	12,069 dols.		
“ “ “ sugar, quantity ..	5,492,780 lbs.		
“ “ “ “ value	121,136 dols.		

APPENDIX

1903-4.

Imports from		Exports to	
Total	\$236,631	Total	\$381,982
Molasses—1,092,634 gals.	218,846	Cod (dry)—75,926 qtls.	339,419
Rum—41,886 gals.	9,593	Herring (pkld.)—10,301 brls.	36,818
Sugar—119,747 lbs.	2,830	Salmon (pkld.)—86 tcs.	1,202
Total imports of molasses, quantity..		1,153,392 gals.	
“ “ “ “	value ...	237,930 dols.	
“ “ “ rum, quantity	....	49,644 gals.	
“ “ “ “ value	.....	12,320 dols.	
“ “ “ sugar, quantity	..	4,353,179 lbs.	
“ “ “ “ value	.....	108,127 dols.	

1904-5

Imports from		Exports to	
Total	\$378,267	Total	\$385,401
Molasses—1,375,042 gals.	355,469	Cod (dry)—65,763 qtls.	351,836
Rum—51,457 gals.	12,664	Herring (pkld.)—5,703 brls..	21,415
Sugar—128,539 lbs.	3,723	Salmon (pkld.)—300 tcs.	6,655
Total imports of molasses, quantity..		1,436,065 gals.	
“ “ “ “	value ...	372,135 dols.	
“ “ “ rum, quantity	....	58,991 gals.	
“ “ “ “ value	.....	15,301 dols.	
“ “ “ sugar, quantity	..	5,746,774 lbs.	
“ “ “ “ value	.....	180,530 dols.	

1905-6.

Imports from		Exports to	
Total	\$222,727	Total	\$417,147
Molasses—979,332 gals.	199,532	Cod (dry)—68,226 qtls.	386,843
Rum—47,815 gals.	15,135	Herring (pkld.)—3,675 brls..	14,863
Sugar—101,321 lbs.	2,281	Salmon (pkld.)—784 tcs.	12,000
Total imports of molasses, quantity..		1,058,036 gals.	
“ “ “ “	value ...	224,237 dols.	
“ “ “ rum, quantity	....	536,028 gals.	
“ “ “ “ value	.....	17,833 dols.	
“ “ “ sugar, quantity	..	7,761,630 lbs.	
“ “ “ “ value	.....	213,309 dols.	

1906-7

Imports from		Exports to	
Total	\$286,617	Cod (dry)—70,479 qtls.	403,375
Molasses—1,188,749 gals.	260,631	Cod (dry)—70,479 qtls.	403,375
Rum—52,997 gals.	17,555	Herring (pkld.)—3,515 brls..	13,827
Sugar—89,359 lbs.	2,002	Salmon (pkld.)—628 tcs.	8,334
Total imports of molasses, quantity..		1,239,969 gals.	
“ “ “ “	value ...	275,127 dols.	
“ “ “ rum, quantity	....	60,402 gals.	
“ “ “ “ value	.....	20,425 dols.	
“ “ “ sugar, quantity	..	5,229,102 lbs.	
“ “ “ “ value	.....	144,972 dols.	

1907-8

Imports from	Exports to
Total	Total
\$265,572	\$422,715
Molasses—1,139,244 gals.....	Cod (dry)—75,319 qtls.....
234,922	390,608
Rum—51,662 gals.....	Herring (pkld.)—7,085.....
18,023	22,850
Sugar—168,366 lbs.....	Salmon (pkld.)—156 tes.....
4,219	2,002
Total imports of molasses, quantity..1,262,356 gals.	
“ “ “ “ value ...	268,403 dols.
“ “ “ rum, quantity	59,135 gas.
“ “ “ “ value	21,469 dols.
“ “ “ sugar, quantity ..	6,657,422 lbs.
“ “ “ “ value	198,511 dols.

1908-9.

Imports from	Exports to
Total	Total
\$314,293	\$437,711
Molasses—1,066,612 gals.....	Cod (dry)—105,282 qtls.....
281,941	426,541
Rum—53,443 gals.....	Herring (pkld.)2,162 brls....
23,184	6,915
Sugar—68,492 lbs.....	Salmon (pkld.)—64 tes.....
1,739	1,099
Total consumption of molasses, quantity	
“ “ “ “ value	1,186,173 gals.
“ “ “ rum, quantity	322,966 dols.
“ “ “ “ value	62,072 gals.
“ “ “ sugar, quantity	27,874 dols.
“ “ “ “ value	6,245,392 lbs.
“ “ “ “ value	185,206 dols.

CURRENT ACCOUNT, 1908-09.

Dr. Statement of Current Account of the Government

Customs Duties, St. John's and Outports	\$2,390,967 05	
Light Dues, do. do.	25,168 28	
Miscellaneous Sources.....	9,258 21	
	<hr/>	
TOTAL CUSTOMS REVENUE		\$2,425,393 54
Postal Revenue.....	79,953 06	
Telegraph Revenue.....	63,343 62	
Crown Lands.....	53,772 65	
Stamp Revenue.....	13,472 99	
Liquor Licenses.....	5,371 80	
Fines and Forfeitures.....	3,847 75	
Broom Department.....	9,888 80	
Fees Institutions.....	3,491 36	
Municipal Interest.....	47,335 64	
Contribution to Fire Department.....	12,000 00	
A. A. Telegraph Company Tax.....	22,616 78	
Bank Tax.....	10,000 00	
Express Company Tax	2,000 00	
Harbor Grace Water Company	548 00	
Carbonear Water Company	1,260 80	
Imported Silver.....	992 14	
Imported Copper	640 00	
Interest on Cr. Bal. from Bank of Montreal.....	15,600 79	
Surplus Trust	6,786 92	
Miscellaneous Sources.....	14,552 05	
	<hr/>	
		367,475 15
		<hr/>
		\$2,792,868 69
Balance due Bank of Montreal on Current Acct. for the year		199,221 57
		<hr/>
		\$2,992,090 26
Surplus Trust	115,503 07	
Agriculture Bonus.....	8,675 66	
	<hr/>	
		124,178 73
		<hr/>
		\$3,116,268 99
		<hr/>

Examined by me and found correct.

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

of Newfoundland for the Financial Year 1908-09. Cr.

Expenditure under the following Heads:—

Head	I. Interest, etc., Public Debt.....	\$872,071 90	
	II. Civil Government	141,419 36	
	III. Pensions	9,567 70	
	IV. Administration of Justice.....	190,137 33	
	V. Legislation	32,141 07	
	VI. Education	268,013 04	
	VII. Public Charities	301,731 21	
	VIII. Lighthouses.....	71,868 18	
	IX. Agriculture and Mines.....	29,551 83	
	X. Marine and Fisheries.....	106,566 68	
	XI. Roads, Bridges and Ferries	179,389 20	
	XII. Postal and Telegraph Departments...	459,423 87	
	XIII. Customs Department.....	152,395 77	
	XIV. Contingencies	16,356 02	
	XV. Elections.....	41,092 57	
	XVI. Coal and Water Refund, Customs....	61,145 23	
			\$2,932,870 96
	Audit Act.....	14,997 73	
	Loan, 9th Edward VII., Cap. 3	44,221 57	
			59,219 30
			\$2,992,090 26
	Surplus Trust.....	115,503 07	
	Agriculture Bonus.....	8,675 66	
			124,178 73
			\$3,116,268 99

M. P. CASHIN,

Minister of Finance and Customs.



Balance Sheet Treasury Accounts,
1908-09.

Dr.

Balance Sheet Treasury

REVENUE, VIZ:—

On Current Account.....	\$2,792,868 69
On Loan and Trust Accounts.....	124,178 73
Balance due Bank of Montreal on Current Account being Amount of Expenditure in Excess of Revenue.....	199,221 57
	<u>\$3,116,268 99</u>
Bank of Montreal General Account.....	1,223 52
Temporary Loans Bank of Montreal.....	99,354 00
Bank of Montreal Trust Accounts.....	530,739 61
Revenue and Expenditure.....	199,221 57
Harbor Grace Water Company Loan	13,700 00
Public Debt, viz: 4 per cent. Loans	\$8,110,784 53
3½ per cent. Loans	13,065,546 66
3 per cent. Loans	1,581,666 66
	<u>22,757,997 85</u>
	<u>\$23,602,236 55</u>

Examined by me and found correct,

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

Accounts, 1908-09.

Cr.

EXPENDITURE, VIZ:—

On Current Account.....	\$2,932,870 96
On Loan, Surplus Trust and Audit Act..	183,398 03

\$3,116,268 99

Debenture Conversion Account.....	1,223 52
Bank of Montreal Temporary Loan.....	99,354 00

Bank of Montreal Trust Accounts:—

Agriculture Bonus	\$3,920 47
Loan 61 Vic., Cap. 1.....	10,000 00
Surplus Trust	16,819 14
Reserve Fund	500,000 00

530,739 61

Bank of Montreal Exchequer Account.....	199,221 57
Harbor Grace Water Company Stock	13,700 00

Loans Sundry Acts.....	<u>22,757,997 85</u>
------------------------	----------------------

\$23,602,236 51

J. S. KEATING,

Deputy Minister of Finance.

Public Debt Account on June 30th, 1909

Dr.

Public Debt Account

1908-9.—July 1. To Balance, viz:—

Loan at 3 per cent.....	\$1,581,666 66	
do 3½ do	13,065,546 66	
do 4 do	8,110,784 53	
	<u> </u>	\$22,757,997 85

\$22,757,997 85

Examined by me and found correct,

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

M. P. CASHIN,

Minister of Finance and Customs.

on 30th June, 1909.

Cr.

By Act 54 Vic., Cap. 8 at 3 per cent.....		\$1,581,666 66
do 56 do 1 at 3½ do	\$3,384,960 00	
do 56 do 2 do	4,708,800 00	
do 60 do 4 do	456,980 00	
do 61 & 3 do 6 & 4 do	351,373 33	
do 1 Ed. VII, Cap: 6 do	2,263,000 00	
do 5 do 2 do	1,900,433 33	
at 3½ per cent. -----		13,065,546 66
do 44 Vic., Cap. 24 at 4 p. cent	11,300 00	
do 46 & 7 do 5 & 4 do	19,336 00	
do 49 do 15 do	61,200 00	
do 49 do 3 do	60,000 00	
do 50 do 6 do	480 000 00	
do 50 do 7 do	320,000 00	
do 51 do 3 do	50,000 00	
do 51 do 5 do	218,000 00	
do 51 do 5 do	82,000 00	
do 52 do 5 do	408,000 00	
do 54 do 7 do	6,800 00	
do 56 do 1 do	95,984 48	
do 56 do 4 do	35,030 00	
do 58 do 4 do	65,292 00	
do 58 do 13 do	*2,676,666 66	
do 60 do 2 do	973,333 33	
do 61 do 10 do	50,973 75	
do 61,2,3 do 33 do	89,352 93	
do 62 & 3 do 37 do	11,622 92	
do 59 do 15 do	54,000 00	
do 2 Ed. VII, Cap. 28, do	40,692 46	
do 5 do 1 do	2,289,500 00	
do 4 do 18 do	11,550 00	
		8,110,784 53
		<u>\$22,757,997 85</u>

*NOTE.—\$459,184 80 of this Loan has been paid off by the Sinking Fund established under this Act.

\$1,204,654 22 of above Debt is due by Municipality.

\$13,700 00 of above Debt is invested in Harbor Grace Water Company Stock by the Government.

TRUST ACCOUNT, 1908-09.

Dr.

Trust Account,

To Amount Coal Exploration Account	\$9,510 83
To Amount Geological and other Maps Account.....	18 85
Balance due on Account Geological and other Maps, transferred to 1909-1910 Account.....	237 66
	<hr/>
	\$9,767 34
	<hr/>

Examined by me and found correct,

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

1908—09.

Cr.

By Balances from 1908-1909 Account :

To Credit of Coal Exploration.....	\$9,510 83
To Credit of Geological and other Maps.....	256 51

\$9,767 34

S. D. BLANDFORD,

Minister Agriculture and Mines.



GAME LICENSE TRUST, 1908-09

Dr.	Game License
Aug. 4—R. T. Squarry.....	\$300 00
11—W. B. Payn.....	150 00
13— do	150 00
18— do	150 00
Sept. 1— do	50 00
3— do	100 00
4—R. T. Squarry.....	450 00
L. March.....	200 00
18—W. B. Payn.....	150 00
do	50 00
19—R. T. Squarry.....	750 00
W. B. Payn.....	100 00
Oct. 7—E. B. Colbourne.....	50 00
W. B. Payn.....	50 00
W. Garland.....	50 00
14—W. B. Payn.....	150 00
do	150 00
do	50 00
Nov. 3—R. T. Squarry.....	1,350 00
Dec. 31—E. B. Colbourne.....	100 00
	\$4,450 00

Examined under my direction,

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

Examined by me and found correct,

W. L. DONNELLY,

Assistant to Auditor General.

A. W. PICCOTT,

Minister of Marine and Fisheries.

Trust, 1908-09.

Cr.

Sep. 15—Sergeant Sheppard....	\$50 00	Oct. 19—S. Gooby.....	50 00
I. C. Morris.....	16 00	F. Stares	50 00
23—Dr. Keegan	200 00	Josiah Goodyear	150 00
Oct. 1—A. Miles.....	10 00	J. O'Neil	10 00
A. Wright	22 50	J. J. Evans.....	15 00
9—W. Rixon.....	20 00	P. Hurley.....	10 00
D. Laing	20 00	W. E. Parsons.....	16 60
10—P. Griffiths.....	20 00	J. Newhook.....	50 00
13—Tompkins.....	50 00	W. J. Collins.	50 00
14—James Greene	10 00	E. D. Goff	70 00
16—Joseph Riggs.....	20 00	A. J. O'Reilly.....	100 00
Joseph Pafford.....	40 00	Ed. Benoit.....	50 00
Geo. Rose.....	10 00	P. Ancoin.....	50 00
19—Alex. Francois	25 00	Pat. Hurley.....	104 70
Thos. Power	30 00	F. Stares.....	28 00
J. T. Young	10 00	J. W. Payne	15 00
Frank Lee	15 00	Bank of Montreal....	1 45
Thos. Connors.....	10 00	Reid Nfld. Co	31 90
M. Colford.....	20 00	M. Petipas.....	3 00
H. C. Dawe.....	10 00	Gear & Co.....	9 15
Thos. Howe.....	10 00	P. Murphy.....	30 00
M. Taplin.....	10 00	Geo. Davis.....	48 00
T. Johnson.....	10 00	S. Bradbury.....	14 00
James Keefe.....	10 00	B. Brazil.....	20 00
J. Malone.....	10 00	Sergeant Sheppard...	94 80
Pat. Nugent	10 00	S. Gooby	10 00
John Butler.....	10 00	W. L. Haddon	65 20
Thos. Walsh	10 00	Munn & Oke.....	2 70
D. Murrant	10 00	Evening Herald	15 00
R. Crowe	10 00	E. D. Goff	10 20
D. McGuire.....	10 00	J. J. Evans	15 00
John Murphy.....	10 00	A. Kelland.....	25 00
M. Murphy	10 00	Sergeant Sheppard...	50 00
R. Fizelle.....	10 00	Evening Herald	3 00
R. Mogridge	10 00	J. Camp	10 00
John Beard	10 00	Constable Martin	4 10
Pat. Nolan.....	10 00	Jan. 25—N. Pike.....	11 00
J. W. Chafe.....	10 00	J. Goodyear.....	25 00
Geo. Nichol.....	50 00	Feb. 2—M. Petipas	25 00
John Young.....	10 00	P. R. Bowers.....	20 00
R. Stoodley	10 00	22—Enterprise Pub. Co...	3 00
Bernard Murray	40 00	Mar. 4—Outlook Pub. Co.....	3 00
Richard Hartery.....	20 00	22—James Murphy.....	2 50
M. Murray.....	25 00	23—Thos. Howe.....	22 25
Richard Hibbs.....	30 00	27—James Murphy.....	5 00

Game License Trust, 1908-09.—(Continued.)

Cr.

Apl. 2—Evening Telegram ...	\$3 00	Aug. 19—M. Petipas.....	\$25 00
7—W. H. Ewing	2 00	Sep. 4—J. James.....	10 00
J. J. Evans.....	15 00	11—P. Brien	21 50
14—J. J. Gleeson	19 00	14—Joseph White.....	50 00
20—Proprietors Year Book	10 00	16—'Western Star'	10 00
May 22—J. H. Andrews.....	10 00	17—F. Nash	50 00
June 11—Reid Nfld. Co.....	5 60	18—Devine & O'Mara.....	90 00
J. A. Carmichael.....	10 00	J. A. Barrett	12 00
15—Reid Nfld. Co	1 60	20—'Daily News'	14 00
18—J. A. Barrett	6 60	21—Arthur Blake.....	90 00
July 12—Game Fish Assoc.....	500 00	Thomas Francis	90 00
15—Bowring Brothers.....	40	George Nichols	50 00
17—P. Hanley	68 20	J. F. Tomkins.....	50 00
19—J. J. Evans.....	15 00	22—J. Moore.....	50 00
22—W. J. Clouston	4 00	Amount deposited to	
31—Reid Nfld. Co	2 41	Exchequer Account	675 74
Aug. 5—Hudson Bay Co.....	20 60		
Bowring Brothers.....	40		
14—M. Murray.....	85 00		
			<u>\$4,450 00</u>

Railway Arbitration Awards, 1908-09

Dr. **Railway Arbitration**

To F. H. Balfour, Expenses Harbor Grace.....	\$11 50
H. G. Barnes, Award Harbor Grace.....	50 00
J. E. Stapleton, Award Harbor Grace	100 00
Nathaniel Turner, Award Lewisporte	18 00
T. A. Woodfrey, Award Lewisporte	18 00
Estate James Winsor, Award.....	166 66
Reid Newfoundland Company, Rail Fares	9 00
Balance carried to 1909-1910 Account	6,426 20
	\$6,799 36

Examined by me and found correct,

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

Awards, 1908-09.

Cr.

By Balance from 1908-09 Account..... 6,799 36

\$6,799 36

S. D. BLANDFORD,
Minister Agriculture and Mines

Teachers' Pension Fund, 1908-09.

Statement of Teachers' Pension Fund

Deposits to Fund during Year 1908-09.

Contributions by Teachers under—

Roman Catholic Boards.....	\$1,072 47
Church of England Boards.....	1,425 75
Methodist Boards.....	1,088 97
Congregational Boards.....	15 36
	\$3,602 55
Interest allowed by Bank for 1908	1,219 90
Interest allowed by Government for 1907-08	2,335 03
	\$7,157 48

Recapitulation.

Balance to Credit of Fund at 1st July, 1908	\$40,068 42
Deposits to Fund during year 1908-09.....	7,157 48
	\$47,225 90
Withdrawals from Fund during 1908-09.....	1,718 53
	\$45,507 37

Examined under my direction,

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

Examined by me and found correct,

W. L. DONNELLY,

Assistant to Auditor General.

WM. G. CURRIE, Accountant.

for the Year ended 30th June, 1909.

Withdrawals from Fund during year 1908-09.

NAMES OF CLAIMANTS.	Roman Catholic.	Church of England.	Methodist.
Levi Halfyard.....			\$27 64
Jethro Norman.....		\$61 81	
Mrs. Belinda Crocker (Pension).....		60 00	
Jos. G. Kielley.....	\$81 70		
John Lanning.....		31 68	
Katie M. Penney.....			23 61
Wm. M. Butt.....			30 98
Julia A. Shirran.....			32 34
E. C. Curtis.....			37 55
Edith White.....		22 32	
Lucy Hefferan.....	26 70		
Elizabeth Filliar.....			37 35
Wm. J. Bradbury.....		40 79	
Alan Vatcher.....			38 35
Bridget Chafe.....	21 79		
Bridget A. Lannon.....	29 36		
Sarah Diamond.....			26 39
Ethel Small.....			25 05
Sarah Spencer.....			26 15
Elfreda White.....		23 34	
Maud White.....		4 31	
Edward Andrews.....		65 64	
Annie Kemp.....	61 80		
Mary Hendrik.....	59 75		
Annie Milley.....			23 54
Minnie Brown.....		68 32	
Eunice V. Hines.....	25 85		
Constance Pinsent.....		32 19	
Geo. R. Ploughman.....			12 35
Sarah DeGrish.....		29 04	
Hazel Baggs.....			29 10
Josephine St. Croix.....	24 60		
Ita Burke.....	36 88		
Maud Scott.....			44 83
Thomas Powell.....			27 61
Elijah P. Coish.....			48 59
Myra B. Oldford.....			62 33
John T. Lawton.....	254 57		
Maud Dalton.....			40 11
L. Mauć Pelley.....			30 59
James Norman.....			31 63
	\$623 00	\$439 44	\$656 09

SAVINGS BANK REPORT, 1909

Report of Newfoundland Savings Bank

Amount of Deposits 31st December, 1908.....		\$2,631,450 48
do do 1909.....		2,642,010 46
Increase.....		\$10,559 98
Amount deposited during year 1909.....		\$604,175 64
Amount withdrawn during year 1909.....		593,615 66
Increase.....		\$10,559 98
Amount received from all sources for Interest, etc., during the year....		\$93,618 82

which account is closed as follows :

Amount paid Depositors for Interest.....		\$75,895 43
Salaries, Rent, Stationery, etc.....		7,923 97
Harbor Grace Branch Disbursements.....		520 05
Heart's Content do do		174 22
Bay Roberts do do		167 81
Balance to Reserve Account.....		8,937 34
		\$93,618 82

RESERVE ACCOUNT.

Balance due from 1908.....		\$47,843 91
Amount rec. Ex. Law Suit.....		519 50
Profits for year 1909.....		8,937 34
		\$57,300 75

No. of Accounts, St. John's.....	5,962	\$2,642,010 46
do Harbor Grace.....	788	\$232,965 90
do Heart's Content.....	277	43,346 16
do Bay Roberts.....	147	40,658 12
Total Accounts, 1908.....	7,381	
do 1909.....	7,174	

207 Decrease.

for Year ending December 31, 1909.

THE ASSETS ARE AS FOLLOWS:

Colonial Debentures.....	\$ 784,000 00
Bank of Montreal Deposit.....	1,235,000 00
do do Current.....	114,759 85
Cash on hand	2,660 70
India Consols.....	486,666 66
Mortgages.....	17,150 00
Bishop Feild College	17,000 00
Bank Furniture.....	420 00
Harbor Grace Water Co. Stock.....	20,100 00
Carbonear do do	9,460 00
Placentia do do	10,494 00
Municipal Council	1,600 00
	\$2,699,311 21

CONTRA:

Deposit Account	\$2,642,010 46
Reserve Account.....	57,300 75
	\$2,699,311 21

Respectfully submitted,

W. B. PAYN, Cashier.

Signed, JOHN B. AYRE,
 GEORGE SKELTON, } Directors.
 JOHN HARRIS,



Returns of Licenses, Leases, Grants, etc.,
Issued by Dept. Agriculture & Mines,
1909.

RETURNS

of the Licenses, Leases and Grants, issued by the Department of Agriculture and Mines, within the Fiscal Year ending 30th June, 1909, and Reports of the Surveys done during the Calendar Year ending December 30th, 1909.

To His Excellency Sir Ralph Champneys Williams, Knight Commander of the Most Distinguished Order of St. Michael and St. George, Governor and Commander-in-Chief in and over the Island of Newfoundland and its Dependencies.

MAY IT PLEASE YOUR EXCELLENCY:—

I have the honor to submit, for Your Excellency's information, returns of the Licenses, Leases and Grants issued by the Department of Agriculture and Mines, issued within the Fiscal Year ending 30th June, 1909, and reports of Surveys done during the Calendar Year ending December 30th, 1909.

During the Fiscal Year there were issued five hundred and thirty grants of agricultural land containing an area of four thousand, three hundred and forty-seven acres, one rood and thirty and one-half perches. The amount received for which was one thousand, eight hundred and eighty-two dollars and sixty-five cents, as shown in return marked No. 1.

Nine licenses, to cut timber for manufacturing lumber, covering an area of five hundred and ninety square miles, on which there was paid the sum of eleven hundred and eighty-two dollars bonus, as shown in return marked No. 2.

Two hundred and seventy-seven licenses of mining locations, covering an area of four hundred and four and one-half square miles, on which the amount of fees received was eight thousand and ninety dollars, as shown in return marked No. 3.

Nine leases of mining locations, covering an area of twenty-three and one-half square miles, on which the fees received amounted to nine hundred and forty dollars, as shown in return marked No. 4.

Three fee simple mining grants, covering an area of fifteen and one-half square miles, as shown in return marked No. 5.

Three leases of land for quarrying purposes, over an area of two hundred and forty acres, at an annual rental of sixty dollars.

Two survey parties were engaged during the past Calendar year. One under the direction of the First Surveyor of this Department was employed in locating the boundaries between land granted to the Reid Newfoundland Company and the land remaining to the colony, in the Come By Chance Valley, and other minor survey work. The other party, under the Second Surveyor, was employed in cutting a road between Shambler's Cove and Gambo, Bonavista Bay.

Reports of the surveyors are enclosed herewith.

I also enclose the following reports, viz:—

The report of James P. Howley, F.G.S., Director of the Geological Surveys and Curator of the Museum, on coal near Goose Bay during the past season, together with the diagram of the boring, showing the stratifications of the rock passed through.

The report of Thomas Howe, Chief Ranger, under the Act for the protection of woods against fires, of his proceedings for the past Calendar year.

The report of the Acting Superintendent of the Agricultural Farm, with a statement of the number of animals distributed in the various districts, for the improvement of stock and of stock remaining at the stables.

The report of the Inspector of Timber Limits.

I have the honor to be,
Your Excellency's
Most Obedient Servant,

SYDNEY D. BLANDFORD,
Minister of Agriculture and Mines.

Return of Crown Land Grants Issued
During the Year 1908-1909.

CROWN LANDS DEPARTMENT.

Return of Crown Land Grants

No.	Date of Issue.	Name	No. of Grant.
1	July 3	Kenneth W. Knight.....	11714
2	3	Hedley Whitemarsh.....	11779
3	3	Hedley Whitemarsh.....	11780
4	3	Eliz A. Goudie and Sons.....	11709
5	3	John G. Donovan.....	11506
6	3	John Clance.....	11603
7	28	John Power.....	11570
8	28	John Knight.....	11571
9	28	Moses Noseworthy.....	11647
10	28	Frederick Thistle.....	11705
11	28	S. & J. Bungay.....	11789
12	27	Dominion Iron & Steel Co., Ltd.....	103
13	Aug. 17	Solomon Manuel.....	11582
14	Sept. 2	Ambrose Martin.....	11454
15	2	Ambrose Martin.....	11455
16	8	Z. Hibbs.....	11698
17	8	W. Freake.....	11601
18	8	A. Pilgrim.....	11567
19	8	S. Snow.....	11550
20	8	Henry Weir.....	11536
21	8	Moses Pynn.....	11651
22	Oct. 5	William and Michael Hammond.....	7764
23	6	Wm. Russell.....	11841
24	6	John West.....	11539
25	6	Louis Stanley.....	11878
26	6	Thos. Stackley.....	11551
27	6	Corn. Spurrell.....	11543
28	6	Thos. Stockley.....	11876
29	9	Sidney White.....	11823
30	9	James & Sidney Burton.....	11802
31	13	Richard Dunn.....	11715
32	15	Charles Stratten.....	11542
33	16	Walter, Louis, John and Stephen Burton.....	11811
34	19	Peter Molloy.....	10724
35	22	Henry Greenham.....	11816
36	26	Aquila Francis.....	11767
37	26	Isaac Porter.....	11568
38	31	Malcolm, Corn. and Chas. Campbell.....	11693
39	Nov. 3	Herbert H. Batstone.....	11720
40	17	Robert Pickett.....	11787
41	17	Abraham Stratten.....	11678
42	18	Josiah Noel.....	11565
43	19	Samuel R. Winsor.....	11822
44	Dec. 5	Thomas Rees, jr.....	7567
45	5	Alex. Gardner, in Trust.....	11592
46	8	Nath. Sparks.....	11722
47	12	Enos Hoff.....	11764
48	12	John Edney.....	11909
49	12	James Ryan.....	11874
50	12	E. W. Roberts.....	11922
51	15	Jane Taylor.....	11758
52	15	Rev. J. K. Curtis, in Trust.....	11813
53	15	Rev. J. K. Curtis, in Trust.....	11814
54	23	John & Wm. G. Wiltshire.....	11828
55	23	John Higdon.....	11900
56	29	Peter House.....	11784

CROWN LANDS DEPARTMENT.

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Locality.	Area.			Date of Grant	Registry		Amount of Fee.
	A.	R.	P.		Vol	Folio.	
Jackson's Cove, Twillingate	4	0	0	March 2, 1908	74	122	\$2 20
Norris' Arm, Twillingate.....	8	0	0	April 25, "	74	123	3 40
do do	0	0	28	25, "	74	124	1 30
N. W. Arm, Green Bay, Twillingate	12	1	2	March 2, "	74	125	4 90
Melrose, Trinity.....	1	3	4	Dec. 27, 1907	74	126	1 60
LaScie, St. Barbe	6	2	0	27, "	74	127	3 10
S. W. Crouse, St. Barbe.....	1	2	20	27, "	74	133	1 60
LaScie, St. Barbe	2	0	32	27, "	74	132	1 90
Little Quirpon, St. Barbe.....	3	0	5	Jan. 6, 1908	74	130	2 20
King's Point, Twillingate.....	1	2	32	March 2, "	74	129	1 60
Little Burnt Island, Bonavista	1	0	26	May 15, "	74	128	1 60
Bell Island, Bonavista.....				July 22, "	2	103	6 00
Kite Cove, Twillingate.....	13	2	17	Dec. 27, 1907	65a	201	5 20
Thorburn Road, St. John's West	20	0	0	Nov. 12, "	65a	202	7 00
do do	6	2	2	12, "	65a	203	3 10
Exploits River, Twillingate	20	0	0	Feb. 24, 1908	74	134	7 00
Griquet, St. Barbe	1	0	12	Dec. 27, 1907	74	135	1 60
do do	6	0	17	27, "	74	136	3 10
do do	2	1	5	27, "	74	139	1 90
do do	3	3	37	27, "	74	138	2 20
Quirpon, do	10	0	0	Jan. 6, "	74	137	4 00
Bell Island, St. John's East.....	18	2	4	Feb. 3, 1895	55	23	5 55
Lewisporte, Twillingate.....	11	2	14	Sept. 11, 1908	74	145	4 60
Western Arm, Fogo.....	1	0	5	Dec. 27, 1907	74	146	1 60
Shoal Harbor, Trinity.....	8	3	4	Sept. 24, 1908	74	147	3 70
Wesleyville, Bonavista	0	3	8	Dec. 27, 1907	74	148	1 30
Long Island, Bonavista.....	0	1	0	27, "	74	149	1 30
Virgin Arm, Twillingate	20	0	0	Sept. 24, 1908	74	150	7 00
Kettle Cove, Bonavista.....	1	2	7	June 1, "	74	151	1 60
English Hr., Bonavista.....	2	0	0	May 19, "	74	152	1 60
Broad Cove, Bay de Verde.....	6	1	6	March 2, "	74	153	3 10
Gambo, Bonavista.....	9	1	36	Dec. 27, 1907	74	157	4 00
English Harbor, Bonavista	1	0	0	June 1, 1908	74	159	1 30
Thorburn Road, St. John's West.....	10	1	28	Sept. 13, 1905	69	117	4 30
Virgin Arm, Twillingate	4	3	8	June 1, 1908	74	161	2 50
Hermitage, Fortune Bay.....	9	1	20	April 25, "	74	140	4 00
Long Pond, Hr. Main.....	10	0	32	Dec. 27, 1907	74	142	4 30
Gambo, Bonavista.....	4	0	0	Feb. 24, 1908	74	163	2 20
LaScie, St. Barbe	1	3	8	March 6, "	74	160	1 60
Favi Island, Bonavista	0	1	0	May 15, "	74	165	1 30
Valleyfield, Bonavista.....	6	2	12	Feb. 24, "	74	166	3 10
Great Chance Hr., Twillingate	4	2	39	Dec. 27, 1907	74	167	2 50
Valleyfield, Bonavista.....	8	1	38	June 1, 1908	74	168	3 70
Bell Island, St. John's East	14	2	21	Nov. 20, 1894	55	9	4 40
Foster's Point, Trinity	1	0	12	Dec. 27, 1907	74	169	1 30
Bay Roberts, Hr. Grace	1	2	6	Mar. 13, 1908	74	171	1 60
Change Islands, Fogo.....	1	3	36	April 25, "	74	170	1 60
Ship Island, Twillingate.....	3	2	16	Nov. 21, "	74	172	2 20
Mosquito, Carbonear.....	1	2	10	Sept. 24, "	74	173	1 60
Bett's Cove, Twillingate.....	4	3	0	Dec. 4, "	74	174	2 50
Robinson's River, St. George's.....	123	0	0	April 24, "	70	85	37 90
Jenkins' Cove, Twillingate	1	0	32	June 1, "	74	176	1 00
Kettle Cove, Twillingate.....	4	0	35	2, "	74	177	1 00
Heart's Delight, Trinity.....	0	2	24	22, "	74	179	1 30
Little Quirpon, St. Barbe.....	1	2	22	Nov. 21, "	74	180	1 60
Pool's Island, Bonavista.....	5	2	8	May 15, "	74	143	2 80

CROWN LANDS DEPARTMENT.

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No.	Date of Issue.	Name.	No. of Grant.
57	Dec. 29	Martin King	11803
58	29	M. Wells and C. Payne.....	11688
59	29	James Hiscock	11743
60	29	J. and S. Gale.....	11639
61	29	Rev. P. J. O'Brien	11881
62	31	A. G. French	11907
63	31	C. O'Driscoll (interest).....	11893
64	31	C. O'Driscoll	11892
1909			
65	Jan. 2	Charles Way.....	11880
66	2	Albert and Louis Spurrell.. ..	11820
67	2	Hugh White	11794
68	2	Edgar Tiller	11665
69	2	John Winsor	11537
70	2	Hugh White	11895
71	7	William Maidment	11804
72	7	George Stagg.....	11549
73	7	Elijah Smith	11661
74	7	Levi Fudge	11638
75	7	Wm. Melvin	11680
76	7	Arthur Gillingham	11906
77	7	John D. Jesso	11642
78	7	John E. Morris	11645
79	9	Frederick Ludlow.....	11682
80	9	Peter Quigley.. ..	11555
81	9	Charles D. Marshall ..	11561
82	9	Benjamin Davis.....	11507
83	9	John Fisher.....	11505
84	9	John Hawkins.....	11593
85	9	G. J. and T. Gibbons.....	11687
86	11	Nfld Conference.....	11957
87	11	Salvation Army	11943
88	11	James Johnson.....	11832
89	13	James Flynn.....	11849
90	13	Edward, J. W. and J. Turner	11532
91	13	Joseph Davis.....	11848
92	13	Edward Blackwood.....	11759
93	13	J. M. Jackman	11734
94	13	J. M. Jackman	11735
95	13	J. M. Jackman	11933
96	14	J. M. Bartlett, and M. Parrell.....	11883
97	14	Thos. Whelan.....	11530
98	14	Willis Burden.....	11611
99	14	William Butt.....	11623
100	14	Charles Bauld.....	11728
101	14	Ambrose Benson	11843
102	14	George Adams	11956
103	14	W. J. and H. Barrett	11608
104	14	Miles Bailey	11612
105	14	Wm. G. Ball.....	11624
106	14	Wm. G. Adams.....	11716
107	14	Daniel Ball.....	11610
108	14	Caleb Attwood	11607
109	14	Edward Bishop.....	11609
110	14	A. and C. Arnold.....	11860

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Locality.	Area.			Date of Grant.	Registry.		Amount
	A.	R.	P.		Vol.	Folio	
Wesleyville, Bonavista	1	2	28	June 1, 1908	74	155	\$1 60
do do	0	1	18	Jan. 6, "	74	156	1 30
Gander Bay, Fogo	3	0	0	Mar. 31, "	74	144	1 90
Indian Islands, Fogo	2	0	12	Jan. 6, "	74	154	1 90
Bell Island, St. John's East	60	3	8	Oct. 13, "	74	158	19 30
New Harbor, Trinity	3	0	0	Nov. 21, "	74	181	1 90
Rattling Brook, Twillingate	7	0	5	21, "	74	186	2 40
do do	4	3	10	21, "	74	187	2 50
Hr. Breton, Fortune Bay	5	1	23	Sept. 24, "	74	184	2 80
Padger's Quarry, Bonavista	0	3	25	June 1, "	74	164	1 30
Loo Cove, do	7	2	1	May 19, "	74	178	3 40
Fox Cove, do	11	0	16	Jan. 6, "	74	183	4 60
Wesleyville, do	9	2	5	Dec 27, 1907	74	185	4 00
Clotty Islands, do	1	0	27	May 19, 1908	74	175	1 30
Loo Cove, do	4	3	25	June 1, "	74	188	2 50
Shambler's Cove, do	0	1	18	Dec. 27, 1907	74	189	1 30
Broad Cove, Trinity	13	1	2	Jan. 6, 1908	74	191	5 20
New Harbor, Twillingate	10	3	8	6, "	74	190	4 30
Norris' Arm, Twillingate	17	2	11	Feb. 24, "	74	192	6 40
Gander Bay, Fogo	5	0	0	Nov. 21, "	74	193	2 50
Charlie Sheave's Cove, St. George's	29	3	28	Jan. 6, "	70	87	10 00
Crabbe's River, St. George's	55	2	0	6, "	70	88	17 80
Hell Grapnel Cove, St. Barbe	1	1	30	Feb. 24, "	74	195	1 60
Bell Island, St. John's East	20	0	0	Dec. 27, 1907	74	199	7 00
Carbonear, Carbonear	0	1	7	27, "	74	196	1 30
Valleyfield, Bonavista	4	3	36	27, "	74	194	2 50
Clay Cove, do	5	3	20	27, "	74	197	2 80
Greenspond, do	1	2	33	27, "	74	198	1 60
Fair Island, do	0	3	15	Feb. 24, 1908	74	200	1 30
Little Catalina, Trinity	2	2	19	Jan. 8, 1909	65a	209	1 00
Dog Bay, Fogo	3	3	8	Dec. 4, 1908	65a	211	2 20
St. Anthony, St. Barbe	4	1	7	June 22, "	65a	210	2 50
Norris' Arm, Twillingate	0	0	10	Sept. 11, "	65a	214	1 30
Happy Adventure, Twillingate	6	0	0	Dec. 27, 1907	65a	215	2 80
Indian Bay, Bonavista	4	2	2	Sept. 11, 1908	65a	213	2 50
Gull Rocks, do	0	0	19	April 24, "	65a	212	1 30
LaScie, Twillingate	0	1	33	Mar. 19, "	65a	208	1 30
do do	4	5	17	19, "	65a	207	2 50
do do	5	3	32	Dec. 4, "	65a	206	2 80
Burin, Burin	0	0	14	Nov. 7, "	65a	217	1 30
LaScie, St. Barbe	2	0	16	Dec. 27, 1907	65a	220	1 90
Carbonear, Carbonear	0	2	14	27, "	75	9	1 30
Victoria Village, Carbonear	3	2	16	Jan. 6, 1908	75	8	2 20
Victoria Cove, Fogo	5	0	0	Mar. 13, "	75	11	2 50
Beavers Cove, do	3	0	0	Sept 11, "	75	5	1 90
King's Cove, Trinity	13	1	12	Dec. 4, "	75	1	5 20
Sandy Point, do	12	3	19	27, 1907	75	13	4 90
Seal Cove, do	7	2	0	27, "	75	12	3 40
Scissors Cove, Twillingate	4	2	17	Jan. 6, 1908	75	7	2 50
Green Fay, do	2	0	19	Mar. 2, "	75	3	1 90
Milord's Arm, do	9	0	0	Dec. 27, 1907	75	14	3 70
Safe Harbor, Bonavista	0	1	17	27, "	75	4	1 30
Wesleyville, do	0	1	30	17, "	75	6	1 30
Alexander Bay, do	6	2	0	Sept 24, 1908	75	2	3 10

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No.	Date of Issue.	Name.	No. of Grant.
111	Jan. 14	Jesse Brown	11739
112	14	William Carter.....	11825
113	14	S. and T. Hinder.....	11765
114	14	Peter Pond	11697
115	14	Richard Sturge.....	11467
116	16	David Lush.....	11480
117	16	William Jones.....	11589
118	16	Benjamin Sturge	11879
119	16	Joseph Davis.....	11847
120	16	Obadiah Wheeler.....	11808
121	16	Walter Baggs	11755
122	16	Jacob Hussey.....	11685
123	16	Samuel Wall	11835
124	16	John Stone	11877
125	16	Nathaniel Randle	11875
126	16	Edward Gillingham	11727
127	16	Eneas Bennett.....	11741
128	16	Fred. Moore	11895
129	16	Joseph Moore	11896
130	16	John J. Janes	11641
131	16	John Jackson.....	11684
132	16	Japhet Harris.....	11586
133	16	Gilbert Murphy.....	11777
134	16	William White.....	11882
135	16	George F. Forsey	11599
136	16	Alice Dellimont.....	11636
137	16	Philip S. Cooper	11827
138	20	Peter LeGrow.....	11681
139	20	John Dwyer, of Thos	11692
140	20	David Stevenson	11545
141	20	Philip G. Lake.....	11580
142	20	J. T. Downey	11637
143	20	A. and F. Strickland	11660
144	20	do	11658
145	20	Moses Thorne.....	11541
146	20	Charles March	11581
147	20	Thomas Dalton.....	11633
148	20	Edward Lacey.....	11577
149	20	Samuel Luscombe and W. Toms.....	11578
150	20	James Kenny	11585
151	20	Edward Terry.....	11547
152	20	Wm. Parsons	11679
153	20	Reuben Simms	11659
154	20	S. Lacey and L. Tiller.....	11576
155	20	John Perry.....	11553
156	20	John Tulk	11548
157	20	William C. Winsor	11538
158	20	Ananias Champion	11630
159	20	Henry Mullett	11927
160	20	William Matthews	11559
161	20	Sylvester Feltham.....	11671
162	20	Drucilla Foster.....	11870
163	20	J. and C. Manuel.....	11646
164	20	W. T. Langdown.....	11572
165	20	James Ridout	11656
166	20	M. C. Verge	11535

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Locality.	Area.			Date of Grant.	Registry		Amount
	A.	R.	P.		Vol	Folio	
Pool's Island, Bonavista	2	1	0	Mar. 19, 1908	75	10	\$1 60
do do	3	3	6	June 1, "	65a	219	2 20
Gambo do	1	2	8	April 25, "	65a	216	1 60
Trinity Bay do	2	1	19	Feb. 24, "	65a	221	1 90
Wesleyville do	0	2	23	Dec. 27, 1907	65a	218	1 30
Seal Cove do	2	0	0	27, "	65a	222	1 60
Fox Cove do	1	3	23	27, "	65a	223	1 60
Mackay's Island do	2	0	0	Sept. 24, 1908	65a	224	1 60
Pool's Island do	1	1	16	11, "	75	23	1 60
Farmer's Arm, Twillingate.....	16	2	30	June 1, "	65a	226	6 10
New Bay, Twillingate.....	1	3	6	April 24, "	65a	227	1 60
Burnt Arm, Twillingate.....	6	2	23	Feb. 24, "	65a	231	3 10
New Bay, Twillingate.....	0	3	8	June 22, "	75	22	1 30
Dog Bay, Fogo	2	3	8	Sept. 24, "	65a	225	1 90
Barr'd Island, Fogo.....	0	1	2	24, "	75	17	1 60
Gander Bay, Fogo	3	0	32	Mar. 13, "	75	18	2 20
do do	5	2	0	31, "	75	19	2 80
St. Anthony, St. Barbe.....	1	3	27	Nov. 21, "	75	20	1 60
do do	1	1	22	21, "	75	21	1 60
Nameless Cove do	4	1	36	Jan. 6, "	65a	228	2 50
Northern Bight, Trinity.....	1	2	0	Feb. 24, "	65a	229	1 60
Seal Cove, Trinity	1	3	24	Dec. 27, 1907	65a	230	1 60
Heart's Content, Trinity	3	0	32	April 25, "	75	24	2 20
Shallop Cove, St. George's	17	1	0	Nov. 7, "	75	15	6 40
Fortune, Burin.....	1	3	9	Dec. 27, "	65	232	1 60
Rose Blanche, Burgeo and LaPoile	0	2	20	Jan. 6, 1908	65	233	1 30
Lower Island Cove, Bay de Verde.....	0	1	30	June 1, "	75	16	1 30
Broad Cove, Bay de Verde.....	0	2	25	Feb. 24, "	75	31	1 30
Bell Island, St. John's East.....	7	2	10	24, "	75	28	3 40
Victoria Village, Carbonear	6	0	0	Dec 27, 1907	65a	250	2 80
Fortune, Burin	1	0	9	27, "	75	32	1 60
Crabbe's, St. George's	70	0	0	Jan. 6, 1908	70	89	22 00
LaPoile, Burgeo and LaPoile	7	1	18	6, "	65a	246	3 40
do do	4	2	28	6, "	65a	247	2 50
New Harbor, Trinity.....	1	3	8	Dec. 27, 1907	65a	252	1 60
Green's Harbor, Trinity.....	2	0	0	27, "	75	29	1 60
White Rock, Trinity	25	1	12	Jan. 6, 1908	75	34	8 80
LaScie, St. Barbe	0	2	28	Dec 27, 1907	65a	239	1 30
do do	3	1	24	27, "	65a	240	2 20
Grouse do	1	0	8	27, "	65a	241	1 60
LaScie do	2	3	0	27, "	65a	245	1 90
do do	0	1	32	Feb. 24, 1908	65a	248	1 30
St. Anthony do	1	0	6	Jan. 6, "	65a	249	1 60
Wesleyville, Bonavista.....	0	1	27	Dec. 27, 1907	65a	237	1 30
Newtown do	0	0	36	27, "	65a	243	1 30
do do	1	0	6	27, "	65a	253	1 30
Pouch Island do	13	0	0	27, "	65a	254	4 90
Port Blandford do	36	2	0	Jan. 6, 1908	70	88	12 10
Bennett's Cove do	1	0	13	Dec. 4, "	75	25	1 60
Valleyfield do	2	2	32	27, 1907	75	27	1 90
Safe Harbor do	3	3	23	Feb. 24, 1908	75	33	2 20
Green Bay, Twillingate.....	1	3	8	Sept. 24, "	65a	234	1 60
Exploits Harbor, Twillingate	0	3	13	Jan. 6, "	65a	236	1 30
Norris' Arm, Twillingate.....	15	3	18	Dec. 27, 1907	65a	238	5 80
Pacquet, St. Barbe	4	0	0	Jan. 6, 1908	65a	242	2 20
Great Chance Hr., Twillingate.....	14	1	24	Dec. 27, 1907	65a	244	5 50

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No.	Date of Issue.	Name.	No. of Grant.
167	Jan. 20	John Warren.....	11670
168	20	Robert Morey.....	11562
169	20	Wm. Lush.....	11579
170	23	M and T. Murray.....	11760
171	23	Agnes Molloy.....	11736
172	23	A. Tilley.....	11546
173	23	John Harris (sr).....	11766
174	23	G Hodder (jr).....	11750
175	23	M. Thistle.....	11747
176	23	John Courtney.....	11627
177	23	George Pink.....	11654
178	23	Naomi Sparks.....	11677
179	23	John Thistle.....	11617
180	23	William Fillier.....	11769
181	23	Richard Griffith.....	11752
182	23	Noah Simms.....	11468
183	23	Stephen Fosse.....	11689
184	23	Diocesan Synod.....	11691
185	23	Samuel Preston.....	11652
186	23	Robert W. Stroud.....	11544
187	23	L. O. A.....	11527
188	23	W. Whiffin and others.....	11531
189	23	William White.....	11458
190	23	Thomas Whelan.....	11704
191	23	James Marr.....	11707
192	23	John Foster.....	11768
193	23	Diocesan Synod.....	11770
194	23	Diocesan Synod.....	11771
195	26	Joseph Morgan.....	11730
196	26	Levi T. Rose.....	11718
197	26	Laughlan McLean.....	11745
198	26	Maurice Thistle.....	11748
199	26	James Raymond.....	11781
200	26	Lucy Pittman Soper.....	11719
201	26	John Roberts.....	11783
202	26	Robert Noble.....	11725
203	26	Elias Thoms.....	11732
204	26	Leander Upward.....	11744
205	26	Jacob Thoms.....	11731
206	26	Hezekiah Stark.....	11749
207	26	George Harris and Elias Harris.....	11751
208	26	Richard Hunt.....	11738
209	26	Benjamin Farnell.....	11729
210	26	Jasper Lake.....	11746
211	26	Francis Ediore.....	11711
212	26	William Cluett.....	11944
213	26	D. P., W. V and M. J. Duggan.....	11740
214	26	do do.....	11754
215	26	do do.....	11742
216	27	Patrick Burke (sr).....	11790
217	27	J. P Haliburton.....	11737
218	27	Thos. Martin.....	11799
219	27	J. R. Toms.....	11786
220	27	Esau Toms.....	11807
221	27	Charles Pittman.....	11761
222	27	Esau Noble.....	11773

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Issued During the Year 1908-1909—(Continued).

Locality.	Area.			Date of Grant.	Registry.		Amount
	A.	R.	P.		Vol	Folio.	
Pacquet, St. Barbe.....	0	3	33	Jan. 6, 1908	65a	251	\$1 30
LaScie, St. Barbe.....	6	2	18	Dec. 27, 1907	75	26	3 10
Michael's Hr, Twillingate.....	4	2	24	27, "	75	30	2 50
Fox Hr, Placentia aud St Mary's.....	4	1	12	April 24, 1908	65a	261	2 50
Burin, Burin.....	0	0	17	Mar. 19, "	65a	266	1 30
Sandy Point, Trinity.....	12	1	20	Dec. 27, 1907	75	40	4 90
Gander Bay, Fogo.....	3	0	0	April 25, 1908	65a	264	1 90
do do.....	4	3	8	Mar. 31, "	65a	265	2 50
do do.....	20	0	0	31, "	65a	269	7 00
Burnt Island, Burgeo and LaPoile.....	0	1	11	Jan. 6, "	65a	255	1 30
Hr. LeCou, do.....	0	1	8	6, "	75	36	1 30
Lower Island Cove, Bay-de-Verde.....	1	0	0	Feb. 24, "	75	39	1 30
Broad Cove, Bay de Verde.....	0	3	17	Dec. 27, 1907	75	42	1 30
Englee, St. Barbe.....	0	3	0	April 25, 1908	65a	256	1 30
Hr. Round do.....	1	2	0	Mar. 31, "	65a	263	1 60
St. Anthony do.....	4	2	7	Dec. 27, 1907	75	37	2 50
LaScie do.....	1	2	32	Feb. 24, 1908	65a	262	1 60
Keels, Bonavista.....	1	0	0	24, "	65a	257	1 00
Pool's Is. do.....	1	0	0	Jan. 6, "	75	35	1 30
Troytown, do.....	8	0	16	Dec. 27, 1907	75	38	3 70
Pool's Is do.....	0	2	25	27, "	75	43	1 30
Bonavista do.....	2	1	27	27, "	75	44	1 90
S. E. Arm, New Bay. Twillingate.....	1	1	25	27, "	75	42	1 60
S. W. Arm, Green Bay do.....	15	1	24	Mar. 2, 1908	65a	268	5 80
Norris' Arm do.....	19	0	15	2, "	65a	267	7 00
Rattling Brook do.....	4	0	0	April 25, "	65a	260	2 20
Herring Neck do.....	1	0	0	25, "	65a	259	1 00
Herring Neck do.....	2	1	26	25, "	65a	258	1 90
LaScie, St. Barbe.....	3	0	0	Mar. 13, "	65a	280	1 90
Little Bay West, Twillingate.....	0	0	2	6, "	65a	276	1 30
Bay of Islands, St. George's.....	3	2	12	31, "	65a	281	2 20
Gander Bay, Fogo.....	20	0	0	31, "	65a	272	7 00
Catalina, Trinity.....	2	2	7	April 25, "	65a	278	1 90
Lady Cove, Trinity.....	7	1	13	Mar. 6, "	65a	275	3 40
New Bay, Twillingate.....	10	0	0	April 25, "	65a	277	4 00
Green Bay, Twillingate.....	2	0	29	Mar. 13, "	65a	279	1 90
Green Bay, Twillingate.....	2	3	28	13, "	65a	270	1 90
Bully's Cove, Twillingate.....	5	1	22	31, "	65a	271	2 80
Green Bay, Twillingate.....	3	1	13	13, "	65a	273	2 20
Green Bay, Twillingate.....	0	1	24	13, "	65a	274	1 30
Gander Bay, Fogo.....	16	0	0	13, "	75	53	5 80
Valleyfield, Bonavista.....	3	0	22	19, "	75	52	2 20
Brakes Cove, St. George's.....	20	0	0	13, "	75	51	7 00
Fortune, Fortune Bay.....	5	3	8	31, "	75	54	2 80
Buffett Cove, Fortune Bay.....	15	0	0	2, "	75	50	5 50
Garnish, Fortune Bay.....	0	0	24	Dec. 4, "	75	45	1 30
LaScie, St. Barbe.....	2	1	23	Mar. 31, "	75	46	1 90
LaScie, do.....	1	2	26	31, "	75	47	1 60
LaScie, do.....	10	3	31	31, "	75	48	4 30
Flower's C do.....	9	2	0	May 15, "	65a	289	4 00
St. John's Is do.....	8	0	16	Mar. 19, "	65a	290	3 70
LaScie, do.....	4	1	25	May 19, "	65a	292	2 50
LaScie, do.....	1	3	20	15, "	65a	288	1 60
Green Bay, Twillingate.....	0	3	8	June 1, "	65a	293	1 30
Norris' Arm, Twillingate.....	2	2	12	April 24, "	65a	285	1 90
Green Bay, Twillingate.....	8	1	10	25, "	65a	282	3 70

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No.	Date of Issue.	Name	No. of Grant.
223	Jan. 27	Israel Noble.....	11792
224	27	Theodore Noble.. .. .	11772
225	27	Davis Stroud.....	11676
226	27	Benjamin Ridout.....	11782
227	27	J. T. Halliday.....	11826
228	28	R. & G. Genge.....	11904
229	28	P. G. Burton.....	11954
230	28	T. J. & A. Hynes.....	11936
231	28	James Reid....	11800
232	28	Joseph Forsey.....	11815
233	28	Benjamin Butt.. .. .	11798
234	29	N. J. Vinnicombe .. .	11797
235	29	John Dwyer.....	11701
236	29	A. D. McIsaac.....	11894
237	29	John Mitchell .. .	11818
238	29	A. Thoms .. .	11829
239	29	Solomon Rowsell .. .	11819
240	29	James Squires .. .	11805
241	29	James G. Thomas .. .	11821
242	29	John Walker .. .	11824
243	30	Joseph Sheppard .. .	11785
244	30	Ralph Parsons .. .	11788
245	30	W. H. Gulliford.....	11817
246	30	J. J. & C. Ford.....	11756
247	30	W. Head.....	11801
248	30	Esau Mercer .. .	11775
249	30	W. Ketas (jr).....	11791
250	30	E. P. Brake.....	11762
251	30	Peter Woods .. .	11809
252	30	John Brake.....	11774
253	30	John Matthews.....	11776
254	30	Rev. H. Kirby .. .	11778
255	30	E. Boone (sr) .. .	11757
256	Feb. 2	Joseph Ryan .. .	11890
257	2	Thos. Russell .. .	11891
258	2	Wm. Sullivan .. .	11888
259	2	Abraham House .. .	11853
260	2	Thos. Howe .. .	11852
261	2	Esau Thoms .. .	11806
262	2	Tim Pilley.....	11838
263	4	John Harris (jr)....	11836
264	4	M. F. Power.....	11923
265	4	Abel Clarke.....	11868
266	4	Philip Templeman .. .	11914
267	4	H. W. Little .. .	11897
268	4	Joseph Hannum.....	11901
269	4	Jesse Winsor .. .	11796
270	4	P. Legge.....	11929
271	4	G. Vater.....	11830
272	4	W. Thaney.....	11834
273	4	Lionel Baldwin.....	11810
274	4	Angus McAnley.. .. .	11728
275	4	Patrick Woodford .. .	11916
276	4	D. Jacobs and others.....	11934
277	4	John Lush .. .	11839
278	4	Peter Clarke .. .	11844

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Locality.	Area.			Date of Grant	Registry		Amount of Fee.
	A.	R.	P.		Vol.	Folio.	
Green Bay, Twillingate.....	3	2	27	May 15, 1908	65a	283	\$2 20
Green Bay, Twillingate	1	0	27	April 25, "	65a	284	1 60
Rose Blanche, Burgeo and LaPoile.....	1	0	17	Feb. 24, "	65a	287	1 60
Foxtrap, Harbor Main	5	1	17	April 25, "	65a	286	2 80
Job's Cove, Bay de Verde.....	3	2	16	June 1, "	65a	291	2 20
Glovertown, Bonavista	3	0	0	Nov. 21, "	65a	297	1 60
Glovertown, Bonavista	4	0	0	Dec. 4, "	65a	295	2 20
West Country Cove, St. Barbe.....	0	3	20	4, "	65a	298	1 30
Lady Cove, Trinity.....	2	2	16	May 19, "	65a	299	1 90
Dorman's Cove, Fogo.....	7	0	32	June 1, "	65a	296	3 40
Norris' Arm, Twillingate.....	4	3	23	May 19, "	65a	294	2 50
Thorburn Road, St. John's West.....	40	0	0	19, "	70	91	13 00
Bell Island, St. John's East	35	0	0	Feb. 24, "	70	90	11 50
Codroy, St. George	24	3	30	Nov. 21, "	70	92	8 50
Pacquet, St. Barbe	1	2	13	June 1, "	65a	304	1 60
Carbonear, Carbonear ..	0	3	37	22, "	65a	305	1 30
Green Bay, Twillingate.....	7	0	24	1, "	65a	300	3 40
do do	4	1	0	1, "	65a	301	2 50
do do	0	3	15	1, "	65a	302	1 30
New Fay, do	8	0	16	1, "	65a	303	3 70
Bay de Leau, Fortune Bay.....	0	1	23	May 15, "	75	63	1 30
Shearstown, Hr. Grace	1	2	14	15, "	75	62	1 60
Bald Nap, Trinity	10	1	16	June 1, "	65a	307	4 30
Seal Cove, Fogo	0	0	28	April 24, "	75	59	1 30
Gander Bay, Fogo	10	1	24	May 19, "	65a	306	4 30
do do	8	2	16	April 25, "	75	60	3 70
New Harbor, Bonavista.....	2	0	0	May 15, "	75	49	1 60
Brake's Cove, St. George.....	10	0	0	April 25, "	75	57	4 00
Penguin Arm, St. George.....	11	0	0	June 1, "	65a	309	4 30
Humbermouth, St. George.....	10	0	0	April 25, "	75	56	4 00
Green Bay, Twillingate.....	3	2	30	25, "	75	61	2 20
Starve Harbor, Twillingate.....	0	2	22	25, "	75	58	1 00
Collett's Cove, Twillingate	7	0	10	24, "	75	55	3 70
Codroy, St. George.....	11	2	0	Nov. 21, "	65a	314	4 60
Catalina, Trinity.....	1	1	24	21, "	65a	313	1 30
Conche, St. Barbe.....	8	3	8	21, "	65a	312	3 70
Port Saunders, St. Barbe	0	1	30	Sept. 11, "	65a	310	1 30
Norris' Arm, Twillingate.....	0	0	9	11, "	65a	311	1 30
Green Bay, Twillingate	1	1	10	June 1, "	65a	308	1 60
Michael's Harbor, Twillingate.....	0	0	32	Sept. 11, "	65a	315	1 30
Gander Bay, Fogo	8	0	0	11, "	65a	316	3 40
Crouse, St. Barbe	5	0	0	Dec. 4, "	65a	319	2 50
Victoria Village, Carbonear.....	7	3	27	Sept. 24, "	65a	318	3 40
Bayley's Cove, Bonavista.....	0	2	0	Dec. 4, "	65a	317	1 30
Catalina, Trinity.....	1	0	0	Nov 21, "	65a	321	1 30
Spread Eagle, Trinity.....	8	0	36	21, "	65a	320	3 70
Wesleyville, Bonavista	3	3	31	May 19, "	75	69	2 20
Heart's Delight, Trinity.....	0	3	30	Dec. 4, "	75	71	1 30
Victoria Village, Carbonear.....	3	1	31	June 21, "	75	73	2 20
Mosquito, Carbonear.....	5	1	31	22, "	75	72	2 80
Victoria Village, Carbonear.....	4	2	32	1, "	73	67	2 50
Bonne Bay, St. Barbe.....	1	0	11½	Dec. 4, "	75	70	1 60
Crouse, St. Barbe	1	0	32	4, "	75	74	1 60
White Bay, St. Barbe.....	1	0	5	4, "	75	65	1 60
Michael's Hr., Twillingate	4	2	30	Sept. 11, "	75	64	2 50
Cottle's Cove, Twillingate.....	6	2	7	11, "	75	66	3 10

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No.	Date of Issue.	Name.	No. of Grant.
279	Feb. 4	Archibald Bridger	11812
280	4	Noah Simms.....	11886
281	4	F. Woodland.....	11884
282	5	John C. Kendle.....	11899
283	5	John Stordley.....	11889
284	5	Samuel Keefe.....	11931
285	5	John James Brown.....	11955
286	5	George & Thomas Coates.....	11869
287	5	James Jolliffe.....	11871
288	5	J. J. Brown.....	11863
289	4	Moses Burton.....	11947
290	5	Joseph Burt.....	11953
291	5	Thos. Fry.....	11908
292	6	Carl N. Garland	11905
293	6	M. F. Green.....	11497
294	6	Andrew King.....	11898
295	6	Alfred Burton	11842
296	6	J., H., M., & E. Spurrell.....	11887
297	6	Philip & William Knee.....	11837
298	6	— Clarke.....	11910
299	6	Benjamin Cooper.....	11867
300	6	James Jacobs.....	11831
301	6	Josiah Pilley.....	11833
302	6	Susannah Bugden & Sarah Organ.....	11861
303	6	Frank Simms.....	11920
304	6	Charles Bursey.....	11862
305	6	Benjamin Ludlow.....	11872
306	8	Abraham Bartlett.....	11952
307	8	Benjamin Frinnamore.....	11942
308	8	George Lush & Rita Lush.....	11855
309	8	Theo Giles.....	11939
310	8	John Bowering.....	11865
311	8	Matthew Thorne.....	11912
312	8	Thos. Belbin.....	11946
313	8	Thos. Winsor.....	11917
314	8	James Brown.....	11949
315	8	do	11948
316	8	Israel Brown	11950
317	8	Nathaniel Butt	11864
318	8	Simeon & George Hodder	11938
319	8	Samuel Hodder Sr.....	11937
320	8	Emanuel Hodder	11903
321	8	Stephen Simmonds.....	11857
322	8	S. L. & L. Ginn.....	11941
323	8	John Hodder.....	11935
324	8	J. Herbert & A. Harris.....	11902
325	9	George Steele.....	11921
326	9	Abraham Tulk.....	11919
327	9	A. & C. Tulk	11885
328	9	Isaac Miles.....	11856
329	9	Walter Leroux.....	11840
330	9	Edward Brake	11866
331	9	Cidric B Amott	11911
332	9	Theo. Giles.....	11940
333	9	Chas. Turbin.....	11858
334	9	George Hilliard.....	11851

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Locality.	Area.			Date of Grant.	Registry		Amount
	A.	R.	P.		Vol.	Folio.	
Green Bay, Twillingate.....	6	3	25	June 1, 1908	75	68	\$3 10
St. Anthony, St. Barbe.....	4	0	28	Nov. 21, "	65a	323	2 50
Norris' Arm, Twillingate.....	14	1	37	21, "	65a	322	5 50
Bay D'Espoir, Fortune Bay.....	4	1	12	21, "	75	84	2 50
do do.....	4	1	0	21, "	75	83	2 50
S. Trump Island, Twillingate.....	5	0	0	Dec. 4, "	75	82	2 50
Joe Batt's Arm, Twillingate.....	0	2	15	4, "	75	79	1 30
Gander Bay, Fogo.....	14	1	13	Sept. 24, "	75	77	5 50
Joe Batt's Arm, Fogo.....	0	3	38	24, "	75	81	1 30
do do.....	0	1	4	24, "	75	76	1 30
LaScie, St. Barbe.....	2	0	5	Dec. 4, "	75	78	1 90
St. Anthony, St. Barbe.....	1	1	20	4, "	75	75	1 60
Holyrood, Hr. Main.....	15	2	28	Nov. 21, "	75	80	5 80
Lower Island Cove, Bay de Verde.....	6	3	0	21, "	76	4	3 10
Placentia, Placentia & St. Mary's.....	0	0	20	Dec. 27, 1907	76	12	1 30
Burnt Islands, Burgeo & LaPoile.....	0	0	22	Nov. 21, 1908	76	13	1 30
Darrell's Arm, Twillingate.....	5	0	0	Sept. 11, "	76	5	2 50
Pool's Island, Bonavista.....	3	2	24	Nov. 21, "	76	6	2 20
do do.....	1	2	26	Sept. 11, "	76	2	1 60
Carbonear, Carbonear.....	0	1	32	Nov. 21, "	76	8	1 30
Salmon Cove Valley Road, Carbonear.....	2	2	0	Sept. 24, "	76	9	1 90
Western Cove, St. Barbe.....	0	1	36	June 22, "	76	1	1 30
St. Anthony, St. Barbe.....	14	3	0	22, "	76	31	5 50
Neddies Hr., St. Barbe.....	4	2	1	Sept. 24, "	76	11	2 50
Gander Bay, Fogo.....	9	3	30	Dec. 4, "	76	7	4 00
do do.....	4	2	0	Sept. 24, "	76	10	2 50
do do.....	7	2	32	24, "	76	14	3 40
LaScie, St. Barbe.....	0	1	32	Dec. 4, "	75	87	1 30
St. Anthony, St. Barbe.....	2	0	0	4, "	75	86	1 60
Michael's Hr., Twillingate.....	7	0	0	Sept. 11, "	76	15	3 10
Bulley's Cove, Twillingate.....	1	2	32	Dec. 4, "	76	20	1 60
Britannia Cove, Trinity.....	8	0	0	Sept. 24, "	75	88	3 40
Upper Lance Cove, Trinity.....	6	3	27	Dec. 4, "	76	25	3 10
Seal Cove, Trinity.....	1	2	16	4, "	76	23	4 60
Wesleyville, Bonavista.....	1	2	1	4, "	76	24	1 60
Round Harbor, Bonavista.....	1	0	4	4, "	76	21	1 60
Trinity Bay, Bonavista.....	0	3	11	4, "	76	22	1 30
do do.....	2	2	20	4, "	76	17	1 90
Joe Batt's Arm, Fogo.....	0	1	3	Sept. 24, "	75	85	1 30
Gander Bay, Fogo.....	0	2	0	Dec. 4, "	75	91	4 60
do do.....	3	3	20	4, "	75	90	2 20
do do.....	4	1	24	Nov. 21, "	75	89	2 50
S. W. Arm, Dog Bay, Fogo.....	4	3	0	Sept. 11, "	76	26	2 50
Dog Bay, Fogo.....	11	0	0	Dec. 4, "	76	19	4 30
Gander Bay, Fogo.....	7	0	0	4, "	76	16	3 10
do do.....	1	3	22	Nov. 21, "	76	18	1 60
Dog Bay, Fogo.....	5	2	32	Dec. 4, "	76	27	2 80
do do.....	15	2	0	4, "	76	30	5 80
Grassy Island, Fogo.....	3	3	30	Nov. 21, "	76	31	2 20
Herring Neck, Twillingate.....	0	2	10	Sept. 11, "	76	28	1 30
St. George's, St. George's.....	8	1	26	11, "	76	29	3 70
Gilliam's Cove, St. George's.....	2	3	22	24, "	76	32	1 90
Humbermouth, St. George's.....	15	0	0	Nov. 21, "	75	102	5 50
Green Bay, Twillingate.....	11	3	15	Dec. 4, "	75	96	4 60
Muddy Hole, Burgeo and LaPoile.....	0	0	32	Sept. 11, "	75	104	1 30
Freshwater, Bay de Verde.....	1	2	33	11, "	75	95	1 60

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No.	Date of Issue.	Name.	No. of Grant.
335	Feb. 9	Noah Thistle.....	11913
336	9	Henry Fookes.....	11850
337	9	John T. Oake.....	11925
338	9	Darius Jacobs.....	11854
339	9	James Lacey.....	11930
340	9	J. & J. Wiseman & J. & P. Hope.....	11918
341	9	Gideon Bowen.....	11951
342	9	James Oldford.....	11924
343	9	Alexander Vivian.....	11915
344	9	F., N., P. & B. Kean.....	11932
345	11	George & Job Winter.....	11977
346	11	J. H. & T. W. Torrville.....	11976
347	11	James A. Vivian.....	11978
348	11	W. H. King.....	11966
349	11	James Thorne.....	11975
350	11	Almon Skeard.....	11974
351	12	Alice Reddy.....	11958
352	15	John Dean of Saml.....	11962
353	15	W. Janmed.....	11959
354	15	A. A. McIsaac.....	11970
355	15	W. H. Pennell.....	11982
356	15	M. Kenny.....	11968
357	15	Wm. Thompson.....	11980
358	15	John H. Hodder.....	11965
359	15	Andrew Francis.....	11964
360	15	J. Peckford & W. Samson.....	11983
361	15	Isaac Luther.....	11969
362	15	James Pelley.....	11973
363	15	John Relbin.....	11960
364	15	Jonathan Osmond.....	11972
365	15	William Coombs.....	11961
366	15	Elot. J. Baker.....	12003
367	15	George Tucker.....	11979
368	15	Lorenzo Newhook.....	11984
369	15	do.....	11985
370	19	Eleazer Clarke.....	12001
371	19	William Snow.....	12004
372	19	Joseph Henwood.....	11994
373	19	George Dalton.....	12000
374	19	James Norris.....	11971
375	19	Alexander Gardner.....	11996
376	19	James H. Simmons.....	12005
377	19	David Harmigan.....	11995
378	19	W. H. King.....	11967
379	19	Matthew Downer.....	11963
380	19	Peter Grimes.....	11997
381	19	Samson Frecker.....	11998
382	19	Dorman Fudge.....	11999
383	19	Joseph Bartlett.....	12002
384	19	K. W. Knight.....	11992
385	19	Henry Langdon.....	11987
386	19	Marmaduke Knight.....	11990
387	19	Wallace A. Knight.....	11991
388	19	R. W. May.....	11980
389	19	Angus King.....	11989
390	19	do.....	11988

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Locality.	Area.			Date of Grant.	Registry		Amount
					Vol	Folio	
Broad Cove, Bay de Verde	A. 5	R. 1	P. 10	Dec. 4, 1908	75	105	2 80
Beaver Cove, Fogo	2	3	16	Sept. 11, "	75	98	2 20
Gander Bay, Fogo	12	3	0	Dec. 4, "	75	92	4 90
Western Cove, St. Barbe	0	2	19	Sept. 11, "	75	97	1 30
La Scie, St. Barbe.....	3	0	2	Dec. 4, "	75	100	2 20
Croc, St. Barbe	16	3	10	4, "	75	93	6 10
Tinker's Island, Bonavista.....	1	0	3	4, "	75	99	1 60
Valleyfield, Bonavista.....	4	3	27	4, "	75	101	2 50
Loo Cove, Bonavista	12	0	24	4, "	75	103	4 90
McCave's Island, Bonavista.....	8	3	2	4, "	75	94	3 70
Tinker's Island, Bonavista.....	0	3	2	Feb. 4, 1909	76	35	1 30
Gander Bay, Fogo	5	1	24	4, "	76	36	2 80
do do	14	2	0	4, "	76	34	5 50
Joe Batt's Arm, Fogo.....	0	0	29	4, "	76	33	1 30
Upper Lance Cove, Trinity	6	3	29	4, "	76	37	3 10
Channel, Burgeo and LaPoile.....	0	1	1	3, "	76	38	1 30
Mortier Bay, Burin.....	10	2	33	Jan. 18, "	76	44	4 30
Victoria Villiage, Carbonear.....	4	3	36	Feb. 3, "	76	45	2 50
Glovertown, Bonavista	20	2	0	3, "	70	93	7 30
Codroy, St. George's.	40	0	0	3, "	70	94	13 00
Curling, St. George's	15	0	0	5, "	76	51	5 50
Crouse, St. Barbe	4	0	0	3, "	76	41	2 20
Griguet, St. Barbe.....	10	3	33	5, "	76	50	4 30
Dog Bay, Fogo	3	1	24	3, "	76	42	2 20
Gander Bay, Fogo.....	2	2	8	3, "	76	43	1 90
Dog Bay, Fogo.....	19	0	0	5, "	76	52	6 70
Daniel's Cove, Trinity.....	6	1	18	3, "	76	40	3 10
Broad Cove, Trinity	22	2	0	3, "	70	95	7 90
Seal Cove, Trinity	0	1	16	3, "	76	47	1 30
Green Bay, Twillingate.....	14	0	0	3, "	79	39	5 20
do do	3	2	10	3, "	76	46	2 20
Harry's Hr., Twillingate.....	13	3	0	5, "	76	48	5 20
Bobley's Cove, Twillingate	19	2	0	5, "	76	49	7 00
Green Bay, Twillingate	10	1	0	5, "	76	53	4 30
do do	9	2	20	5, "	76	54	4 00
Victoria Village, Carbonear.....	3	1	6	5, "	75	112	2 20
Griguet, St. Barbe.....	3	1	17	5, "	76	66	2 20
Burnt Id. Hr., Burgeo & LaPoile	0	1	9	5, "	76	59	1 30
Pool's Island, Bonavista.....	1	1	18	5, "	75	111	1 60
Bennett's Cove, Bonavista.....	5	1	8	5, "	75	115	2 80
Snook's Brook, Trinity.....	10	0	0	5, "	76	61	4 00
Green's Hr., Trinity	6	3	0	5, "	76	67	3 10
Joe Batt's Arm, Fogo.....	0	3	18	5, "	76	60	1 30
do do	0	1	19	3, "	75	114	1 30
Gander Bay, Fogo	3	1	24	3, "	75	113	2 20
Herring Neck, Fogo	1	0	31	5, "	76	62	1 60
Green Bay, Twillingate.....	5	0	16	5, "	76	63	2 80
Herring Neck, Twillingate	0	0	30	5, "	76	64	1 30
Rattling Brook, Twillingate	5	3	17	5, "	76	65	2 80
Jackson's Cove, Twillingate.....	7	3	0	5, "	75	110	3 40
do do	5	2	34	5, "	76	55	2 80
do do	4	2	33	5, "	76	58	2 50
do do	4	2	29	5, "	75	109	2 50
Rattling Brook, Twillingate	2	2	31	5, "	76	56	1 90
Nickey's Nose Cove, Twillingate.....	4	1	16	5, "	76	57	2 50
Harry's Harbor, Twillingate.....	1	3	32	5, "	75	106	1 60

CROWN LANDS DEPARTMENT.

Return of Crown Land Grants

No.	Date of Issue.	Name	No. of Grant.
391	Feb. 19	Samuel A. Knight.....	11993
392	19	John Snow of Abner.....	11981
393	March 4	John Quigley.....	11471
394	4	Elijah Oxford.....	12009
395	4	Joseph Thorne.....	12007
396	4	Mary E. Riggs.....	12008
397	5	John H. Matthews.....	12010
398	5	John Hallett.....	12011
399	5	Arthur Guy.....	12013
400	5	Israel Brake.....	12016
401	5	David Collins.....	12014
402	5	Eleazer Blackwood.....	12015
403	5	Thos. Warren.....	12006
404	5	Jas. Hammond.....	12012
405	11	W. T. Cornier.....	11713
406	11	Wm. Earle.....	12030
407	11	Benjamin Steel.....	12029
408	11	W. H. Taylor.....	12028
409	11	Alexander Spracklin.....	12031
410	11	W. B. Temple.....	12026
411	11	Nathaniel Mugford.....	12018
412	16	Willis Clarke.....	11235
413	16	H. & W. Blundon.....	12020
414	16	Alexander Coffin.....	12024
415	16	Jonas Brenson.....	12022
416	16	A. W. Burden.....	12021
417	16	Samuel Hodder.....	12017
418	16	A. Gillingham.....	12032
419	22	Simeon Gooby.....	12019
420	25	Richard Churchill.....	12025
421	25	John Brake of Wm.....	12038
422	25	Francis Pynn.....	12046
423	25	Benjamin Gillingham.....	12034
424	25	W. Parsons (jr).....	12035
425	25	F. Jenkins.....	12039
426	25	Moses Burton.....	11945
427	25	Walter and John Young.....	12050
428	25	W. S. & E. Sainsbury.....	12045
429	25	T. Devine.....	11753
430	27	Joseph Bowen.....	12049
431	27	James G. Thomas.....	12044
432	27	Warwick Knight.....	12040
433	27	John W. White.....	12048
434	27	William Legge.....	12047
435	37	William H. Lambert.....	12042
436	27	R. F. Scott in Trust.....	11402
437	27	Launcelot Webb.....	12043
438	29	W. A. Oke.....	12055
439	29	William Lavers.....	12057
440	29	Alexander Sanger.....	12051
441	29	Thos. N Sphire.....	12052
442	29	Frederick Perry.....	12053
443	29	Robert Fowlow.....	12061
444	29	Henry Knight.....	12041
445	31	Diocesan Synod.....	11452
446	31	Diocesan Synod.....	11201

CROWN LANDS DEPARTMENT.

Issued during the Year 1908-1909.—(Continued).

Locality.	Area.			Date of Grant	Registry		Amount of Fee.
					Vol	Folio.	
Muddy Hole, Twillingate	14	1	12	Feb. 5, 1909	75	107	\$5 50
Shearstown, Harbor Grace	11	3	35	5, "	75	108	4 60
Bell Island, St. John's E.....	34	0	0	Dec. 27, 1907	70	96	11 20
Norris Arm, Twillingate	5	0	10	Feb. 23, 1909	76	70	2 80
New Harbor, Trinity.....	3	0	32	23, "	76	68	2 20
Grand Bank, Burin.....	1	0	23	23, "	76	69	1 60
do do		3	0	23, "	76	71	1 30
New Harbor, Trinity.....	3	0	16	23, "	76	72	2 20
Musgrave, Fogo		1	1	23, "	76	73	1 30
Bay of Islands, St. George	10	3	34	23, "	76	76	4 30
Hare Bay, Bonavista	3	2	16	23, "	76	74	2 20
Loo Cove, do	6	2	4	23, "	76	75	3 40
Alexander Bay, do	22	0	16	23, "	76	77	7 90
Bell Island, St. John's E.....	23	1	36	23, "	70	97	8 20
Grand River, St. George	134	0	0	Mar. 2, 1908	70	98	41 20
Bay Roberts, Harbor Grace.....	10	3	30	3, 1909	75	117	4 30
Victoria Cove, Fogo.....	3	2	16	3, "	75	121	2 20
Alexander Bay, Bonavista	8	3	8	3, "	75	116	3 70
Charlottetown, do		2	16	3, "	75	118	1 30
Glenwood, Twillingate	11	3	9	3, "	75	120	4 60
Exploits, do	20	0	0	3, "	75	119	7 00
Port au Choix, St. Barbe	18	2	0	June 7, 1907	75	128	1 00
Britannia Cove, Trinity	13	3	25	Mar. 3, 1909	75	122	5 20
Joe Batts Arm, Fogo		1	10	3, "	75	127	1 30
Beaver Cove, do	7	3	8	3, "	75	126	3 40
Gander Bay, do	3	3	25	3, "	75	125	2 20
do do	2	3	8	3, "	75	124	1 90
do do	2	2	2	3, "	75	123	4 90
Queen's Cove, Trinity	5	0	3	3, "	75	135	2 80
Gotts Cove, do		2	39	3, "	75	134	1 30
Meadows Pt., St. George.....	5	0	0	15, "	75	141	2 50
Mosquito, Harbor Grace.....	2	1	12	15, "	75	140	1 90
Gander Bay, Fogo	7	1	24	3, "	75	133	3 40
Clatne Harbor, Placentia and St. Mary's	1	0	3	3, "	75	136	1 60
Bulley's Cove, Twillingate.....	6	2	25	15, "	75	142	3 10
LaScie, St. Barbe.....	1	3	24	Dec. 4, 1908	75	137	1 60
Bonne Bay, do	6	2	24	Mar. 18, 1909	75	138	3 10
Wesleyville, Bonavista.....	0	3	0	15, "	75	139	1 30
Clode Sound, do	29	0	0	31, 1908	70	99	9 70
Pool's Island, do	4	1	4	15, 1909	75	146	2 50
Green Bay, Twillingate.....	6	1	26	15, "	75	145	3 10
do do	6	1	8	15, "	75	149	3 10
do do	3	0	0	15, "	75	151	1 90
Witless Bay, Trinity	1	2	25	15, "	75	150	1 60
Hickman's Harbor, Trinity.....	7	1	35	15, "	75	148	3 40
Fogo, Fogo.....	0	1	38	June 7, 1907	75	143	1 30
Gander Bay, Fogo	3	3	14	Mar. 15, 1909	75	144	2 20
St. John's Harbor, St. Barbe.....	10	2	38	18, "	75	155	4 30
Port Saunders, do	12	3	26	18, "	75	156	4 90
New Bay, Twillingate.....	2	0	35	18, "	75	152	1 90
Norris Arm, do	0	0	12	18, "	75	153	1 30
Harbor Breton, Fortune Bay.....	0	2	33	18, "	75	154	1 30
Trinity, Trinity	1	2	30	18, "	75	157	1 60
Green Bay, Twillingate	0	3	16	15, "	75	147	1 30
Norris Arm, do	3	3	32	Nov. 12, 1907	75	129	1 30
Snook's Brook, Trinity.....	8	0	0	June 7, "	75	132	1 30

CROWN LANDS DEPARTMENT.

Return of Crown Land Grants

No.	Date of Issue.	Name.	No. of Grant.
447	Mar. 31	Dioeesan Synod.....	11634
448	31	Diocesan Synod	11635
449	April 2	Henry Newman.....	12072
450	2	F. S. E. Fearn.....	12062
451	2	A. Napman	12054
452	2	M. F. Crowley	12064
453	2	Wm. Hunes.....	12069
454	2	James Drover	12063
455	2	Charles Batstone	12065
456	2	Robert Knight.....	12058
457	2	Henry Fost	12067
458	2	R. J. & H. Reid	12075
459	2	A. J. Hoff.....	12070
460	2	Jos Peckford in Trust	12074
461	2	Israel Hodder.....	12071
462	2	Joseph Moran	12056
463	2	John Jacobs.....	12059
464	2	Robert Jacobs	12060
465	6	Robert Ward	12077
466	6	Thomas and William Bowers.....	12078
467	6	Jonathan Osmond	12073
468	6	George Barrett.....	21079
469	6	James Reid	12076
470	8	Walter King.....	12081
471	8	T. M. and J. M. Sexton.....	12080
472	8	Thomas Stockley	12082
473	8	W. C. and S. R. Winsor	12083
474	8	Ed. Butler	12084
475	12	W. McIlvan.....	12095
476	12	H. McIlvan.....	12096
477	12	C. H. Thompson	12097
478	12	W. H. Taylor.....	12098
479	19	G. J., S. and J. Abbott.....	12085
480	19	Jacob Parsons	12092
481	19	John Morey.....	12091
482	19	John Payne	12093
483	22	James Morris.....	12103
484	22	W. H. Taylor.....	12099
485	27	John J. Crowley.....	12087
486	27	Rev. J. J. McGrath.....	12107
487	28	John Bishop.....	12083
488	28	William Thomas.....	12094
489	28	Samuel Connolly.....	12104
490	28	George W. Moores.....	12102
491	28	Charles E. Pike	12101
492	30	Joseph Moore	12113
493	30	James M. Shears	11657
494	30	Edward Blackwood (jr).....	12110
495	30	Jacob Jerrett	12108
496	30	Samuel K. Soper	12106
497	May 7	George H. Emerson.....	12089
498	14	Peter Quigley	12032
499	17	William Rice.....	12119
500	17	Ernest Billiard	12115
501	17	Henry Billiard	12116
502	17	C. B. and T. Spencer	12111

CROWN LANDS DEPARTMENT.

Issued During the Year 1908-1909—(Continued).

Locality.	Area.			Date of Grant.	Registry.		Amount
					Vol	Folio	
Seal Cove, St. Barbe	A. 2	R. 3	P. 11	Jan. 6, 1908	75	130	\$1 00
Western Cove, St. Barbe	17	1	8	6, "	75	131	1 00
Victoria Village, Carbonear.....	2	3	26	Mar. 27, 1909	76	84	1 90
Hr. Buffett, Placentia and St. Mary's	0	1	24	18, "	75	163	1 30
Lower Island Cove, Bay de Verde.....	1	0	25	18, "	75	159	1 60
Salmonier Road, Hr. Main	17	0	0	18, "	75	165	6 10
Portugal Cove, St. John's East	9	2	0	27, "	76	80	4 00
do do	1	2	15	18, "	75	164	1 60
Jackson's Cove, Twillingate	2	2	16	27, "	76	92	1 90
do do	1	1	7	18, "	75	160	1 60
Heart's Delight, Trinity.....	0	2	28	27, "	76	83	1 30
Old Shop, Trinity.....	2	3	18	27, "	76	85	1 90
Granfers Cove, Fogo.....	0	0	15	27, "	76	78	1 30
Big Bight, Fogo	17	2	16	27, "	76	81	6 40
Man Point, Fogo.....	2	0	0	27, "	76	79	1 60
Goose Cove, St. Barbe.....	1	1	0	18, "	75	158	1 60
Western Cove, St. Barbe	1	2	0	18, "	75	161	1 60
do do	1	3	4	18, "	75	162	1 60
Gambo, Bonavista.....	2	2	32	27, "	75	168	2 20
Green Bay, Twillingate.....	77	3	37	27, "	75	169	3 40
do do	4	2	37	27, "	75	166	2 50
Coley's Point, Hr. Grace.....	0	0	70	27, "	75	170	1 30
Old Shop, Trinity.....	3	1	16	27, "	75	167	2 20
Thoroughfare, Trinity.....	1	2	0	April 3, "	75	174	1 60
Goose Cove, St. Barbe.....	0	2	4	3, "	75	175	1 30
Wesleyville, Bonavista	1	0	0	3, "	75	173	1 30
do do	1	0	0	3, "	75	172	1 30
Bell Island, St. John's East.....	1	1	30	3, "	75	171	1 60
Birchy Lakes	21	3	0	8, "	70	103	7 60
do	20	2	0	8, "	70	102	7 30
do	28	1	0	8, "	70	101	9 70
do	22	2	0	8, "	70	100	7 90
Otter Brook, Bonavista.....	2	1	0	8, "	75	176	1 90
Bell Island, St. John's East	13	0	6	8, "	75	179	5 20
Fermeuse, Ferryland.....	22	0	0	8, "	75	178	7 60
Gander Bay, Fogo	5	2	0	8, "	75	177	2 80
Robinsons, St. George	58	1	24	17, "	70	105	18 70
Glenwood, Twillingate	24	1	6	8, "	70	107	8 50
Holyrood, Hr. Main.....	53	2	32	8, "	70	108	17 20
Bell Island, St. John's East	51	0	0	20, "	70	107	16 20
Bay Roberts, Hr. Grace.....	0	2	20	8, "	75	184	1 30
Hr. LeCou, Bourgeo & LaPoile.....	0	3	5	8, "	75	183	1 30
Mosquito, Carbonear.....	3	3	3	17, "	75	182	2 20
Bear Cove, Twillingate.....	10	0	0	17, "	75	181	4 00
Port Saunders, St. Barbe.....	15	1	17	17, "	75	180	5 80
St. Anthony, St. Barbe.....	32	1	12	23, "	70	111	10 90
Robinson's River, St. George.....	40	0	0	Jan. 6, 1908	70	110	13 00
St. Loo Cove, Bonavista	3	2	6	April 20, 1909	75	187	2 20
Cavendish, Trinity.....	0	0	22	20, "	75	186	1 30
Witless Bay, Trinity	11	0	22	20, "	75	185	4 60
Long Angle Island, Gander R	332	0	0	8, "	70	104	100 60
Bell Island, St. John's East.....	38	2	0	Mar. 3, "	70	112	12 70
Pound Cove, St. Barbe	14	0	0	April 23, "	75	191	5 20
Port au Choix, St. Barbe	2	0	30	23, "	75	190	1 90
do do	3	2	25	23, "	75	190	2 20
Fortune, Burin.....	0	0	4	23, "	75	189	1 30

CROWN LANDS DEPARTMENT.

Return of Crown Land Grants

No.	Date of Issue.	Name.	No. of Grant.
503	May 17	Nicholas Peddle	12112
504	17	Wm. Legge.....	12133
505	17	James John Patey.....	12136
506	17	Wm. H. Taylor	12140
507	17	M. Warford	12141
508	17	John Legge ..	12131
509	18	Philip Bennett	12121
510	18	T. Sullivan.....	11411
511	18	James John Patey.....	12118
512	18	Thomas Penney.....	12117
513	25	Mary Jane Young.....	12142
514	25	Charles Harris.....	12130
515	25	Wm. Legge.....	12132
516	26	John Isaac Clarke.....	12123
517	26	George Pardy	12135
518	26	S. T. Peyton	12138
519	26	Wm. Card.....	12127
520	26	John Butler	11845
521	June 8	John Spurrell	12139
522	8	Daniel Bragg.....	12124
523	8	George Parsons.....	12137
524	8	Richard Foster	12123
525	8	Wm. Hulett and N. Hulett.....	12129
526	8	Charles Breen	12125
527	19	John S. Rowsell, for S. U. F.....	12105
528	19	John E. Lake.....	12148
529	28	John Francis	12143
530	28	James Marshall.....	12146

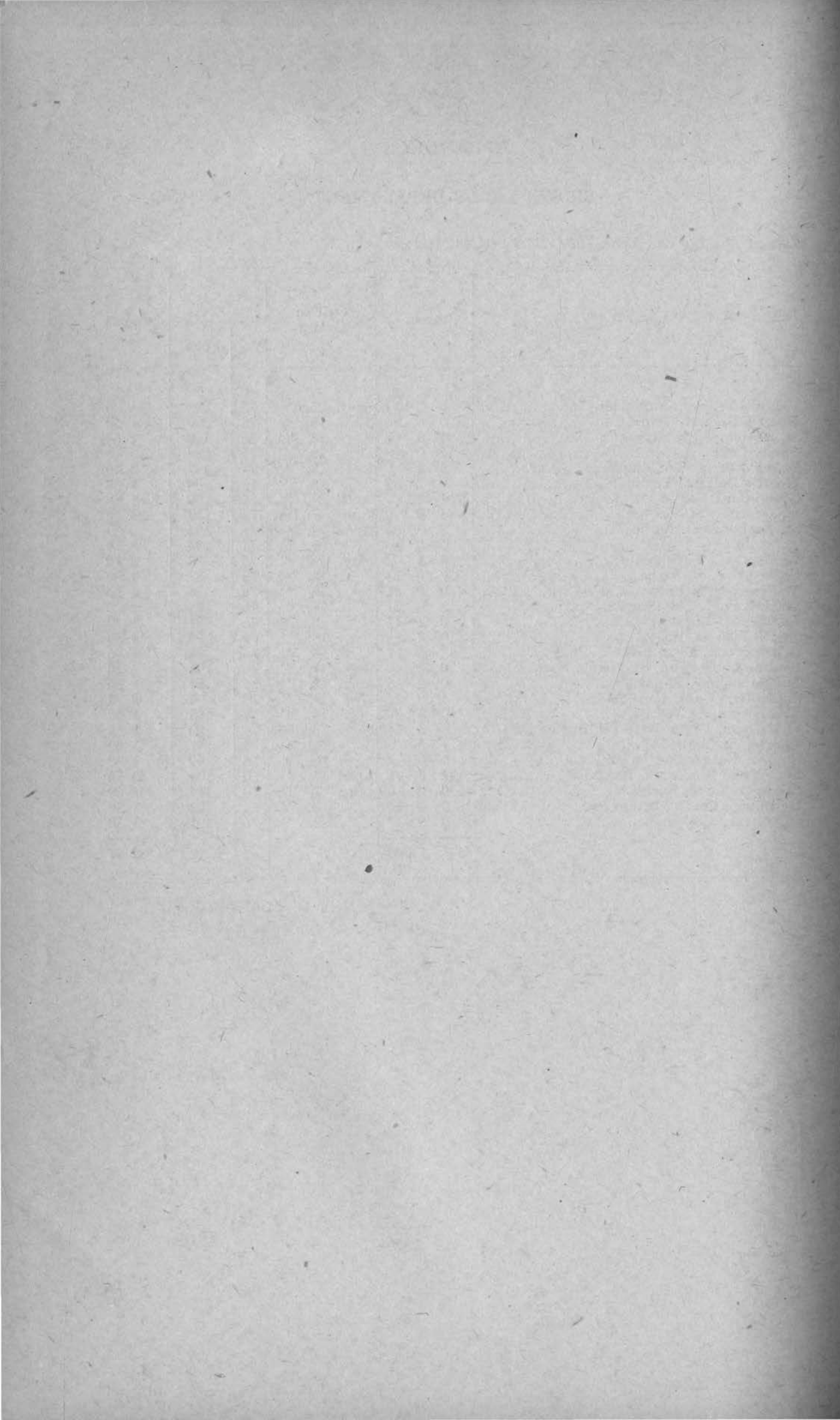
Department of Agriculture and Mines,
 St. John's, Newfoundland,
 June 30th, 1909.

CROWN LANDS DEPARTMENT.

Issued During the Year 1908-1909—(Concluded).

Locality.	Area.			Date of Grant.	Registry.		Amount
					Vol.	Folio	
Victoria Village, Carbonear.....	A.	R.	P.	April 23, 1909	75	188	\$1 30
Heart's Delight, Trinity.....	0	2	14	May 18, "	75	200	1 30
St. Anthony, St. Barbe.....	0	0	36	18, "	75	199	1 60
Sandy Lake	1	3	7	18, "	75	198	4 60
Bulley's Cove, Twillingate	12	0	0	18, "	75	197	3 10
Heart's Delight, Trinity.....	6	2	0	18, "	76	89	1 30
Grand Bank, Burin	0	2	32	April 24, "	76	196	1 60
St. Georges, St. George	1	3	6	June 7, 1907	70	113	14 50
St. Anthony, St. Barbe	45	0	0	April 24, 1909	75	195	2 20
do do	3	3	36	23, "	75	194	3 10
Lewisporte, Twillingate.....	6	0	10	May 18, "	76	88	3 10
Goose Cove, St. Barbe	6	1	2	18, "	76	87	1 30
Witless Bay, Trinity	0	0	34	18, "	76	86	1 30
Cottells Cove, Twillingate.....	0	0	21	18, "	76	92	2 20
LaScie, St. Barbe	3	0	11	18, "	76	91	1 30
Barr'd Islands, Fogo	0	2	17	18, "	76	93	1 30
Ochre Brook, Twillingate	0	3	36	18, "	76	90	4 90
Bauline Long Pond, St. John's East	12	3	7	Sept. 11, "	75	193	1 30
Badger's Quay, Bonavista	0	2	0	May 18, "	76	84	1 30
Shambler's Cove, Bonavista	0	2	6	18, "	76	96	2 50
Shearstown, Hr. Grace	4	0	21	18, "	76	95	1 30
S. W. Arm, Green Bay, Twillingate	0	3	20	May 18, 1909	76	98	3 10
LaScie, St. Barbe.....	6	3	4	18, "	76	97	1 60
Burgeo, Burgeo and LaPoile	1	3	4	18, "	76	99	1 30
Long Pond Bonavista, Bonavista.. ..	0	0	17	April 17, "	70	109	43 90
Swangers Cove, Burin	142	2	6	June 7, "	70	114	46 00
Hermitage Cove, Fortune Bay.....	150	0	0	2, "	76	102	1 30
Carbonear, Carboner.....	0	0	10	2, "	76	101	1 30
	0	0	32				
	4347	1	30½				\$1882 65

SIDNEY D. BLANDFORD,
Minister of Agriculture and Mines.



Return of Timber Licenses, issued during
the Year 1908-09.

CROWN LANDS DEPARTMENT.

Return of Licenses to Cut Timber, Issued During the Year 1908-09.

Date.	Name.	Locality.	AREA. Square Miles.	Rental.	Bonus.
Sept. 4	The Fortune Bay Development Co., Ltd	Bay D'Est, Fortune Bay	35	\$70 00	\$70 00
24	The New Land Lumber and Pulp Co., Ltd.	Great Rattling Brook, Exploits River.....	158	316 00	316 00
July 7	Edwin W. Roberts	Inland from Tommy's Arm and Sopp's Arm, White Bay	25	51 00	51 00
7	do	Inland from Middle Arm, White Bay	52	104 00	104 00
Oct. 8	The Nfld. Timber Estates, Ltd.....	Gambo Lakes, Freshwater Bay, Bonavista Bay.....	55	110 00	110 00
Dec. 4	Walter Baine Grieve.....	Conne River, Bay D'Espoir, Fortune Bay.....	209	418 00	418 00
Mar. 31	George Penny	Little River, Burgeo and La Poile.....	13	26 00	26 00
Jany. 8	Emanuel Pike	Inland Badger Bay, Twillingate	18	37 00	37 00
June 17	Assid Kawaja.....	Inland South-West Arm, Bonne Bay, St. Barbe.....	25	50 00	50 00
			590	\$1182 00	\$1182 00

SYDNEY D. BLANDFORD,
Minister of Agriculture and Mines.

Department of Agriculture and Mines,
St. John's, Newfoundland,
June 30th, 1909.

Return of Mining Licenses issued during
the Year 1908-09.

CROWN LANDS DEPARTMENT.

Return of Mining Licenses Issued

Date.	Registry		Name.
	Vol	Folio	
1908			
July 3	18	115	Charles F. Taylor.....
4	18	116	Frank Cross.....
4	18	117	Hon. John Harvey.....
14	18	118	Donald Morison.....
11	18	118	Sir W. H. Horwood.....
11	18	120	Patrick Parrell.....
13	18	121	George Hodder and Wm Cook
14	18	122	Robert B. Job.....
14	18	123	Thomas E. Well and Enos England.....
Sept. 1	18	124	Otto Emerson
14	18	125	William H. McRobert.....
June 1	18	126	Peter Whiffin.....
July 17	18	127	William Campbell.....
17	18	128	Charles R. Thompson.....
17	18	129	Charles R. Thompson.. ..
17	18	130	Charles R. Thompson.....
17	18	131	Joseph H. Taverner.....
17	18	132	Luke Chafe.....
20	18	133	Wm. Campbell and Timothy M. Mitchell.. ..
20	18	134	Arthur R. Hutchcroff
21	18	135	Annie Oxley.....
21	18	136	Samuel P. Blackler and James Power
22	18	137	George Hodder.....
Sept. 24	18	138	William H. McRobert.....
July 24	18	139	Thomas Hanrahan.....
25	18	140	William E. Bearnus.....
25	18	141	William Campbell.. ..
27	18	142	Thomas Bennett
27	18	143	Cornelius P. Eagan
27	18	144	Wm. Wyatt, Wm. James, F. W. Knight, William Campbell, C. H. Hutchings, A. Lindsay and A. Donnelly.....
Aug. 1	18	145	George Hodder.....
1	18	146	George Hodder.....
3	18	147	Andrew A. Delgado and Eli Tilley.....
4	18	148	Alexander McLachlan.....
7	18	149	J. A. W. McNeily.....
7	18	150	Joseph Moulton and Ivan B. Bayley.....
7	18	151	Nathaniel Pike
10	18	152	Harry J. Crowe.....
11	18	153	L. Paterson, W. Cook, W. Campbell, C. R. Thompson, M. L. Parrell..
14	18	154	James H. Monroe.....
14	18	155	James H. Monroe.....
17	18	156	John J. St. John.....
18	18	157	William E. Bearnus.....
18	18	158	Charles R. Thompson.....
19	18	159	Joseph P. Ryan.....
19	18	160	Joseph P. Ryan.....
22	18	161	Samuel J. Foote
28	18	162	Archibald Lindsay
Sept. 1	18	163	John Browning
1	18	164	John J. Oxley
1	18	165	John J. Oxley
3	18	166	Bernard McGrath and Archibald A. Chisholm
8	18	167	Archibald Lindsay.....
8	18	168	Robert B. Job.....
11	18	169	Annie Oxley.....

CROWN LANDS DEPARTMENT.

During the Year 1908-1909.

Residence.	Fee.	Locality.	Remarks
St. John's.....	\$10 00	Little Narrows Is., St. Michael's Bay, Labrador	
do	10 00	South Side Orange Bay, St. Barbe	
do	50 00	Near Mt. Cormack, inland Bay D'Espoir	
do	10 00	Bumble Bee Bight, Pilley's Island.	
do	50 00	Indian Head, Hall's Bay, N. D. Bay.	
do	10 00	How Harbor, Hare Bay.	
G. H. T'l'ngate, W. C. St. J	10 00	Fawcett's Cove, New World Island, N. D. Bay.	
St. John's.....	50 00	Baie Verte, St. Barbe	
Little Bay, N. D. Bay.....	20 00	Inland Ming's Bight, St. Barbe.	
St. John's	30 00	Strong's Island, New Bay, N. D. Bay.	
Halifax, N.S.....	10 00	Seal Hole or Selou, Burgeo and LaPoile.	
Southern Hr., P.B.	10 00	bet. Little Southern Hr. & Big S. Hr., P.B.	
St. John's	10 00	Western Bay, Bay de Verde	
do	20 00	East of Green Cove, Baie Verte.	
do	10 00	East of Green Cove, Baie Verte.	
do	20 00	East of Green Cove, Baie Verte.	
Little Bay, N. D. Bay	10 00	Otter Island, Little Bay, N. D. Bay.	
Rose Blanche.....	10 00	Diamond Cove, Rose Blanche.	
St. John's	20 00	St. Jones Within, S. W. Arm, Trinity Bay.	
Point Leamington, N.D.B...	20 00	S. W. Arm, New Bay, N. D. Bay.	
St. John's ..	10 00	Kelligrews, Conception Bay.	
Nipper's Hr., N. D. Bay	10 00	Walsh's Cove, W. of Nipper's Hr., N. D. Bay.	
Twillingate	10 00	Coachman's Cove, St. Barbe.	
Halifax, N.S.....	10 00	Seal Hole, Burgeo & LaPoile.	
Harbor Grace ..	20 00	Collier's, Conception Bay.	
St. John's.....	20 00	S. W. Arm, New Bay, N. D. Bay.	
do	10 00	Kelligrew's River, Harbor Main.	
do	10 00	N. W. Arm, Clode Sound, B. B.	
do	10 00	Lobster Hr., White Bay.	
do	10 00	Pitt Sound Island, B. B.	
Twillingate	10 00	Platter Head, South Island, Twillingate.	
do	10 00	Kiddle Cove, South Island, Twillingate.	
St. John's	10 00	Bateaux C., N. W. Arm, Pacquet Hr., St. Barbe	
do	10 00	Stag Island, Labrador.	
do	30 00	Seldom Come By.	
Sydney, N.S.....	10 00	Baine Harbor, Placentia Bay.	
St. John's.....	20 00	Ochre Pit & Red Cliffs, Bay de Verde.	
Botwoodville ...	10 00	Noel Paul's Brook, Exploits' River.	
St. John's.....	10 00	Goose Cove, St. Barbe.	
do	10 00	Upper Rocky Brook, Smith's Sound.	
do	10 00	Aspen Cove, Random Island.	
do	50 00	Foxtrap, Conception Bay.	
do	10 00	Collier's, Conception Bay.	
do	10 00	Eagle River, Sandwich Bay, Labrador.	
do	10 00	Foxtrap, Conception Bay.	
do	10 00	Foxtrap, Conception Bay.	
do	10 00	N. W. End of Bell Island, C.B.	
do	10 00	Omelia or Gander Cove, St. Barbe.	
do	20 00	Little Bay, Notre Dame Bay.	
do ..	40 00	bet. Seal Cove and Indian Pond, Hr. Main.	
do	10 00	Foxtrap, Conception Bay.	
B. M. do A.A.C. Whitbourne	10 00	Big Southern Hr., Placentia Bay.	
do	10 00	Southern Goosebery Island, B. B.	
do	60 00	Reddix Bight and Ramah Bay, Labrador.	
do	10 00	Indian Pond, Conception Bay.	

CROWN LANDS DEPARTMENT.

Return of Mining Licenses Issued

Date.	Registry.		Name.
	Vol	Folio	
1908			
Sept. 11	18	170	William H. McRobert.....
Nov. 3	18	171	Thomas J. Freeman.....
	3	172	do
	3	173	do
	4	174	William Campbell.....
Oct. 23	18	175	do
Sept. 15	18	176	Hugh B. Gillis.....
Oct. 22	18	177	Thomas Flaherty.....
Sept. 14	18	178	William E. Bearn.....
	14	179	William H. McRobert
	14	180	do
	14	181	do
	14	182	do
	14	183	do
	14	184	Alexander McLachlan.....
	15	185	Cyril W. G. Tessier
	16	186	Frederick J. Winlow.....
	18	187	Chas. O'N. Conroy & James R. Hayse.....
	19	188	Donald Morison.....
	30	189	Henry Elliot.....
Oct. 1	18	190	Donald Morison.....
	1	191	do
	1	192	Joseph Judge
	2	193	Esau Butler & John Butler
	2	194	do
	26	195	Elizabeth M., Minnie A., & Gertrude Tobin.....
Nov. 10	18	196	Thomas Kelly
	25	197	Thomas J. Walters & Charles L. Higgins.. ..
Oct. 5	18	198	George Hodder
	5	199	Frederick C. Alderdice
	5	200	do
	6	201	Jabez Butler & John Butler
	10	202	William H. Taylor.....
	13	203	do & Charles E. Seaner.....
	9	204	G. Hodder sr., G. Hodder jr., R. Keefe, S. Keefe, & S. Keefe of A....
	9	205	Ivan A. Bayley & John Butler.....
	10	206	Arthur W. Knight
	12	207	Charles R. Thompson.....
	15	208	William Campbell.....
	15	209	do
	15	210	Andrew A. Delgado & John McNamara
	20	211	Hon George H. Emerson
	20	212	J. Sinclair Tait.....
	17	213	William Campbell.....
Nov. 28	18	214	Wilfred C. Risley.....
	28	215	Thomas Flaherty.....
Dec. 14	18	216	Thomas J. Walters & Chas L. Higgins....
	14	217	do
	14	218	William H. Taylor & Rev H. Feaver.
	14	219	Thomas J. Walters & Chas. L. Higgins.....
	23	220	do
Oct. 26	18	221	Esau Butler & John Butler
	27	222	George Hodder
	27	223	William Cook & Robert G. Rendell
	29	224	John G. Duncan
Nov. 10	18	225	Cornelius P. Eagan

CROWN LANDS DEPARTMENT.

During the Year 1908-1909—(Continued).

Residence.	Fee.	Locality.	Remarks
Halifax, N. S.	\$20 00	Rabbits Arm, Notre Dame Bay	
St. John's	50 00	Job's Cove, Bay de Verde	
do	40 00	Seal Cove do	
do	40 00	Red Head Cove do	
do	20 00	Ochre Pit do do	
do	10 00	Western Bay do	
Sydney, N.S.	30 00	Under water N. from N.W. end of Bell Is.	
St. Peter's C.B.	40 00	ditto	
St. John's	10 00	Lower Head, Twillingate, N. Is. N.D.B.	
Halifax, N.S.	10 00	Cing Ceif Brook, Burgeo & LaPoile	
do	10 00	Bay Le Moine Neck do	
do	10 00	"Red House" C. Le Moine, Burgeo & LaP.	
do	30 00	Rose Blanche	
do	40 00	do	
St. John's	10 00	Big Island, Labrador	
do	10 00	"Under water" Topsail Head, C. B.	
Guelph, Ont., Can	100 00	North Serpentine River, St. George's	
C.O'N.C., St J; J.R.H., St G.	10 00	Inland Flat Bay Brook, Bay St. George	
St. John's	10 00	Inland Rowsell's Hr., Labrador	
Harbor Breton	30 00	Red Cove & Merchant Cove, Fortune Bay	
St. John's	20 00	Mouth Humber River, Bay of Islands	
do	20 00	ditto	
Glace Bay C.B.	10 00	Dark Tickle Is., N.D.B.	
Topsail	10 00	Old Brook, Old Bay, Fortune Bay	
do	30 00	"Red Head" Bencontre Lake, Fortune Bay	
Twillingate	20 00	Moreton's Hr., N.D.B.	
New York, U.S.A.	10 00	Ming's Bight, St. Barbe	
TJW, Ota; CLH, Mon	50 00	Broad Cove, Port au Port	
Twillingate	10 00	Chance Hr. West, N.D.B.	
St. John's	20 00	Lower Rocky Cove, Smith's Sound	
do	20 00	Aspem Cove, Random Island	
Topsail	30 00	S. W. Arm, Corbin Bay, Fortune Bay	
St. John's	20 00	"Whales Back," Little Bay, N.D.B.	
do	10 00	Little Bay, N.D.B.	
Twillingate	10 00	Little Indian Cove, N.D.B.	
Sydney N.S.	40 00	Great Gull River, Gander River	
St. John's	20 00	Bett's Cove, N.D.B.	
do	20 00	St. Julien's, St. Barbe	
do	20 00	Joe Paul's Steady, Gander River	
do	20 00	ditto	
do	10 00	Davies Pond, Little Bay, N.D.B.	
do	20 00	Codroy Road, St. George	
do	10 00	Mouse Cove, S. Arm, N.D.B.	
do	10 00	N. Side, Little Bay, N.D.B.	
Nova Scotia	50 00	Inland Broad Cove, Port au Port	
St. Peter's, C.B.	20 00	Bell Island, Conception Bay	
Ottawa & Montreal	20 00	Kelly's Istand, Conception Bay	
do	10 00	Little Bell Island, C.B.	
St. John's & Glace Bay C.B.	30 00	Lewis Brook, Port au Port	
Ottawa & Montreal	10 00	Little Bell Island, C.B.	
do	20 00	Rabbit's Arm, N.D.B.	
Topsail	20 00	Old Brook, Old Bay, Fortune Bay	
Twillingate	10 00	East Chance Hr., N.D.B.	
St. John's	20 00	Little Bay Head, N.D.B.	
do	20 00	Eagle River, Sandwich Bay, Labrador	
do	10 00	Bridget Cove, N.D.B.	

CROWN LANDS DEPARTMENT.

Return of Mining Licenses Issued

Date.	Registry		Name.
	Vol	Folio.	
1908			
Nov.	11	18 226	Rev. James J. McGrath.....
	14	18 227	Charles R. Duder
	20	18 228	William E. Bearns
	21	18 229	John J. St. John
Dec.	4	18 230	William E. Bearns
Nov.	24	18 231	Robert E. Chambers
	24	18 232	Robert E. Chambers
	26	18 233	Michael P. Gibbs
	27	18 234	Eleazor Robbins
Dec.	31	18 235	Thomas J. Walters and Chas. L. Higgins.....
	31	18 236	Thomas J. Walters and Chas. L. Higgins.....
Nov.	27	18 237	Archibald Lindsay
	30	18 238	The Nova Scotia Steel & Coal Co
	30	18 239	Michael P. Gibbs.....
Dec.	23	18 240	C. O'N. Conroy and Jas. R. Hayse ..
	24	18 241	William Campbell.....
	29	18 242	William Campbell and J. J. Oxley
	31	18 243	William E. Bearns.....
1909			
Jan.	4	18 244	Charles Dixon and William Pushie.....
	6	18 245	William H. Taylor
	6	18 246	William T. Baird and Henry Anstey
	6	18 247	W. Campbell, C. R. Thompson and M. L. Parrell.....
	11	18 248	Jas. Norris, Job Well, R. D. Walsh and Pat. Burke.....
	13	18 249	Thos. J. Freeman
	13	18 250	Thomas J. Walters and Charles. L. Higgins
	13	18 251	do do
	13	18 252	do do
	16	18 253	do do
	16	18 254	do do
	18	18 255	John P. Powell.....
	19	18 256	Jas. J. Smith
	20	18 257	James Rendell
Feb.	9	18 258	Samuel J. Foote and Wm. H. Taylor....
	12	18 259	Jane Taylor.....
Jan.	22	18 260	Robert G. Rendell.....
	29	18 261	Wm. Campbell and J. J. Oxley.....
Feb.	24	18 262	Edmund Pike.....
	24	18 263	John P. Chetwynd.....
	24	18 264	Robert J. Henderson
	26	18 265	Hon. John Harvey
	26	18 266	do
	25	18 267	Thos. J. Walters & Chas. L. Higgins
	2	18 268	William Cook.....
	2	18 269	do
	2	18 270	do
	4	18 271	J. J. Oxley & William Campbell
	10	18 272	William E. Bearns.....
	4	18 273	do
	6	18 274	C. R Thompson & William Cook.....
	6	18 275	ditto & C. J. Barnes
Mar.	16	18 276	William H. McRobert.....
April	13	18 277	Richard D Wilson.....
	13	18 278	do
Feb.	11	18 279	William E. Bearns
	12	18 280	James R. Hayse.....

CROWN LANDS DEPARTMENT.

During the Year 1908-1909—(Continued).

Residence.	Fee.	Locality.	Remarks
Bell Island	\$20 00	Job's Cove, Bay de Verde	
St. John's	10 00	bet. Topsail Hr. & Horse Cove, C.B	
do	10 00	Goose Cove, Hare Bay	
do	10 00	Goose Cove, Hare Bay	
do	10 00	Stag and Shoal Tickle Island, N. D. Bay	
Bell Island	10 00	Grady Island, Labrador	
do	10 00	Paradise Main River, Labrador	
St. John's	40 00	Bluff Head, Port au Port	
Hatchet Cove, Trinity Bay...	10 00	Hatchet Cove, S. W. Arm, Trinity Bay	
Ottawa and Montreal.....	80 00	S. Side Bell Island, C.B	
do do	10 00	S. Side Little Bell Island, C.B	
St. John's	10 00	Tickle Bay, Trinity Bay	
New Glasgow, N.S.....	40 00	North from Bell Island, C.B	
St. John's	60 00	Broad Cove, Port au Port	
St. John's and St. George's..	40 00	Lewis Brook, Inland Port au Port	
do do ..	10 00	bet. Foxtrap and Kelligrews, C.B	
do do ..	20 00	Seal Cove, Hr. Main	
St. John's	10 00	Great Brehat Bay, St. Barbe	
do	20 00	Baie Verte, St. Barbe	
do	10 00	Plaster Cove, St. George	
Twillingate	10 00	Farmer Head, N. D. Bay	
St. John's	10 00	Cremaillere Hr., St. Barbe	
do	20 00	Southern Arm, Green Bay	
St. John's	10 00	Manuels River, Hr. Main	
Ottawa and Montreal.. ..	30 00	Pilier Bay, St. Barbe	
do do	20 00	Conche, St. Barbe	
do do ..	50 00	Cape Rouge, St. Barbe	
do do ..	60 00	Pilier Bay and Cape Rouge Hr., St. Barbe	
do do ..	40 00	Cape Rouge Hr. and Conche, St. Barbe	
St. John's	10 00	Barry's Brook, Gander Bay	
Botwoodville.....	30 00	Seldom Come By, Fogo Island	
St. John's	10 00	Quidi Vidi Harbor	
do	20 00	Bob's Head, Hall's Bay	
do	40 00	Stock Cove, Bonavista Bay	
do	20 00	Round Head Island, St. Barbe	
do	10 00	Kelligrews, Conception Bay	
Channel	10 00	Cing Ceif Brook, Burgeo and LaPoile	
Grand Bruit	40 00	Cing Ceif Brook, Burgeo and LaPoile	
LaPoile	10 00	Cing Ceif Brook, Burgeo and LaPoile	
St. John's	60 00	Flat Bay Brook, Bay St. George	
do	40 00	Flat Bay Brook, Bay St. George	
Ottawa and Montreal.....	20 00	Goose Arm, Bay of Islands	
St. John's	10 00	Little Bay Head, N. D. Bay	
do	40 00	Bear Cove, Western Arm, N. D. Bay	
do	20 00	Moreton's Harbor, N. D. Bay	
do	50 00	Kelligrews, C.B	
do	10 00	St. Julien's Island, St. Barbe	
do	10 00	Groux Point, St. Barbe	
do	10 00	Cing Ceif Brook, Burgeo and LaPoile	
do	10 00	N. W. Brook Pond, Burgeo and LaPoile	
Halifax, N.S.....	10 00	Seal Hole, Burgeo and LaPoile	
London, England.....	10 00	Dog Pond, Foxtrap, C.B	
do do	10 00	Seal Cove, C.B	
St. John's	10 00	Goose Cove, St. Barbe	
St. George's	20 00	Lewis Brook, Port au Port	

CROWN LANDS DEPARTMENT.

Return of Mining Licenses Issued

Date.	Registry.		Name.
	Vol	Folio	
1909			
Feb. 16	18	281	Wm. E. Bearns and Samuel Ruby.....
20	18	282	Frederick C. Alderdice.....
24	18	283	Wm. Campbell.....
Mar. 30	18	284	Thomas Kelly.....
30	18	285	do.....
30	18	286	do.....
April 24	18	287	William H. Taylor.....
Feb. 24	18	288	Chas. E. Dodd.....
Mar. 3	18	289	J. A. W. McNeily.....
4	18	290	Cyril W. G. Tessier.....
6	18	291	John Leamon.....
8	18	292	C. O'N. Conroy and James R. Hayes.....
8	18	293	do do.....
12	18	294	Charles R. Thompson.....
13	18	295	do.....
13	18	296	do.....
13	18	297	do.....
April 2	18	298	William Campbell.....
2	18	299	do.....
2	18	300	do.....
Oct. 19	18	301	R. P. Scott, Thosmas Grant and Wm. Kelly.....
Mar. 27	18	302	Wm. Cook.....
29	18	303	J. C. Parsons and Edward Parsons.....
29	18	304	do.....
30	18	305	Hon. John Harvey.....
31	18	306	Archibald Lindsay.....
May 17	18	307	Wm. Campbell and John Metcalf.....
April 5	18	308	Wm. A. Thompson.....
7	18	309	Wm. Churchill and others.....
7	18	310	Wm. E. Bearns and Wm. Cook.....
12	18	311	The Nfld. Oil Dev. Co., Ltd.....
12	18	312	Chas. R. Thompson.....
21	20	1	do.....
May 3	20	2	do.....
19	20	3	Wm. Campbell.....
June 1	20	4	Thomas C. Makinson.....
1	20	5	David Baird.....
1	20	6	The Avalon Syndicate.....
10	20	7	do.....
10	20	8	do.....
May 5	20	9	do.....
5	20	10	do.....
5	20	11	do.....
April 13	20	12	Andrew T. Gullen and Wm. Walker.....
14	20	13	Henry J. Brownrigg.....
15	20	14	James Rendell.....
16	20	15	Eleazor Robbins.....
21	20	16	Wm. H. Taylor.....
22	20	17	Robert B. Job.....
23	20	18	George Roberts.....
June 5	20	19	James B. Urquhart.....
10	20	20	Moses Mayers.....
April 28	20	21	Wm. Campbell.....
29	20	22	Wm. E. Bearns.....
May 3	20	23	Chas. R. Thompson.....
June 4	20	24	Wm. Campbell.....

CROWN LANDS DEPARTMENT.

During the Year 1908-1909.

Residence.	Fee.	Locality.	Remarks
St. John's.....	\$10 00	Upper Gullies, Harbor Main	
do	10 00	Aspen Point, Random Island	
do	10 00	Dixon's Hill, Placentia Bay	
New York.....	10 00	White Cliff, N.W. Arm Alexander Bay, B. B	
do	10 00	Ming's Bight, St. Barbe	
do	10 00	ditto	
St. John's.....	10 00	Fleur de Lys Harbor, St. Barbe	
St. George's.....	10 00	Mica Hill, Bay St. George	
St. John's.....	10 00	Sugarloaf Island, N.D.B	
do	10 00	Tommy Toucher's Cove, St. George	
do	50 00	Scaffold Hill, Bay D'Espoir	
do	40 00	Flat Bay Brook, Bay St. George	
do	40 00	ditto	
do	10 00	Gibeogeeak Brook, N.D.B	
do	40 00	Deepwater Point, St. Barbe	
do	20 00	Parsons Pond, do	
do	20 00	ditto	
do	20 00	ditto	
do	10 00	ditto	
do	10 00	ditto	
Sydney, N.S	20 00	Broad Bove, Port au Port	
St. John's.....	10 00	Islrnd Rock Cove, N.D.B	
do	20 00	Grates Cove, Bay de Verde	
do	10 00	Red Cliff, do	
do	20 00	Ryan's Brook, St. George	
do	10 00	Parsons Pond, St. Barbe	
do	10 00	Brigus Cross Roads, C.B	
do	10 00	Parsons Pond, St. Barbe	
do	40 00	Bell Island, C.B	
do	60 00	Hall's Bay, N.D.B	
do	140 00	Parsons Pond, St. Barbe	
St. John's.....	10 00	ditto	
do	10 00	ditto	
do	10 00	ditto	
do	10 00	Cupids Pond, Conception Bay	
Brigus.....	20 00	S. Side of Brigus, Port de Grave	
St. John's.....	20 00	Brigus, do	
do	160 00	S. Side Parsons Pond	
do	170 00	do	
do	150 00	N. Side do	
do	70 00	Inland South from Parsons Pond	
do	110 00	S. Side of do	
do	90 00	N. Side of do	
Tilt Cove.....	10 00	Inland from Bob's Head, Hall's Bay, N.D.B	
St. John's.....	10 00	Long Pond, Conception Bay	
do	10 00	White Hills, Quidi Vidi	
Hatchet Cove, T.B.....	10 00	Bailey's Cove, S.W. Arm, Trinity Bay	
St. John's.....	20 00	Fleur de Lys Harbor, St. Barbe	
do	140 00	Childs Brook, Gonder River	
Twillingate	10 00	Burnt Island, Twillingate	
St. John's.....	50 00	Green Point, St. Barbe	
do	10 00	S. Side Quidi Vidi Harbor	
do	40 00	Fox Trap, Conception Bay	
do	10 00	Goose Cove, St. Barbe	
do	10 00	Adams Cove, Bay de Verde	
do	100 00	Deer Arm, Bonne Bay	

CROWN LANDS DEPARTMENT.

Return of Mining Licenses Issued

Date.	Registry		Name.
	Vol	Folio	
1909			
May	5	20	25 George L. Wells and Thomas W. Wells
	5	20	26 John Henderson
	14	20	27 The Labrador Syndicate, Ltd
June	7	20	28 John Browning
	25	20	29 Aaron F. Forsey
	28	20	30 Moses Meyers.....
May	19	20	32 George Hodder
	20	20	33 Chas. R. Thompson.....
	22	20	34 Hon. John Harvey.....
	22	20	35 Wm. Campbell and Thomas French...
	22	20	36 Wm. Campbell and Arch. Lindsay.....
	22	20	37 Geo. Hodder
June	3	20	39 John M. Spinks.....
	5	20	45 The W. Coast Syndicate.....
	5	20	46 do
	5	20	47 Wm. Campbell
	7	20	48 Joseph Pippy ..
	8	20	49 Albert E. Hickman and W. E. Bearns
	9	20	50 Janet Stirling, Georgina A. Stirling, Lucy Stirling, Jabez Manuel and C. O'N. Conroy ..
	9	20	51 C. O'N. Conroy
	9	20	52 do
	9	20	53 Wm. Campbell
	10	20	54 J. J. St. John
	10	20	55 do
	12	20	57 Sidney Woods
	14	20	58 Wm. Campbell ..
	22	20	59 J. J. St. John
	14	20	61 C. A. C. Bruce
	25	20	62 do
	14	20	63 S. J. Blackler
	16	20	64 Wm. G. Pippy
	16	20	65 do
	16	20	66 do
	18	20	67 Moses Mayers.....
	18	20	68 do
	18	20	69 do
	18	20	70 do
	17	20	71 Chas. H. Hewitt.....
	17	20	72 do
	18	20	73 Brenton Symons ..
	18	20	74 Robert B. Job.....
	19	20	75 J. J. St. John
	19	20	76 do
	21	20	77 R. G. Rendell, W. Cook and M. L. Parrell...
	22	20	78 R. G. Rendell.....
	25	20	79 Maurice E. Davis
	25	20	80 Robert E. Chambers.....
	25	20	81 C. A. C. Bruce

CROWN LANDS DEPARTMENT.

during the Year 1908-1909.—(Continued).

Residence.	Fee	Locality.	Remarks
Little Bay, N.D.B.....	\$10 00	Island Rock Cove, Hall's Bay, N.D.B.	
St. John's.....	10 00	Long Pond, Conception Bay	
London, England.....	50 00	Chapel Island, N.D.B.	
St. John's.....	20 00	Fleur de Lys Hr. St. Barbe	
Channel.....	10 00	Red Rocks Point, St. George	
St. John's.....	680 00	St. Paul's Inlet St. Barbe	
Twillingate.....	10 00	Bluff Head South Island, Twillingate	
St. John's.....	10 00	Burnt Head, Bay de Verde.	
do.....	10 00	Dick's Pinch, Bay de Verde	
do and Tizzard's Hr N.D.B.	10 00	Load Assess, Bew World Island, N.D.B.	
do.....	10 00	N. S. Western Bay, Bay de Verde	
Twillingate..	10 00	Chance Hr. W., New World Island, N.D.B.	
Toronto.....	40 00	W. E. Bell Island, C.B	
St. John's.....	60 00	Green Point, St. Barbe	
do.....	140 00	do do	
do.....	20 00	Chabel Island, N.D.B	
do.....	100 00	Western Bk. Pond, St. Barbe	
do.....	60 00	Green Point, St. Barbe	
do.....	40 00	Island Rock Cove, N.D.B	
do.....	20 00	Wolf Cove, Hall's Bay, N.D.B	
do.....	20 00	Rocks Cove, Hall's Bay, N.D.B	
do.....	50 00	Martin Point, St. Barbe	
do.....	10 00	Dog Hill, inland from Foxtrap, C.B	
do.....	20 00	Bald Rock, inland from Foxtrap, C.B	
do.....	30 00	Black Island, Labrador	
do.....	10 00	N. E. Arm, Placentia Bay	
do.....	10 00	Foxtrap, C.B	
do.....	110 00	Martin Point, St. Barbe	
do.....	60 00	Green Point, St. Barbe	
Nipper's Hr.....	10 00	Green Is., Fox Is., Riding Is., Duck Is., Seal Islands, N.D B.	
St. John's.....	10 00	Little River, St. Barbe.	
do.....	20 00	Green Point, St. Barbe	
do.....	40 00	Rocky Harbor, St. Barbe	
do.....	40 00	do do	
do.....	60 00	do do	
do.....	40 00	do do	
do.....	60 00	do do	
Boston.....	10 00	Shag Rocks, Labrador	
do.....	10 00	Hammer Cove, Sandwich Bay, Labrador	
London, England.....	20 00	St. Julien's Hr., St. Barbe	
St. John's.....	60 00	Fox Island River, Port au Port	
do.....	20 00	Rocky Harbor, St. Barbe	
do.....	20 00	Martin Point, St. Barbe	
do.....	10 00	Bonleaux Bay, St. Barbe	
do.....	20 00	Lower Sandy Point, St. Barbe.	
Montreal.....	10 00	Shoal Point, Port au Port	
New Glasgow.....	80 00	Old Bay, Fortune Bay	
St. John's.....	50 00	Rocky Harbor, St. Barbe.	

CROWN LANDS DEPARTMENT.

Return of Mining Licenses Issued

Date.	Registry		Name.
	Vol	Folio.	
June 28	20	82	Thos. J. Freeman
28	20	85	Mark Crane.
30	20	86	Esau Butler and John Butler....
30	20	87	Harry J. Crowe.....
30	20	88	do
30	20	89	Wm. C. Winsborough

Department of Agriculture and Mines,
 St. John's, Newfoundland,
 June 30th, 1909.

CROWN LANDS DEPARTMENT.

during the Year 1908-1909. — (Concluded).

Residence.	Fee	Locality.	Remarks
St. John's	\$10 00	Topsail, Conception Bay	
do	10 00	N. E. Arm, Catalina Harbor	
Bopsail	30 00	Old Bay, Fortune Bay	
Totwoodville	10 00	Beaton's Brook, Exploits River	
do	10 00	Red Indian Falls, do	
St. John's.. .. .	30 00	Borner Brook, Sop's Arm, White Bay	
	\$8090 00		

SYDNEY D. BLANDFORD,
Minister of Agriculture and Mines.

Return of 99-Year Mining Leases, issued
during 1908-09.

CROWN LANDS DEPARTMENT.

Return of Ninety-nine Year Mining Leases,

Date	Registry		Name
	Vol.	Folio	
1908			
July	22	7	14 Harry C. Thomson.....
Sept.	15	7	15 Hon. Geo. H. Emerson
	15	7	16 Obadiah Hodder.....
Dec.	15	7	17 James Hodder, Edgar Hodder, Wm. T. Baird and Robert S. Roberts.....
	9	7	18 Hugh H. Fraser and Nutting S. Fraser
	9	7	19 The Nova Scotia Steel and Coal Co., Ltd.....
1909			
May	5	7	20 The Tilt Cove Copper Co., Ltd.....
	7	7	21 The Nova Scotia Steel and Coal Co., Ltd.....
	7	7	22 ditto

Department of Agriculture and Mines,
 St. John's, Newfoundland,
 June 30th, 1909.

CROWN LANDS DEPARTMENT.

Issued during the Year 1908-09.

Residence	Locality.	Fee
London, England.....	Nepoktulegatsuk Is., Labrador	\$20 00
St. John's	Inland Mosquito, L'Arbonear	20 00
Twillingate	Twillingate North Is., N.D.B	20 00
do	ditto	20 00
St. John's.....	Cann Island, N.D.B	20 00
New Glasgow, N.S.	Under water North from Bell Island, C.B	280 00
Newfoundland	Long Pond, near Tilt Cove, N.D.B	40 00
New Glasgow, N.S.	Under water North from N.W. end of Bell Is., C.B	40 00
do	ditto	480 00
		<hr/> \$940 00

SYDNEY D. BLANDFORD
Minister of Agriculture and Mines

Fee Simple Mining Grants issued during
1908-09.

CROWN LANDS DEPARTMENT.

Return of Fee-Simple Mining Grants

Date.	Registry		Name.	Residence.
	Vol	Folio		
1908 Sept. 26	1	104	James Hodder, Edgar Hodder, Wm. T. Baird and Robert S. Roberts	Twillingate
1909 March 25		105	The Nova Scotia Steel and Coal Co., Ltd.	New Glasgow, N. S.
June 12		106	do do do	do do

Department of Agriculture and Mines,
St. John's, Newfoundland,
June 30th, 1909.

CROWN LANDS DEPARTMENT.

Issued During the Year 1908-1909.

Locality.	To Whom Delivered.	Remarks.
North Island, Twillingate, N D.B.....	J. M. Kent	
Under water North from Bell Is., C B. do do do	Herbert Knight do	

SYDNEY D. BLANDFORD,
Minister of Agriculture and Mines.

Return of Licenses of Quarries, issued
during 1908-09.

CROWN LANDS DEPARTMENT.

Return of Licenses of Quarries, issued during the Year 1908-09.

Date	Name	Locality	Area			Rental
			A.	R.	P.	
Oct. 17	Robert E. Chambers	Old Bay, Great Bay de L'Eau, Fortune Bay	80	0	0	\$20 00
	do	ditto	80	0	0	20 00
	do	ditto	80	0	0	20 00
						<hr/> \$60 00

SYDNEY D. BLANDFORD,
Minister of Agriculture and Mines.

Department of Agriculture and Mines,
St. John's, Newfoundland,
June 30th, 1909.

Report of Chief Woods Ranger.

Report of Chief Woods Ranger.

HON. S. D. BLANDFORD,
Minister of Agriculture and Mines.

Sir:— I beg respectfully to submit for your information, my report on Forest Fires for the season just ended.

The summer has been hot and dry, and fires were started on and by the railway track quite early in the season. The first was reported to me by the Deputy Warden at Whitbourne, started on May 6th, just after the train had passed. From the first of May to the end of June is the most dangerous part of the summer. Although there has been a lot of fires started this summer, not much damage has been done to the green forest. The most destructive fire was on the south side of Deer Lake. This fire was started on the 10th June, it was started on the railway right of way. It ran about twenty miles, varying in width from one-quarter mile to three miles. There was not a big lot of green timber burnt, as fully half of the land over which the fire ran had been burnt over before. The Lumber Co. at Little Hr lost twenty-four hundred logs burnt by fire. The fire crossed to the north side of the Lake but did no damage.

Every summer there is a lot of trouble with fires in the vicinity of Deer Lake, in fact there are more fires on the division from Bay of Islands to Bishop's Falls than over all the remaining part of the railway line. The cause of this is, in my opinion, some neglect on the part of the Engineers. Several forest fires were started in the vicinity of Badger Brook, two or three of which would have destroyed very valuable property, but they were reached soon after starting by Mr. H. S. Crowe and his men, also by men sent by the Albert Reed Co., and fought them out. One of these fires was not caught by the railway track, but about one and one-half miles west of the track, on the bank of the Exploits River. I investigated the origin of this fire and found that it was started by two little boys, ten and eleven years old, and I sent a report and the papers with the investigation to you.

The land which this fire burnt over had been burnt over before. No green woods were burnt.

There has been a lot of fires between Whitbourne and St. John's this Summer. I do not know the extent of these fires or the amount of damage done. It was not reported to me, and I was unable, by illness, to visit the burnt area. On the 22nd of September, while in the discharge of my duties, I was taken with typhoid fever from which I am suffering up to date, in consequence of which I could not complete my summer's work, and respectfully ask your Honor to bear with a short report.

Including the fires put out by myself and those reported to me, there have been 74 fires on and near the railway track that could have been and undoubtedly were set by fire from the train.

I have only a report of eight fires started clear of the railway track, and that could not possibly have been started by the train.

I have had five Deputy-Wardens this summer, viz: Dean Gale, Robinson's Station; John McNamara, Grand Falls; Albert Howe, Bishop's Falls; Mansfield Petipas, Whitbourne; and Henry Burke, Victoria Village. I hope the Government will see their way clear to do something this Session in the way of providing more means or a better system for the protection of the forest against destruction by fire. While there has been very little green woods destroyed the last few years, there is always danger. I hope to see something more done to protect the green forest and shrubbery near the city of St. John's. If forest fires should burn this, the beautiful scenery which is the glory of the city would be destroyed for generations and no fines or punishment could replace it.

Trusting that this report will meet with your approval.

I have the honor to be,

Sir,

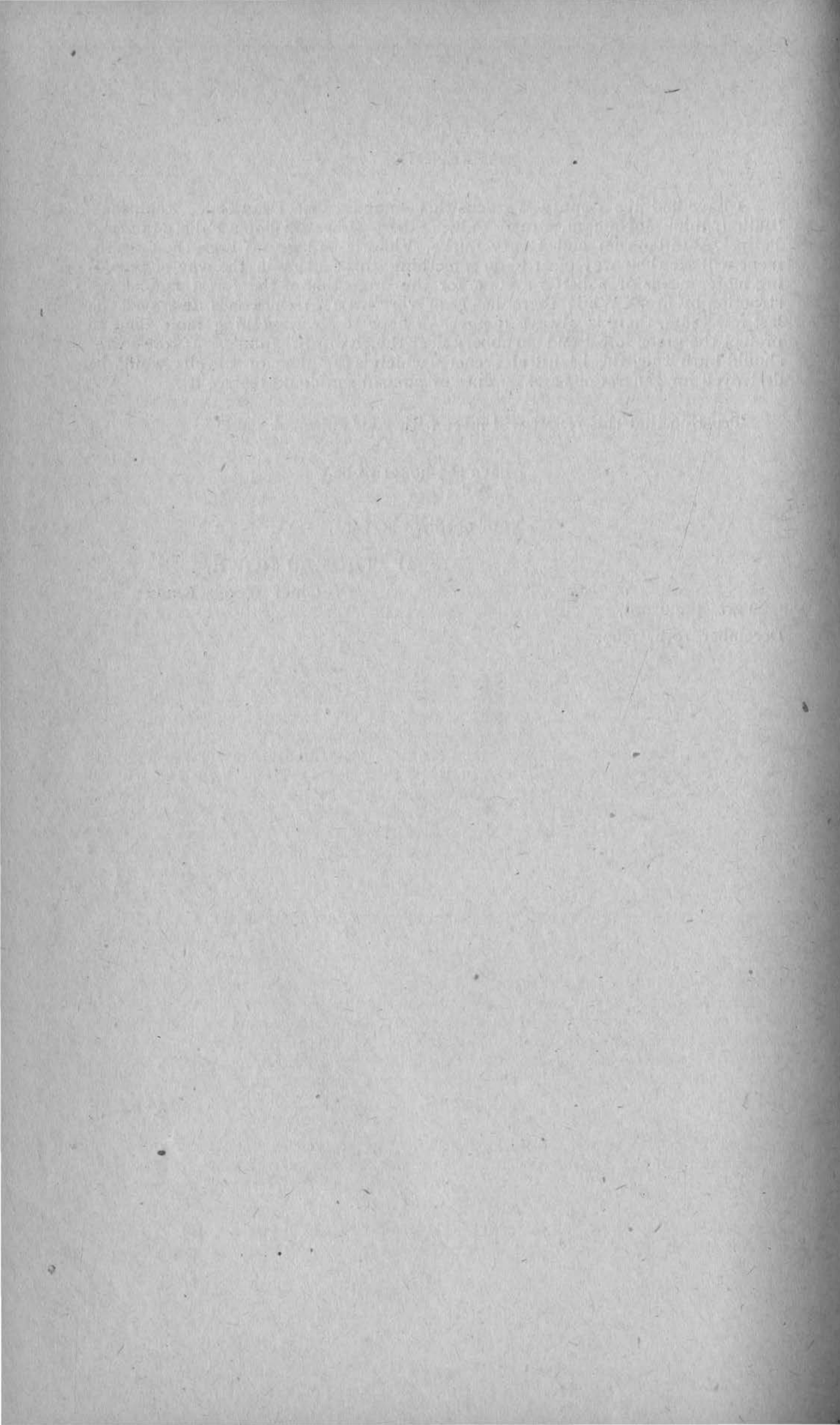
Your obedient servant,

(Sgd) THOMAS HOWE,

Chief Woods Ranger.

Port Blandford,

December 10th, 1909.



REPORT OF EXPERIMENTAL
FARM.

Report of Experimental Farm.

HON. S. D. BLANDFORD.

Minister of Agriculture and Mines

Sir—In presenting the first annual Report of the Experimental Farm, please allow me to inform you that as my predecessor did not leave any records of the Crops, or anything pertaining thereto, I can account for nothing further back than my appointment as Acting Superintendent.

As the part of the farm known as the "Experimental Plot" seemed likely to produce very little more than a half ton of Winter feeding, I had it ploughed and re-seeded (after consulting with you and Deputy Minister Turner) with Oats and Rape. In November about six tons of Fodder for Winter feeding were harvested from this plot, which has reduced the necessity of purchasing so much hay.

I noticed during the Summer season that parts of the farm were continually damp and although no rain fell, in fact it was exceptionally dry, the crops in these particular parts of dampness did not benefit. I came to the conclusion that nothing but under-drainage would remedy this.

By having the men on the farm work at draining just when there was nothing important to be done, I am pleased to say that drains aggregating over a thousand feet in length and averaging two and three-quarter feet in depth, are now opened and ready for any stones or rubbish which will take the place of tiles for drainage.

I regret to inform you that the Stallions did very little service during the year. This is not to be wondered at as the late Superintendent could not see his way clear to recommend them to parties who brought Mares for intending service. Up to the time of my appointment not one mare had been served, and as the season had so far advanced, we were fortunate in getting as many as we did, namely, six.

However I am very hopeful of next season, and in spite of the difference of the Veterinary Sergeons' opinion as to the soundness of the animals, am promised quite a large number of Mares. I might add that none of the animals, with the exception of the "General Horse" show any symptoms of the troubles put forth in Mr. Donnelly's report.

During the year the crops in general were well up to the average.

I would particularly draw your attention to the list of animals distributed to the different districts of the Island. Out of FOURTEEN Bulls sent out, EIGHT were PURE-BRED. This is a matter for congratulation, as seldom, if ever, have pure-bred cattle been sent outside of St. John's.

A list of animals distributed during the year to the various parts of the Island and of the stock on hand, is hereto appended.

I have the honor to be,

Sir,

Your obedient Servant,

FRANK H. SIMMS,

Acting Superintendent, Experimental Farm.

LIST OF ANIMALS AND IMPLEMENTS REMAINING AT AGRICULTURAL FARM,
FOR YEAR ENDING DECEMBER 31st., 1909.

1	Percheron Stallion.....	\$1600.00
1	Hackney Stallion.....	450.00
2	Mares (Draft Team).....	700.00
1	Horse (General).....	150.00
1	Shorthorn Bull.....	120.00
1	do Cow.....	150.00
1	do Heifer.....	50.00
1	Ayrshire Bull (Truro).....	100.00
1	do do (Laddie).....	60.00
1	do do (Calf).....	40.00
1	do Cow (Sarah).....	140.00
1	do do (Susan).....	100.00
1	Grade Bull.....	50.00
1	Boar.....	45.00
2	Young Pigs (3 months old).....	12.00
15	Head Leghorn Poultry.....	15.00
3/4	Ton Cotton seed Meal.....	33.00
1/4	do Linseed Meal.....	10.00
10	Sacks Bran.....	14.00
30	(about) bus. Oats.....	21.00
12	(about) tons Hay.....	336.00
4	tons Straw.....	75.00
1	Deering Mowing Machine.....	35.00
1	Hay Rake (Horse).....	20.00
1	Fedder.....	30.00
1	Horse Spring Tooth Cultivator.....	138.00
1	Hoe Seed Drill.....	
1	Disc Harrow.....	
1	Spike Harrow.....	10.00
1	Scuffle or Drill Cultivator.....	8.00
1	Roller.....	15.00
1	Double Mould board Plough (old).....	5.00
3	Single do.....	30.00
1	Bush Plough.....	45.00
1	Stumping Machine.....	145.00
1	Catamaran (frame shafts).....	25.00
1	Side Sleigh.....	30.00
1	Long Cart.....	30.00
2	Box Carts.....	60.00
1	Square-body Waggon.....	75.00
1	Bain Waggon.....	100.00
1	Deering knife grinder.....	4.00
1	Drag Scraper.....	10.00
	Lot Shovels, picks, hammers, Hay forks } and sun-dry tools and utensils etc. }	20.00
2	sets Carriage Harness.....	60.00
1	set double cart Harness.....	50.00
2	sets single do.....	20.00
1	set double Plough Harness.....	25.00
1	set Carriage Harness (old).....	20.00
	Lot odd straps and pieces Harness.....	10.00
	Stallion Bridles & Leading Gear.....	10.00

3 Carriage Rugs	6.00
3 Whips	1.20

OFFICE FURNITURE.

1 Writing desk and Chair	41.00
10 Chairs	10.00
1 Table	10.00
Floor canvas, washstand, lamp etc.....	10.00

LIST OF ANIMALS DISTRIBUTED IN THE VARIOUS PARTS OF THE ISLAND FOR
YEAR ENDING DECEMBER 31ST. 1909.

St. John's West :

2 Bulls

Carbonear :

1 Bull

Bonavista :

3 Bulls

5 Pigs

Bay St. George :

2 Bulls

3 Sheep

Placentia :

1 Bull

2 Sheep

Port de Grave :

1 Horse

Bay de Verde :

1 Pig

Burgeo & LaPoile :

1 Sheep

St. John's East :

2 Sheep

St. Barbe :

1 Bull

Fogo :

1 Sheep

Fortune :

2 Bulls

3 Sheep

Twillingate :

2 Bulls

1 Sheep

Ferryland :

2 Sheep

Trinity :

3 Sheep

2 Pigs

Recapitulation :

14 Bulls

1 Horse

18 Sheep

8 Pigs

REPORT OF TIMBER INSPECTION

Report of Timber Inspection.

St. John's, Newfoundland,

January 10th, 1910.

HON. S. D. BLANDFORD,

Minister of Agriculture and Mines :

Sir:—I have the honour to submit herewith my first Annual Report of inspection of Mills and Timber for 1909.

The lumbering industry of this country may be classed under three different heads, viz: Pulp and Paper Mills, Saw Mills operating on leasehold timber lands and Mills operating on unleased or Crown lands.

In dealing with the first form of timber industry, or the conversion of wood into paper, in Newfoundland, little can be said in addition to that already generally known I may say almost universally known, for the construction of these great mills at Grand Falls has already become a matter of history. Their opening and the grand function in conjunction therewith, on the 8th of October, 1909, have done more to advertise Newfoundland than any other happening in its history, and to demonstrate that it stands the chosen from among the many other countries, for its fitness for supply of raw material, and the adaptability of its people to become expert in the great industry just launched. While these pulp mills just initiated are infantile in age, they are giant-like in proportions, and rank amongst the largest, if not the largest in the world.

Another set of mills are in course of construction also for the manufacture of pulp and paper, and will take its motive power from the same river from which the Grand Falls power is derived. No better evidence of the abundant supply of suitable pulp wood could be preferred than the proximity of the Harmsworth mills at Grand Falls and the Albert Reed mills at Bishop's Falls, for although the initial capacity of these mills for the consumption of wood is most appalling, a thorough inspection and survey of the timber areas owned by these two companies, leaves no doubt that even at a most conservative estimate they have ample water supply, and if handled under judicious modern methods, can be regarded as perpetual.

It has been said that the manufacture of paper spells the demolition of forests. That is quite possible but most unnecessary and suicidal to the interests of the operators.

The density of the timber growth of this country is such that if a proper system of "logging" is strictly adhered to, nature, unaided by artificial propagation will keep up the supply indefinitely, provided the area of timber is at all proportionate to the consumption of the mills. But although nature has been lavish in her gifts of timber her laws rigidly govern, and where man disregards them barrenness follows, and he is forced to adopt artificial means to fill up the deficiency of outraged nature.

The supply of pulp timber, both in Europe and America, is shrinking to such alarming proportions that re-forestation has been inaugurated. This is an old practice in the Eastern Hemisphere but has only recently been adopted by

Canada and the United States. And Newfoundland is the only country on this side the Atlantic that has not yet thought it worth while to assist nature in this particular; and there may not appear any immediate need.

It is a well accepted fact that we have large areas of the best pulp-wood in the world, but we also have large areas barren of any kind of timber that is capable of almost duplicating our present forest wealth if a system of tree culture, and one well within our means, were adopted.

This statement may apparently have some lineaments of absurdity about its features, particularly to state that it is within our power to reforest our tremendously large waste areas, but when it is remembered that in our forests lies one of our most valuable assets, and a recurring asset at that, it is vital that it should be rigorously guarded, nurtured, and enlarged to the fullest limit within our power. It is a sad record that so large areas of our land have been denuded of every green thing by the ravages of forest fires and rendered almost irreclaimable because of the soil (vegetable) being largely destroyed by this greatest danger to our forest wealth. Over many such places we can only wait the slow work of nature, but there are treeless lands with soil splendidly adapted for the growth of red and white pine, and when it is remembered that within the next decade white pine will, in this country, be a *rara avis*, it becomes at once a paramount duty to move early or this very valuable wood will, in future, be only historically known as a Newfoundland product.

The toll of timber paid yearly is large, but that which goes for manufacturing purposes is by no means the greatest. There are several destructive agencies at work continuously. These range from the tiny insect to man. The writer has seen hundreds of acres of trees on the North West Coast totally destroyed by these miniature destroyers. The rabbit also contributes no mean quota as a destructive element, feeding as it does on the young trees of the deciduous family, and utterly killing thousands of young firs every year by stripping them of their bark for their winter forage.

These two plagues of the forest must continue their work of spoilation uninterrupted, but there is another depletion wrought by man, purely legal, but none the less destructive, and unlike his other work, this slaughter of the forest yields but little profit to himself, and as a source of public revenue is nil. I refer to the annual practice of "rinding," as it is locally called, or the taking off of the bark from the coniferous trees to be used as waterproof coverings in the "making" or curing of codfish.

Sufficient data has been collected to show that this practice of rinding every year destroys more trees in number than is cut for the whole of the saw mills operating in the Colony.

The rinds or bark taken from these trees, valued at one cent each (each bark represents a tree.) and the yearly harvest is about one and one-quarter million, would total \$12,500. Comparing the rind value of the tree with its wood value, which would be at least an average of 20c. per tree or \$250,000, twenty times as much.

To prohibit the barking of fir and spruce trees may at first appear an invasion of the rights of the fishermen, but many of them have already adopted other covering for their fish piles, on the ground of economy, and no doubt the whole would follow suit immediately they saw a saving could be made. This sacrificing of the valuable animal for the comparatively worthless hides, does not apply only to the fir and spruce trees.

At one time Newfoundland could boast of, perhaps, the best growth of white birch to be found on this side the Atlantic, but the sylvan beauty of these birch forests has been marred by the knife of the ruthless barker and its wood value reduced very largely. The bark of the birch is also used in connection with the codfish industry, principally for packing in casks for export. In removing the outer bark from the birch trees the knife used cuts through the inner bark and the trees "bleed" to death. Fully 30 per cent. of all the trees barked are killed, and the whole thus treated are crippled in their growth and rendered valueless for manufacturing purposes.

I presume a substitute could be found to take the place of the bark used for fish packing, and the birch trees put to some more profitable uses. If our birch areas presented to-day the inviting picture they did before they were maimed by the barking knife they would now stand an appealing proposition to capital. Valuable products of this wood, such as Wood Alcohol or Methylated Spirits, Acetate of Lime and Charcoal, are now being made from birch and other deciduous trees.

While Sweden was the home of this industry, Canada has to-day one large factory that alone consumes 22,000 cords of wood yearly in producing Alcohol, Acetate of Lime and Charcoal, for which a profitable market is found. Newfoundland has yet some splendid areas covered with a growth of birch untouched by the knife of the spoiler. Our forest wealth is too well known now to be discredited, except by those who are posing for a chance to buy cheaply.

Among the valuable resources of Newfoundland its timber should not take second place, and with laws to protect and foster it, rigidly enforced, it can be made to yield a supply for industrial works and become a source of revenue for all time.

In classing the timber industry under three heads I did not forget that large quantities of timber are every year used in Ship and Boat building, for fishery purposes and for railway ties, but as there are no means to procure data in this connection I can give it only passing notice.

I visited some 250 saw mills which employ 1,500 as regular staff, in addition to whom there are employed in lumbering some 1,500 others. The aggregate output of these mills is 40,000,000 superficial feet of lumber, this includes lumber of all kinds. Of this number 8 per cent. or twenty of them are taking the timber from leased lands, the other 92 per cent. are getting their timber from Crown lands, and nearly all from within the three mile reservation. I am familiar with some of the difficulties surrounding this question, but I think some solution of it can be found and applied without bringing unbearable pressure on any. To those who are paying a yearly rental for the land, and a royalty of 50c. per thousand, it is manifest injustice, especially in a business where the supply of raw material is disposed by the Crown.

In conversation with nearly all the mill men, I found an expression of willingness, and with many, an eagerness to own or get a leasehold title to some portion of timber land. In some of these cases, to do this, would mean an infringement of the law reserving the timber within three miles of the coast line, but as nearly all of the 92 per cent. of the mills, paying no tax, get the whole of their supply from this reservation, it looks as if a distinction with a difference is allowed in their favour. But there are cases where many of these small mills must get their supply from this reservation, or cease operations. I have carefully looked in this matter and find that in some places if the timber would be kept for the bene

fit of the fishermen, the reservation law must be strictly applied, and I find at other places that no real necessity exists to warrant a reservation of timber in that section.

A plan of the sections can be furnished, and if the present difficulty is to be met by leasing to the small mill men, selections can be made to conserve the interests of all.

I found at about 90 per cent. of the mills visited, the sawdust, by some means found its way into the water nearest it, whether it was a Stream, River, Lake or Bay. In most cases it looked as if the intention was to put the stuff on the land, but whether by accident or design the fact remained that pollution of the water by sawdust and mill debris was largely in evidence. I think the remedy for this evil lies in a shorter method than is now in use for the application of the law. If any person, or the inspector, could have the delinquent summarily dealt with before a Magistrate, I feel sure that this practice would have a speedy ending, for I know our people have a most wholesome respect for the law, but only when they are sure it will be enforced.

Some complaint has been made of the practice of allowing logs to remain in the river all the summer, claiming that it is injurious to fish life, and prevents migration of salmon and sea trout. I do not think that this complaint could have emanated from any person conversant with the habits of fresh water fish or it would never have been made. Logs lying afloat in a river appeal to the very nature of these fish to seek their shadow for rest and watching, and where logs are on the shore aground they surely are harmless to the fish. I do not think that this complaint was ever meant to be taken seriously and cannot do better than treat it as such.

In closing, I wish to refer to another complaint which is much louder and just as groundless, the complaint made against the Speculator, or the man who holds leases of timber lands for the purpose of selling again. I do not think that there can be two different opinions on that matter, but all that know the conditions will agree that the poor speculator is more to be pitied than blamed, for less than 3 per cent. of them ever realised a cent on their investment, while at the same time they constitute themselves Brokers for the Crown and contribute more largely to the revenue than all the lumbering industries put together.

Your humble servant,

D. THISTLE.

REPORT OF FIRST SURVEYOR

Report of First Surveyor.

St. John's, Newfoundland,
December 31st, 1909.

HON. S. D. BLANDFORD,
Minister of Agriculture and Mines :

Sir:—I have the honor to submit the followin report on my work for the past year. Up to the 21st of March, I was engaged making plans of my previous season's work and the regular routine business of the office.

On the 22nd of March I was ordered to Avondale to examine lots of land in possession of Edward Kennedy, situate at Lacours Ponds. I returned to St. John's on the 24th oi March.

On the 26th of March I went to Bay Roberts re a piece of land, applied for by John Bishop, and returned the same night.

On the 1st of April I left for Bay of Islands re an applications made by the Sons of England Society for piece of land at Birchy Cove. I came back to St. John's on the 3rd of April.

On the 6th of April I was directed to proceed to Bay of Islands and Bay St. George, in connection with alterations equired in some roads at Bay of Islands and the breakwater at Sandy Point. I arrived back to St. John's on the 22nd of April. I have already reported on all these surveys.

On the 2nd of June I left St. John's with instructions to survey the lots of land between Northern Bight and Come by Chance, granted to the Reid Newfoundland Company. There are four water mills in operation at the present time on the Come by Chance River. Three of them are on the Reid Newfoundland Company's land, and one Adams, is on land granted to himself. There is also one mill on the Reid Newfoundland Company's land at North Harbor River. All these mills cut cooperage lumber. The country in this vicinity is cut up quite a lot with barrens, marsh and scrub spruce. There is very little agricultural land on the Government lots. We had rain and thick fog for 61 days during the summer. We did 48½ miles of work and arrived back to St. John's on the 9th of October.

On the 12th of October I proceeded to Shoal Hr. in connection with the new line of Railway to Bonavista, and returned on the 15th day of October.

On the 19th of October I left for Shoal Hr. to make a survey of the new line of Railway, showing land, etc., required from the settlers for the right of way as far as George's Brook. I returned on the 28th day of October.

On the 25th of November I went to Woodford's in connection with land required for station purposes at that place, and returned the same night.

I left on the 11th of November for Burin and made a survey for a new road, half a mile long, around Man-of-War Hill, at that place. I returned on the 18th of December.

Plans of these surveys have been prepared and deposited in the Department.

I have the honour to be,

Sir,

Your obedient servant,

(Sgd) WILLIAM NOEL,
First Surveyor.

REPORT OF SECOND SURVEYOR

Report of Second Surveyor.

St. John's, Newfoundland,
December 31st., 1909.

HON. S. D. BLANDFORD,
Minister of Agriculture and Mines.

Sir:—In conformity with your instructions, I left St. John's on the 6th June last for the purpose of locating a line of road from Shambler's Cove, near Greenspond, in Bonavista Bay, to Gambo, in Freshwater Bay.

For a variety of reasons it was deemed advisable to commence the work at the bottom of Indian Bay, a point on the line of road about one third the distance from Shambler's Cove to Gambo, with the object of working both ways.

The survey was commenced on the 14th day of June and continued without serious interruption until the 27th day of October.

The character of the country throughout, was found, upon examination, to be decidedly unfavourable for road construction, consisting as it does of a rolling granite country, singularly devoid of road material of any description.

This fact will, in the event of the road being built, necessarily raise the cost of construction considerably above the average.

I estimate that the cost of construction will probably fall little short of \$1,000 00 per mile, due to the before-mentioned scarcity of material.

The number of miles surveyed was $30\frac{3}{4}$ miles.

The only three bridges of importance are at Indian Bay, N. W. Brook of North Arm of Indian Bay. and N. W. Brook of Trinity Bay.

These three rivers will involve a total crossing of about 300 feet and the cost of bridging them may be put approximately at \$400.00 Two other small brooks in S. W. Arm, Trinity Bay, will probably cost about \$50.00 each to bridge. With these exceptions all the other streams crossed will probably need little more than what may be described as culverts.

Owing to the lateness of the season, that portion of the line between Trinity Bay and Hare Bay was left unfinished.

Accompanying this report is a plan plotted to a scale of one mile to an inch, showing the line traversed by the general alignment of the road in its relation to the coast line and harbours.

Timber of a character sufficiently good for bridging may be obtained in the bottom of all the Bays traversed by this line.

No agricultural land worthy of note was passed through.

I have the honour to be,
Sir,
Your obedient servant,

(Sgd) H. J. DUDER,
Second Surveyor.

GEOLOGICAL SURVEY OF NFLD.

Report on the Coal Boring Operations Near
Goose Brook, 1909.

Report on the Coal Boring Operations Near Spruce Brook, 1909.

Geological Survey Office,
St. John's, Newfoundland,
January 15th, 1910.

HON. S. D. BLANDFORD,
Minister of Agriculture and Mines:

Sir:—During the past season the Coal Boring operations near Goose Brook were continued until the end of October, when the 3,000 feet contracted for by Mr. J. W. Randall of White Plains, New York, were completed.

Altogether six holes were put down, one of which had been commenced the previous year. These six are situated along the right bank of Goose Brook, and together with two other holes bored in 1908, form one continuous line of section across the Coal Measures at this particular point of their distribution. All the other holes previously drilled are without this section, and have already been fully reported upon.

The eight holes along the course of the Brook are numbered in consecutive order on the accompanying plan, and the details of each are given in the side column.

Assuming the strike of the measures to be the same as was ascertained some years ago, and the inclination of the strata to be in a Northerly direction, or to be more exact, N. 10° W. magnetic, a line drawn on this bearing would intersect the trough at right angles. The relative distances between the bore holes along such a line are as follows:—

DISTANCES APART OF THE BORE HOLES.

From 1 to 2	618 feet
do 2 to 3	654 do
do 3 to 4	478 do
do 4 to 5	898 do
do 5 to 6	685 do
do 6 to 7	1,764 do
do 7 to 8	1,584 do
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Total distance.....	6,681 feet.

Allowing for the presence of some lower and unproductive measures at either end of this section, the trough here is fully 6,000 feet wide.

When the contractor arrived in the early part of May last, he was directed to commence operations by putting down two holes, one to the south of the railway track, the other about midway between Nos. 3 and 4 of the preceding year,

also to continue No. 5 and obtain a core from it for inspection. This latter hole had been drilled to a depth of 200 feet with the Keystone machine, but as the indications up to that point were not of a very promising nature, the Calyx Drill was not put on, consequently, no core had been obtained. I was now desirous of ascertaining the true character of the strata passed through, which could not be satisfactorily determined from the Keystone wash.

On my arrival on the ground, in the latter part of June, I found No. 1 hole down 110 feet, but there was no sign of the bed-rock as yet. This hole was continued to 130 feet, through sand, gravel and large boulders, which became more and more difficult to penetrate as depth was attained. There being still no indication of the underlying rock, it was deemed useless to try and sink it further, and it was therefore abandoned. The second hole had reached a depth of 360 feet, when the drill rods became jammed, and the work had to be stopped until two powerful hydraulic jacks were obtained from New York, there being nothing in the equipment capable of starting them. On examining the cores taken from this hole, I became satisfied that they indicated about the base of the true Coal Measures, if not a stage lower, and as the prospect of striking coal at a lower depth did not seem promising, it was therefore concluded to abandon this also, particularly as there was great danger of breaking or losing the drill rods.

A new hole was now started between Nos. 4 and 5 of last year, and the Calyx Drill put on No. 5. Both these holes were drilled to depths of 421.6 and 457 feet respectively. Later on two other holes were bored, further down the river, one to a depth of 256, and the other to a depth of 206.6 feet. This made a total of 1,631 feet for the season, which with 1,370 feet bored in 1908, or 3,001 altogether, completed the amount contracted for.

In four of these holes coal was struck at several different depths, as can be seen by reference to the plan. The seams vary in thickness from a few inches up to six feet, but the character of the larger seams is not as a rule very good, owing to an admixture with carbonaceous shale, though the quality of the coal itself is excellent.

The details of each individual bore hole in the section are as follows:—

No. 1 HOLE (South of Track)

	Feet.	Ins.
Sand, Gravel and Boulders.....	130	0
Total.....	130	0

No. 2 HOLE (Bored in 1908)

	Feet.	Ins.
Sand, Gravel and Boulders.....	136	0
Coarse, White Sandstone.....	} Broken and Slicken- Sided	0
Argillo-Arenaceous Shale.....		
Indurated Clay.....		
Arenaceous Shale and Sandstone.....		
Total.....	188	0

No. 3 HOLE

	STRATA.	
	Feet.	Ins.
Sand, Gravel and Boulders.....	55	0
Very Hard Sandstone or Quartzite	13	0
Dark Argillaceous Shale (A few fossil plants).....	32	0
Dark Sandstone.....	2	0
Slate and Shale.....	2	0
Dark Sandstone.....	5	0
Slate and Carbonaceous Shale	3	0
Coarse Grits and Sandstone.....	32	0
Slate and Carbonaceous Shale	27	0
Coarse Grit	2	0
Slate and Carbonaceous Shale	5	0
Arenaceous and Carbonaceous Shale, and Fine Sandstone..	38	0
Sandstone.....	2	0
Slate and Arenaceous Shale.....	7	0
Coarse Grit	15	0
Argil. and Arenaceous Shale alternating.....	16	0
Dark, Hard Sandstone.....	1	0
Argillaceous Shale	13	0
Carbonaceous Shale	12	0
Dark, Mottled Red and Green Arenaceous Shale	2	0
Dark Green Coarse Grit	3	0
Mottled Green and Red Arenaceous Shale.....	24	0
Reddish Arenaceous and Argillaceous Shale.....	33	0
Greenish Arenaceous Shale.....	16	0
Total.....	360	0

No. 4 HOLE (Bored in 1908)

	STRATA.		COAL.	
	Feet.	Ins.	Feet.	Ins.
Boulders and Gravel.....	19	0		
Sand and Clay with loose Coal.....	13	0		
Coal			2	6
Carbonaceous Shale.....	2	6		
Clay, Sand and Shale.....	9	0		
Arenaceous Shale.....	7	0		
Arenaceous Shale and Clay	58	0		
Coal			1	0
Shale	5	0		
Arenaceous Shale.....	7	0		
Coal			2	4
Shale	2	8		
Arenaceous Shale.....	5	0		
Ironstone	2	0		
Carbonaceous Shale.....	4	0		
Carbonaceous Shale and Arenaceous	10	0		
Ironstone	3	0		
Carbonaceous Shale.....	7	0		
Carbonaceous Shale and Arenaceous	10	0		

	STRATA.		COAL.	
	Feet.	Ins.	Feet.	Ins.
Argillaceous and Carbonaceous Shale	4	3		
Coal			0	4
Arenaceous Shale.....	4	5		
Clay and Ironstone	13	0		
Clay, Shale and Ironstone	10	0		
Ironstone and Shale... ..	8	0		
Coal			1	0
Carbonaceous Shale.....	8	0		
Carbonaceous Shale and Ironstone.....	2	6		
Arenaceous and Carbonaceous Shale	67	6		
Carbonaceous Shale.....	3	0		
Coal			0	6
Shale	4	0		
Coal			1	6
Shale	1	6		
Clay	1	6		
Carbonaceous Shale with coal streaks.....	3	9		
Carbonaceous Shale with coal streaks.....	15	3		
Arenaceous Shale and Sandstone	5	0		
Sandstone and Shale.....	15	0		
Argillaceous Shale.....	5	0		
Arenaceous Shale.....	10	0		
Arenaceous Shale and Fine Sandstone.....	25	0		
Arenaceous Shale and Carbonaceous Shale	46	0		
Arenaceous Shale and Carbonaceous Shale				
and Sandstone.....	54	0		
Sandstone with thin coal streak	2	0		
Arenaceous Shale.....	5	6		
Dark Sandstone	9	6		
Arenaceous and Carbonaceous Shale	10	0		
Coarse Grit	6	6		
Black Carbonaceous Shale	3	0		
Black Carbonaceous Shale and Sandstone	10	0		
Coarse Gray Grit.....	4	0		
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Strata.....	531	4	9	2
Coal	9	2		
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Total.....	540	6		
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NO. 5 HOLE

	STRATA.		COAL.	
	Feet.	Ins.	Feet.	Ins.
Boulders, Gravel and Sand	71	0		
Hard Grey Sandstone.....	3	0		
Argillaceous Shale.....	11	0		
Sandstone (with Fossil Trees and Leaf impressions)	7	0		

	STRATA.		COAL.	
	Feet.	Ins.	Feet.	Ins.
Argillaceous Shale.....	6	6		
Argillaceous and Arenaceous Shale.....	15	6		
Coal and Carbonaceous Shale (Mixed) ...			1	6
Carbonaceous Shale.....	3	0		
Argillaceous Shale and Ironstone.....	4	0		
Fine Grained, Grey Sandstone.....	4	6		
Coarse Grained, Grey Sandstone.....	6	6		
Fine Sandstone with coal streaks	3	6		
Coarse Grit.....	7	0		
Carbonaceous Shale (numerous Fossil Plants).....	11	0		
Sandstone and Grit.....	8	0		
Carbonaceous Shale (with coal streaks and Fossil Plants).....	11	6		
Argillaceous Shale and Fine Sandstone..	12	10		
Coal			0	4
Argillaceous Shale.....	13	4		
Coarse Grit.....	10	0		
Coal			0	2
Argillaceous Shale.....	30	8		
Ironstone and Coal.....	0	10	0	2
Ironstone and Shale	6	6		
Carbonaceous and Argillaceous Shale (Fossil Plants).....	6	0		
Argillaceous and Arenaceous Shale (Fossil Plants)	24	6		
Coarse Grit and Ironstone (Fossil Trees)	16	6		
Argillaceous Shale (with two thin coal layers about two inches each)	3	6	0	4
Argillaceous Shale with Ironstone.....	3	2		
Argillaceous Shale and Ironstone.....	21	6		
Coarse Grit.....	13	6		
Argillaceous Shale.....	11	6		
Shale and Grit with coal streaks.....	10	0	0	2
Argillaceous Shale filled with Fossils	5	0		
Argillaceous and Arenaceous Shale and Ironstone	20	0		
Sandstone and Arenaceous Shale (Fossil Plants)	10	0		
Argillaceous Shale.....	17	0		
Coal			2	6
Argillaceous Shale with coal streak.....	6	6	0	6
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Strata.....	415	10	5	8
Coal	5	8		
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Total.....	421	6		
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No. 6 HOLE

This hole was drilled to a depth of 200 feet, through boulders, gravel, sand and shale, last year, without striking any coal. From 200 feet to 457 feet the section is as follows:—

	STRATA.		COAL.	
	Feet.	Ins.	Feet.	Ins.
Bored last year (1908).....	200	0		
Argillaceous Shale.....	6	2		
Coal.....			4	4
Argillaceous and Arenaceous Shale and Ironstone.....	7	0		
Argillaceous Shale (numerous Fossils)...	12	0		
Clay and Shale.....	22	0		
Hard Grey Sandstone (Fossil Tree Im- pressions).....	4	0		
Carbonaceous and Argillaceous Shale....	2	0		
Argillaceous Shale containing Ironstone Nodules.....	6	0		
Argillaceous and Fine Sandstone, etc. (a few Fossils).....	14	0		
Sandstone and Ironstone (Fossil Trees)..	7	0		
Argillaceous Shale.....	7	0		
Sandstone, Shale and Ironstone.....	17	0		
Coarse Grit.....	4	0		
Hard, Grey Sandstone (with Fossil Plants and Trees).....	8	0		
Argillaceous and Arenaceous Shale.....	11	0		
Carbonaceous Shale and Coal with Fossils	5	0		
Coal.....			1	0
Carbonaceous Shale with coal streaks....	2	0		
Argillaceous and Arenaceous Shale and Ironstone.....	8	0		
Argillaceous and Arenaceous Shale and Ironstone, with numerous Fossils..	13	0		
Coarse Grit.....	8	0		
Arenaceous and Argillaceous Shale.....	1	0		
Hard Sandstone or Quartzite.....	6	0		
Soft Sandstone.....	1	0		
Argillaceous Shale and Ironstone.....	6	0		
Coal and Carbonaceous Shale (Mixed)...			3	0
Carbonaceous Shale and Ironstone.....	2	0		
Soft Sandstone.....	9	0		
Arenaceous and Argillaceous Shale and Ironstone.....	9	5		
Coal.....			0	7
Arenaceous and Carbonaceous Shale and Ironstone.....	7	0		
Arenaceous Shale and Ironstone (Fossil Plants and numerous Plant Im- pressions).....	13	0		
Carbonaceous Shale and Coal.....			1	0
Sandstone and Coarse Grit (Fossil Trees)	11	0		

Arenaceous Shale and Ironstone	11	0		
Shaley Coal.....			0	6
Coarse Grit.....	1	0		
Arenaceous Shale (numerous Fossils).....	7	0		
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Strata.....	447	7	10	5
Coal	10	5		
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Total.....	457	0		
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No. 7 HOLE

	STRATA.		COAL.	
	Feet.	Ins.	Feet.	Ins.
Sand, gravel and boulders.....	95	0		
Argillaceous and carbonaceous shale (filled with fossils)	9	0		
Argillaceous shale	1	0		
Arenaceous shale and ironstone	5	0		
Arenaceous and carbonaceous shale.....	4	0		
Hard, white sandstone (containing fossil tree impressions).....	3	0		
Arenaceous shale and dark sandstone	14	0		
Soft, light colored sandstone.....	9	0		
Hard sandstone or Quartzite (carbonized trees)	2	0		
Coarse grey grit, in heavy beds	20	0		
Carbonaceous shale.....	1	6		
Coal and carbonaceous shale (mixed).....			6	0
Carbonaceous shale with coal streaks	4	6		
Arenaceous shale and dark sandstone.....	6	0		
Hard, grey sandstone or quartzite.....	8	0		
Ironstone, clay and shale (mixed).....	2	0		
Arenaceous shale.....	1	0		
Quartzite or silicious sandstone	2	0		
Argillaceous and carbonaceous shale.....	10	0		
Carbonaceous shale with coal streaks	9	0		
Argillaceous and arenaceous shale, and Ironstone	17	0		
Carbonaceous shale (filled with fossil plants).....	12	0		
Coal			2	0
Carbonaceous shale (numerous fossil plants).....	6	0		
Carbonaceous and arenaceous shale (with coal).....	6	6	0	6
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Strata.....	247	6	8	6
Coal	8	6		
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Total	256	0		
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No. 8 HOLE

	Feet.	Ins.
Boulders, gravel and sand.....	70	0
Sandstone.....	5	0
Argillaceous shale and clay.....	11	0
Argillaceous and arenaceous greenish shale (a few fossils).....	51	0
Mottled, greenish arenaceous shale and sandstone..	16	0
Mottled, red and green shale.....	53	6
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Total.....	206	6
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The result of the boring test has now clearly demonstrated the existence of at least two separate coal troughs in this region. The first is long and narrow, with high angles of inclination, and it is that which extends along close to the foot-hills on the south side of the Humber Valley and shore of the Grand Lake. This trough, which for the sake of distinction, I shall call the Aldery Brook and Coal Brook trough, has been frequently referred to in former reports, so that it is unnecessary to repeat what has already been set forth. Where it crosses the Goose Brook it would appear to be cut off by a fault. This is indicated by the deep depression in the underlying rock surface found in No. 1 hole of this season, and in Nos. 2 and 3 of 1908, where the enormous depth of nearly 140 feet of superficial glacial debris occurs. Again where the bed-rock was entered in No. 2. hole, it was found to be much broken and slickensided, affording conclusive evidence that some such disturbance has effected the measures at this particular point.

The general character of the strata as shown by the cores brought up from Nos. 2 and 3 holes, is undoubtedly that of the base of the coal measures or top of the millstone grit formation. No. 4 hole, bored in 1908, shows the beginning of the second or Goose Brook trough, of true coal measures, and Nos. 5, 6 and 7 bring in higher and higher sections of the strata with their contained coal seams. No. 8, the furthest down the river, again exhibits lower rocks similar to those of No. 3 hole, apparently with a reverse dip towards the Northward. In all probability these strata roll over in an anti-clinical fold, and are succeeded again between this and Sandy Lake River by other and perhaps more important troughs. At least all the facts seem to point that way, but it is only by the extensive use of the boring rod the question can ever be determined.

The presence of two or three small coal seams near the mouth of Kelvin Brook, and the shore of Grand Lake, was ascertained in 1879, and the quantity of loose coal washed up from the bottom, after a storm, leaves little room for doubt that a trough underlies the extreme eastern end of the Lake which I am inclined to believe will prove to be the largest and most important of the series.

It was long ago prognosticated in some of my former reports, that the further we removed from the hill range on the south, the lower would be the angle of inclination of the strata, and as a consequence the coal measures would be found to spread out considerably and occupy larger and larger areas. This has now been fully borne out by the work recently accomplished.

Five new seams have been added to those previously known to occur in this Goose Brook trough, making thirteen (13) altogether. Though few of them are of any great thickness, yet there are some which appears to me might be worked to advantage, especially in view of the success attained in New Brunswick where seams of from 18 to 30 inches only are wrought.

The quality of most of this coal is excellent, and it appears to be very low in sulphur or other baneful ingredients. That it will prove a good household and steam coal may be surmised from its clean, bright character. I believe it will produce a good quality of coke for smelting purposes, but I do not expect to find that it will be much of a gas producer, as it appears to approach more the anthracitic character than the ordinary run of bituminous coals.

The importance of this coal field, in the future development of the Island, cannot be over estimated, but on account of the abnormally difficult conditions prevailing all over this region the work of successfully prospecting it must necessarily prove slow. Now, however, that the Government are in possession of three first-class machines, with every necessary equipment, the further prosecuting of the work might proceed much more rapidly than heretofore. Sufficient data has certainly been gathered to warrant either the Government or a company of capitalists to enter upon the development of the principal seams known to exist, and I think it would be a great mistake to abandon the boring until the entire area in which coal is likely to be found is fully tested.

In conclusion I must not omit to mention the honorable and faithful manner in which the contractor, Mr. Randall, carried out the work. The untiring labour and assiduity displayed by him and his assistants under such exceptionally difficult circumstances cannot be too highly spoken of. His long experience in drilling proved him to be thoroughly competent to carry out such an arduous undertaking, which could only be accomplished by sheer hard labour and resourcefulness, while his equipment was up-to-date in every respect.

I have the honour to be,

-Sir,

Your obedient servant,

(Sgd) JAMES P. HOWLEY.

Report upon the Petroliferous Region,
Situating on the North-West Coast of Newfoundland.

Report on the Petroleum Field, West Newfoundland.

Geological Survey Office,
St. John's, Newfoundland,

June 8th, 1909.

Hon. Sir E. P. Morris, K.C., LL.D., Kt.,

Prime Minister:

Sir—In compliance with your request, I beg to furnish you with the following report upon the Petroliferous district of the West Coast.

Facing the Gulf of St. Lawrence, on the western side of this Island, the coast line from the vicinity of Bonne Bay almost to its northern extremity, Cape Norman, is occupied by a low and comparatively level strip of land, particularly so from about St. Paul's Inlet to Hawke's Bay. About midway between the two latter points, at a place called Shallow Bay, some thirty miles north of Bonne Bay, a large salt water lagoon, known as Parsons' Pond, occurs. It stretches inland at right angles to the coast eight miles, to the base of the Long Range Mountains, and has a superficial area of about nine square miles. Its shores are low and flat, and at some parts fairly well wooded, especially towards the foot-hills of the mountain range. It is here the claims of the Newfoundland Oil Developing Company are situated; they surround the pond on either side in a strip of about a mile wide, and comprise a total area of some twelve square miles.

During recent years, drilling operations to develop the possibilities of this region for oil have been conducted by the above company, the results of which, to date, will appear further on.

GEOLOGICAL STRUCTURE

Geologically, the rock formation of this strip of country consists of a series of sandstones, shales and thin-bedded limestones, arranged in a succession of sharp, narrow folds, repeating the same strata several times, with what is termed an overturn dip. This gives them the appearance of being all inclined in the same direction, towards the mountains. The base of the series, which at Cow Head consists of heavy-bedded, nodular grey limestone, is again seen rising to the surface at the foot of the mountain range, where the strata assume an almost vertical attitude. The entire low-lying tract between the coast and the mountains is underlaid by the softer and less durable sandstones and shale, etc. The whole series appears to be referable to what is known in Canadian geology as the Quebec Group, particularly to the Levis and Sillery divisions thereof, with perhaps some higher members of the Lower Silurian Series. The more shaley portions of the formation are characterized by numerous fossil organisms, chiefly those fine pencil-like markings known as graptolites—a species of zoophyte, or animal plants. A few small lingula also occur, more particularly in the thin limestone bands. Those organisms either grew on the muddy bottom of a shallow sea or floated about loose in the waters, during the period of deposition. The

graptolites are so abundant in some of the shales as to constitute a considerable portion of their bulk, and cause them to assume a dark brown carbonaceous appearance. I have been thus particular in describing those fossils, because, I have reason to believe, they were the chief source from whence the petroleum was derived.

The origin of the Hydro-carbons, of which petroleum is perhaps the most important, has been the cause of a great diversity of opinion amongst scientists. Some contend that they were purely of mineral origin; others that they were derived from vegetable or animal substances, or of both combined. The majority incline to the latter opinion, and certainly my own observation in this region seems to point to the same conclusion. At all events, the fact of the petroleum occurring in those rocks so filled with animal plant remains, such as would appear likely to yield, under decomposition and great pressure, this hydro-carbonaceous substance, is very significant. Whether this conclusion be the correct one or not, it is very noticeable that the darker colored shales containing most fossils were found to be most bituminous. The thin limestone bands were not destitute of the substance either, but were frequently so impregnated with petroleum as to give off a strong odour when freshly broken, and small drusy cavities occur here and there in these same rocks, filled with crude petroleum of about the consistency of treacle. The sandstones seemed to be apparently destitute of fossils, and showed little indication of petroliferous character. Judging from the foregoing, I am led to the conclusion that the shales and limestones are the chief repositories of the substance, and it is from those strata, or set of strata, which exhibit the most highly bituminous character, the best results may be expected.

Hitherto, though oil has been known to occur at many different geological horizons, no productive wells, that I know of, have been located in any formation lower down than the Trenton Limestone, of the Lower Silurian Series. The latter is that from which the large output of oil in the State of Ohio is derived. The other productive fields of North America are the Petrolea and Oil Springs, Enniskillen County, Ontario, situated in the Corniferous Limestone, Devonian Series, of more recent date. The Pennsylvania and New York deposits are derived, partly, from the Devonian and sub-carboniferous series, while in Colorado the oil producer is Cretaceous, and in California of tertiary age, both being much more recent in point of geological time. Again, in Southern Russia, the oil region is situated in formations of comparatively recent deposition.

It might be inferred from the above facts that our Newfoundland deposits were at too low a horizon to expect oil in any quantity, but, says the author of the "Mineral Resources of the United States"—"There have been so many surprises in petroleum that any statements made must be regarded as only setting forth the indications as to producing localities at the present time." By this it is plain, he does not pretend to say that the present known localities or geological series of formations are the only ones likely to be productive, and that he would be prepared at any time to learn of entirely new and hitherto untried rock formations yielding oil. Being desirous of having further expert opinion on this head, I wrote the late Dr. G. M. Dawson, C.M.G., head of the Geological Survey of Canada, asking what he thought of the prospects for petroleum in available quantity so low down as the Levis Shales. His reply was—"I may say that I cannot see anything against such

“occurrence, provided the rocks themselves are not so much altered as to render it improbable. This would appear to be the case, as petroleum actually exists in them, and the question of quantity would become, I suppose, rather a matter of structure and composition of the rock series than anything else.” In another letter he says—“Assuming that the Levis Shales are about equivalent to the Calciferous formation, and knowing that oil occurs abundantly in some parts of the Trenton formation, there can really be nothing against its occurrence at a couple of stages lower in the same conformable series, if the physical conditions are suitable.” These statements coming from so high an authority have removed, to a considerable extent, any doubts I may have entertained as to the possible productiveness of this petroliferous region.

With regard to the structure and composition of the series and other physical conditions found to exist here, I find that, though so very far removed, both geographically and geologically, from the California oil region, they bear a very striking resemblance to each other and, above all, the condition in which the rocks occur, viz—folded into sharp troughs with high angles of inclination, is identical.

HISTORY OF THE DEVELOPMENT OF PARSONS' POND OIL FIELD

The history of the attempts to develop this petroleum region is briefly as follows—

Many years ago a person named Silver had his attention drawn to an oily substance floating on the surface of the water, which seemed to issue from the mud at the bottom of the lake, and which proved, on examination, to be petroleum. Mr. Silver, who was a mill owner, and a man of some means, procured a drilling outfit and had a hole put down near the lake shore, some six miles from its outlet. What the result of this boring was I have never been able to ascertain, but it is certain some oil was struck. The drilling tools were of the most antiquated character, and no doubt very badly handled as well.

About the year 1893, the Newfoundland Oil Company was formed, who secured a lease of a large area of the territory surrounding the lake. They commenced drilling near the site of the old hole, and though oil was obtained, the whole business was so badly conducted and, as a consequence, so much money wasted, that the company were thereby greatly discouraged in their further prosecution of the work. The following year they procured the services of a Mr. Spotiswood, a man of well-established reputation, to visit the place and make an inspection of the property. Mr. Spotiswood's report was of a very favorable character, but he condemned in strong terms the crude methods and out-of-date appliances hitherto used, and gave instructions how the work should be carried on. He was then employed by the company to conduct the further operations himself. He took charge in 1896, and soon made things look more promising. In cleaning out the hole already put down, preparatory to commencing work, he found everything in a very bad state. The piping was broken and telescoped, the drill rods parted, and tools left

down in the hole. It took him a great part of the season to withdraw the broken pipes, fish up the tools and get everything in proper working order. Most unfortunately for the company, poor Spotiswood, who was a delicate man, took sick and had to give up work before the season closed. He entered the hospital in St. John's, where he soon died, without handing in his report.

While the writer was engaged in making a trigonometrical survey of the lake and surrounding country, and a close investigating of its geological features, frequent visits were paid to Mr. Spotiswood and the scene of his operations. We then compared notes and interchanged views as to the various matters which came under our observations. The drilling and its results being Mr. Spotiswood's especial business I, of course, did not pay particular attention to it. A sort of professional etiquette, well understood amongst scientists, hindered me from making such minute enquiries into his operations as I otherwise would have done had I anticipated his untimely end. His demise was a great setback to the company, and as there was no one else cognizant of the exact nature of the work performed, I was asked to furnish such particulars as I had gathered from him during my sojourn on the ground, coupled with my own observations. This was given in the form of a short report, which the company published. Since then I have constantly watched with much interest the progress of the development work, and offered suggestions, as requested, from time to time.

The hole put down by Mr. Spotiswood was yielding, at the time I was there, according to his statement, a paying quantity of oil. He pronounced it to be of excellent quality, being a sweet oil, very free from deleterious substances. Before he left the place he commenced another hole nearer the lake shore, but was unable to complete it.

The company now set to work more vigorously to develop their property, and during the subsequent years, up to 1906, several new holes were drilled, all of which showed more or less oil. I understand nine wells have been drilled altogether—exclusive of that put down by Mr. Silver—four on one side and five on the other side of the lake. A good deal of mismanagement and want of experience has characterized this work throughout, and some of the best yielding wells have been ruined by neglect or otherwise. They were allowed to lie idle and fill with water for several years. As a consequence, some of them ceased to yield oil being, to use an oilman's term, "drowned out."

No regular attempt to pump these wells was made till 1904, when proper machinery was installed for that purpose, and a fair test given them. It appears from the superintendent's report of that year that four of the wells on the western side of the pond, after a two months' trial, yielded steadily an aggregate of six (6) barrels daily, while No. 1 well, on the eastern side, during a five months' test, gave a daily average of four and one-half barrels. Over seven hundred (700) barrels were pumped in all, some three hundred (300) of which were used as fuel, with good results.

An attempt had been made the year previous to "shoot" one of the wells on the west side with dynamite, but the charge failed to ignite, and remained at the bottom, leaving the hole in too dangerous a condition to be operated; nevertheless, it remained full of oil.

All the petroleum obtained was of superior quality, that from No. 1 well, east side, in particular, being a rich, heavy lubricating oil of a light amber color, and containing much paraffin, wax, etc. The drillman pronounced this the richest oil he had ever seen. He used it on his engines, and found it so satisfactory, even in its crude state, that he discarded the use of his other machine oil thereafter. This well also produced a steady yield of gas, all but sufficient to keep the machinery running.

In 1905, No. 2 well, eastern side, was continued down to a depth of 1,090 feet, No. 3 to 70 feet, as a water well only, and No. 4 to a depth of 1,535 feet. This last well began with a natural yield of about six barrels per diem. Four of the wells were now exploded, two on the east side and two on the west side of the pond, with results of a curious and not altogether satisfactory nature. No. 3, west side, which was giving only three-quarters of a barrel before exploding, increased to one and one-half barrels, and later to six and one-half barrels. No. 4, same side, which gave two barrels the previous year, but had run dry, showed no improvement, and still ceased to produce anything. No. 1, east side, which had yielded four and one-half barrels, of such superior character, had become choked by the conversion of its rich heavy oil into wax. This also failed to produce after explosion, while No. 3, east side, yielding six barrels before, dropped to one, and then slowly increased to one and one-half barrels. It was now allowed to rest for a few months, when it was again put to pumping, and was found to have improved considerably, giving from two and one-half barrels to three barrels daily.

The rather discouraging results of this experiment threw a damper upon the company's operations, and since that date little more has been done than to keep the yielding wells to pumping. No new wells have been drilled the last couple of years, and at present a caretaker only is employed to look after the plant.

Much of the oil stored in tanks had been lost, owing to carelessness in construction or otherwise. Some of the tanks became frozen up and were burst apart, allowing the oil to escape. During the past two years some 800 or 900 barrels of this petroleum were shipped to the Gas Works, in this city, to be used in conjunction with coal for enriching the gas supply, and the result has proven very satisfactory. The company has lately been remodelled and its name changed to that of The Newfoundland Oil Developing Company, Limited.

In view of the unfavorable results of the exploding test, it becomes a question as to whether it be advisable to resort to this expedient at all. There may be exceptional cases where the experiment might produce favorable effects, but the strong probability of its proving otherwise should, I imagine, call for the exercise of much caution before resorting to this method. A thorough knowledge of the geological structure, and of the mode of occurrence of the petroleum, appear to me of essential importance in this connection. Perhaps the safest rule to adopt would be not to explode any well which was yielding a remunerative quantity of oil, even though a small one. I look upon a slow, evenly maintained seepage from the petroliferous strata as indicative of more permanency than a sudden gush of oil

at first. Any well yielding five or six barrels per day should certainly not be tampered with so long as it produced anything like that amount. On the other hand, wells which showed little or no oil, or such as may have run dry, might be brought to produce by exploding them.

Those that have ceased to yield after being so treated should not, in my opinion, be utterly abandoned. It is quite possible that by sinking to a greater depth other and lower petroliferous strata may be tapped, and oil again come in. The experiment would be at least worth trying.

From all that has been ascertained, it is clear that the experimental work, more particularly in the earlier stages, has been conducted in a very unskilful manner, and that the apparatus used was, for the most part, out-of-date. Yet this is but the history of most of the initial attempts at mining development.

The foregoing applies more particularly to that portion of the region surrounding Parsons' Pond, a small section only of which has as yet been tested by the drill rod. Similar geological conditions are known to be applicable to a large extent of the territory on either side of the pond, and oil may reasonably be expected to occur at many other parts of their distribution. For that matter, indications of petroleum are met with along the whole extent of coast, from the vicinity of Port au Port Bay, for a distance of at least 200 miles northward. Towards the western extremity the strata are so much disturbed and altered by igneous and metamorphic action as to afford little prospect of oil in available quantity occurring. Portions of the petroliferous strata are seen at many points, caught up in or twisted and contorted by the intrusion of trap dykes, etc., yet in every case these sections indicate the presence of petroleum, some of the rocks being saturated with it.

From this it may be inferred that it is the more northerly portion of the coast which affords the greatest promise. The operations in the immediate vicinity of Parsons' Pond have clearly demonstrated the existence of oil in no inconsiderable quantity at that point. Sufficient work has been accomplished there to prove beyond question that the territory is a petroliferous one. No well so far sunk has proved entirely destitute of some show of oil, which cannot be said of every oil field. It appears to me only a question of putting down a sufficient number of wells to make it a paying proposition. If the yield during 1904-5 be taken as a criterion to form a basis for calculation, the wells then operated gave a total of ten and one-half barrels per diem, or an average of over two barrels per well, and it is but reasonable to suppose that other wells yet to be sunk will afford at least as good results. Were the property adequately and efficiently developed so as to reach a point where it would yield say 250 barrels daily, this I consider amply sufficient to warrant the erection of a refinery upon the ground for the treatment of the product before shipping. Its value would be thereby greatly enhanced, as it is well known that most of the profits in oil are derived from the by-products, all of which are lost to the producers when the material is marketed in its raw state.

If the mismanagement and crude methods hitherto so apparent were remedied, and more up-to-date apparatus used in the drilling, I see no reason why, eventually, a prosperous oil industry should not develop in this promising region.

I append a few of the analyses made from time to time which will afford some idea of the character of the product.

**Analysis Made at the Chemical Laboratory, Acadia Mines, by
William Smail, E. A. Sec., Sept. 1st, 1902**

Specific gravity	150 deg. C.-O.	879
Water and Light Oils	2.44	per cent.
Normal Oils	54.00	" "
Lubricating Oils, Tailings, etc.	43.66	" "

**Analysis Made for Mr. Spotiswood, by J. T. Donald,
Montreal, September, 1894**

Specific gravity	885 or 28 deg. B.
Water	Traces
Gasolene	None
Naptha	None
Burning Oil	14.50 per cent.
Heavy or Lubricating Oil	82.50 " "
Solid Residum	3.00 " "
Sulphur .....	.098 " "

**Analysis Made by Boverton Redwood, London, England,
February, 1897**

Crude petroleum from Newfoundland—Color: Dark Brown by transmitted light, moderate fluorescence, imparting a characteristic green color by reflected light. odor not unpleasant.

Specific gravity at 60 deg. F.	O. 842
Flashing point, close test	128 deg. F.
Cold Test, ceases to flow at	15 deg. F.

Results obtained on fractional distillation (each fraction 1-10th by volume of the crude oil):—

No. of Fraction	Temperature of Distillation	Sp. Gr. at 60 deg. F.
1	365 deg. to 468 deg. F.	.770
2	468 deg. to 518 deg. F.	.785
3	518 deg. to 572 deg. F.	.800
4	572 deg. to 630 deg. F.	.814
5	630 deg. to 690 deg. F.	.825
6	690 deg. to 766 deg. F.	.839
7	766 deg. to 817 deg. F.	.852

Fraction six (6) solidified when cooled to 32 deg. F., owing to the crystallization of solid hydro-carbons, and the succeeding fractions were solid at ordinary temperatures from the same cause.

Percentage of commercial products by weight—	
Benzine	Nil
Kerosene—Sp. Gr., 799; Flashing point (close test) .	47.6
Intermediate and heavy lubricating oils with solid hydro-carbons (paraffin)	50.4
Coke	2.0
	—
	100.0

These results conclusively show that the sample may be properly described as a crude petroleum of excellent quality. The yield of kerosene is sufficiently high, and might readily be increased if desired by "cracking." In addition, lubricating oils of various grades and a fair proportion of solid hydro-carbons (paraffin) might be obtained, or if "cracking" were resorted to with the object of increasing the yield of kerosene, the residue might be employed as a source of gas oil and fuel oil.

(Signed) BOVERTON REDWOOD.

Analysis Made by Irving A. Bashman, Ph. D., Analytical and Consulting Chemist, Allentown, P.A. (from sample of one barrel)

Color—Brown black, with green cast.

Odor—When agitated it is that of naphtha mixed with sulphur compounds.

Specific gravity—0.833 at 15 deg. C. On long standing the heaviest oil settles to the bottom in a viscid oil of a brown color.

CHEMICAL ANALYSIS

Carbon	84.13	per cent.
Sulphur	1.01	" "
Bromine Absorption	9.89	" "
Hydrogen	13.33	" "
Ash	0.07	" "

Distillation at Atmospheric Pressure

110 deg. to 150 deg. C. afforded 9.95 per cent. oil of .7272 Sp. Gr.

150 deg. to 220 deg. C. afforded 16.81 per cent. oil of .7649 Sp. Gr.

220 deg. to 257 deg. C. afforded 11.05 per cent. oil of .7890 Sp. Gr.

257 deg. to 300 deg. C. afforded 9.09 per cent. oil of .8088 Sp. Gr.

300 deg. to 350 deg. C. afforded 8.51 per cent. oil of .8200 Sp. Gr.

Total 55.41

Residue 43.00

Distillate at

110 deg. to 150 deg. C. afforded oil of .7272 Sp. Gr. yielded .08 per cent. Sulphur.

150 deg. to 220 deg. C. afforded oil of .7649 Sp. Gr. yielded .13 per cent. Sulphur.

220 deg. to 257 deg. C. afforded oil of .7890 Sp. Gr. yielded .22 per cent. Sulphur.

257 deg. to 300 deg. C. afforded oil of .8088 Sp. Gr. yielded .26 per cent. Sulphur.

300 deg. to 350 deg. C. afforded oil of .8200 Sp. Gr. yielded .29 per cent. Sulphur.

The oil of .7272 Sp. Gravity afforded Bromine absorption of .51 per cent.

The oil of .7649 Sp. Gravity afforded Bromine absorption of 1.11 per cent.

The oil of .7890 Sp. Gravity afforded Bromine absorption of 3.29 per cent.

The oil of .8088 Sp. Gravity afforded Bromine absorption of 4.81 per cent.

The oil of .8200 Sp. Gravity afforded Bromine absorption of 9.09 per cent.

The distillation below 220 deg. C. was clear and colorless, but above that temperature became tinged with yellow.

The analysis resolves itself into the following percentages of commercial products—

Gasolene, Naptha and Benzine10.00 per cent.

Kerosene36.00 “ “

Lubricating Oils 40.00 “ “

The lubricating oils are of high density, very rich in the higher paraffin compounds, and will give an oil of good body and fine texture.

The examination proves the oil to be somewhat different from the average Canadian petroleum in that it is a lighter oil, yielding more light oil. The oil is analogous to the Ohio oil, being heavier than the Pennsylvania oil, and lighter than the Canadian oils.

(Signed) IRVING A. BACHMAN.

I have the honour to be,

Sir,

Your obedient servant,

JAMES P. HOWLEY.

Report of the Postmaster-General
FOR THE YEAR 1908-1909.

Report of the Postmaster-General for the year 1908-09.

*To His Excellency SIR RALPH CHAMPNEYS WILLIAMS,
Knight Commander of the Most Distinguished Order of St. Michael and St. George, Governor and Commander-in-Chief in and over the Island of Newfoundland and its Dependencies.*

May it Please Your Excellency—

I have the honour to submit the Annual Report of the Postal and Telegraph Department for the year ended June 30th, 1909.

The Total Receipts and Expenditure for the year in both branches of the service are as set forth in the following statement—

Revenue	1907-1908	1908-1909
Ordinary Postal Revenue	\$78,426.11	\$80,012.14
Postal Telegraph Revenue	50,542.29	63,343.64
Total Receipts	\$128,968.40	\$143,355.78
EXPENDITURE		
Postal Expenditure	\$83,254.21	\$89,893.66
Steam Subsidies	232,261.19	245,155.80
Total Postal Expenditure	\$315,515.40	\$335,049.46
Telegraph Expenditure	\$78,013.74	\$79,387.17
Marconi Bounties	2,436.37	2,436.37
Construction	18,595.98	20,642.89
Total Expenditure	\$414,561.49	\$437,515.89
Excess of Postal Expenditure over Revenue.....		\$255,037.32
Excess of Telegraph Expenditure over Revenue.....		16,043.43

It will be observed from the foregoing figures under the item "Postal Revenue" that although during the year the reduced postage rate on local letters had to be reckoned with and, in addition, for the last four months of the year the reduction on the United States postage rate from five to two cents, the revenue shows an increase of \$1,586.03.

This is in consequence of the greater number of letters posted and fully justifies the policy of reduction in rates.

Owing to a late spring, which prevented the bay and coastal steamers from calling at the different ports after the first of May, the overland couriers' service had to be continued beyond the contract time and, therefore, the postal expenditure for the year shows an advance over previous years on this account.

The extension of steam facilities to the districts of Fortune, St. George's, Bay of Islands and Fogo is the reason for the advance in steam subsidies expenditure over the previous year.

The telegraph revenue shows a very substantial increase of nearly \$13,000 on paid business. In addition to this there is a large amount of business handled free—"On His Majesty's Service"—which is estimated at \$50,000 per annum.

Over \$17,000 in customs duty is collected on parcels handled exclusively by the Postal Department, for which no credit item appears in postal revenue account.

LETTERS

It was estimated in last year's report that 2,370,000 letters had been posted in Newfoundland for transmission inland and abroad, being an increase of 250,000 over previous year, but there is no doubt that for the year under review a still greater increase has resulted, principally in letters addressed to the United States, in consequence of the reduction in the letter postage rate, which came into operation on the first of March last. The estimate for the year is, therefore, fixed at three million, being an increase of 630,000. This averages twelve letters to each person in Newfoundland, and further records indicate that one letter out of every twenty is either registered or contains a money order.

MONEY ORDER BRANCH

The business of this branch continues each year to show a large increase in number and value of orders issued and paid. The result of the year's business is as follows—69,815 orders were handled, valued at \$1,075,575.99, being an increase in number for the year of 7,602 orders, valued at \$68,062.50. The commission accruing to the department is \$4,079.06, being less than half per cent. on the sum total. The smallness of the amount of commission is caused by the fact that we only retain the commission on the orders issued, which is about half the value of the amount handled, \$543,684 being the amount of orders issued, and \$531,891 the value of orders paid during the year.

The following returns for one year will give an idea of the amount of business transacted by some outport post offices for the Money Order Branch:

Office	Amount of		Total
	Orders Issued	Amount Paid	
Bay Roberts	\$9,714	\$12,155	\$21,869
Bell Island	7,452	819	8,271
Bell Island Mines	21,550	34	21,584

Bonavista	17,754	8,811	26,565
Carbonear	19,910	18,134	38,044
Curling, Bay of Islands	6,397	3,627	10,024
Grand Falls	39,941	1,241	41,182
Harbor Grace	1,040	24,949	25,989
Heart's Content	1,038	2,324	3,362
Placentia	372	9,686	10,058
Tilt Cove	1,048	694	1,742

There are one hundred and ninety money order offices in Newfoundland. Money order business is also transacted by telegraph to a limited extent within the Colony, but it is capable of much greater expansion. The further development of this system is now under consideration, so as to bring it into general use wherever our money order offices are located. It is also proposed to extend the business to foreign countries, through our connection with the Commercial Cable Company. The value of the money order system for the transmission of money through the mails in preference to that of registration cannot be too fully impressed upon our people. If it were universally adopted there would be no longer any temptation to tamper with letters, either inside or outside of the Postal Department. Sending money by ordinary letter is unnecessary and most unwise, as it affords dishonest people an opportunity of committing theft or fraud and placing the blame on the post office.

REGISTRATION BRANCH

The statistics from this branch contain only a summary of the letters passing through the St. John's Post Office, but it is estimated there are over 20,000 registered articles handled by the travelling post office clerks which do not necessarily come into the General Post Office. This number, added to the 119,948 handled by the St. John's office, shows a total of 139,948 letters transmitted for the past year, being an increase of 13,087 for the year. This is a very convenient method for remitting bank cheques and small sums of money from our outports, and is, therefore, largely availed of, especially where we have no money order offices. It is not, however, perfectly safe, and in that respect is inferior to the money order system. A registered envelope may be opened, the whole or a portion of the contents abstracted and the letter closed again while in the care of the post office or before it was mailed or after it was delivered to the agent or employee of the addressee.

For the first time in the history of the department a daring robbery of registered mail was committed during its transmission last year, a package of letters being abstracted from a mail bag by some person who presumably gained access to the mail box at Port Blandford. Up to the present, the legal liability for the contents of a registered letter lost in the mails is fixed at \$10, but I have recommended a system of insurance, raising our liability to \$25, which, I trust, will be incorporated in the Postal Act during the present session.

POSTAGE STAMP BRANCH

Following the reduction of local postage in 1908, and the United States postage in 1909, and the consequent increase in the number of pieces of mail

exchanged, the number of postage stamps issued is largely in advance. The value, however, shows only a slight increase in excess of the previous year. Four million, one hundred and seventy-six thousand, nine hundred and thirty-two adhesive stamps were issued and 93,260 post-cards, valued at \$77,066.88, being an increase of 253,862 stamps and a decrease of 373 post cards, with a total increase in amount of \$2,015.64.

It is most remarkable that our revenue recovered so rapidly from the temporary loss caused by the reduction of the local and United States postal rates occurring, as they did, so closely together. It is evident therefrom that our people generally fully appreciate the boon extended to them of cheap postage rates, and the increased correspondence cannot fail to have a beneficial effect both in social and commercial life. The issue of a commemoration stamp in connection with the Guy Memorial Celebration has been suggested. There can be no objection to such an issue if confined to stamps of the smaller denominations, as they are always in demand for postage, even if there should be but a limited demand from stamp collectors, which of late seems to be falling off.

DEAD LETTER BRANCH

The refused taxed matter from the United States which for many years found its way to this branch, is now practically discontinued. The percentage of other dead matter, however, has increased, consisting for the most part of letters sent to the moving population who go in summer to the Labrador Coast, and during the fall and winter to the mining settlements of Cape Breton. If the regulation of the department which permits the return of letters to the sender thereof direct, free of cost, and without being opened, when the name of the sender, with address, is marked on the envelope before mailing were adhered to, much delay and unnecessary trouble would be saved to all concerned.

The statistics of this branch for the year are as follows—

Letters originating in Newfoundland returned from abroad.....	4,775
Letters of foreign origin returned to Newfoundland	8,728
Letters of local origin and address	6,328
	19,831
Total Dead Letters received	19,831

Five hundred and fifty-two letters when opened were found to contain money and valuables to the amount of \$533.24, and the branch was successful in finding the rightful owners for all but forty cents of this amount.

PARCEL POST BRANCH

The parcel post business by which general merchandise may be transmitted by mail to many parts of Newfoundland, as well as to Great Britain, Canada and the United States, and other foreign countries has increased to such an extent that a re-organization of the department will soon be necessary and a better system of delivery devised. The local business especially will develop rapidly upon the completion of the branch railroads, where now the employment of carriers renders it impossible to send parcels, especially in the winter months. When we are in a position to handle all the business that may offer, I would recommend a reduction in the parcel post rates.

Our rate to Great Britain is less than that recently arranged by the Canadian authorities with the Mother Country, but the rate to Canada and the United States is fifteen and twelve cents per pound, respectively. Inward bound parcels are examined in person by a customs official at the General Post Office, who levies the duty to be collected thereon by the postmasters at office of destination. Duty amounting to \$17,000 was collected by our postmasters on parcel post articles in this way last year. The latter receive no remuneration whatever for this additional work, although they are held responsible for the care of the parcels and the return of the duty. I would strongly recommend that the percentage usually allowed customs officials for the collection of duty should also be allowed the Post Office officials.

The records of the business for the year is as follows—

Received from foreign countries	14,212	
	Increase for the year.....	604
Despatched to foreign countries	4,218	
	Increase for the year	85
Local parcels despatched from city—68,272—Increase—8,391		
Customs duty collected on parcels—Outports.....		\$4,446.94
Customs duty collected on parcels—City		12,652.83
		<hr/>
Total		\$17,099.77
		<hr/>

There is a decrease in parcels received from the United States and a slight decrease also in parcels despatched to the United States.

BOOKS AND NEWSPAPER POST

The Postal Act fixes the rate on this class of mail, both foreign and local production, at Postal Union rate of one-half cent per ounce, but provides for local and foreign newspapers under four ounces to pass within Newfoundland free. The recent reduction of the postage rate upon periodicals and newspapers to and from Great Britain to the special rate of two cents per pound necessitates a re-arrangement of the local book and newspaper rate and an amendment to the Act is now proposed providing for a reduction of the rate from eight to two cents per pound. From an educational standpoint, this reduction will be appreciated as school books, now subject to an eight cent per pound rate, will be forwarded through the Newfoundland mails for two cents per pound. It will also be welcomed by all who desire to see wholesome British literature circulated freely amongst our outport population.

TRAVELLING POST OFFICES

The duties attaching to these offices are increasing and require in consequence the utmost skill and training in Post Office work on the part of the officials. This applies especially to the clerks on the cross-country express trains, who are engaged from twenty-eight to thirty-five hours each trip without any rest or sleep. It also happens that at most places along the line the clerk has to leave the car in order to deliver and receive the mail. During his absence valuable letters and large sums of money are left in the car without proper protection. The only remedy for this is to have two clerks for

each car, and if the service is to be carried out efficiently, these clerks should in all cases be taken from the senior carriers, who are trained especially for this work. The clerks on the express trains need to know the postal geography of the country, the streets and carrier sections of St. John's, and the divisions of the post office boxes in the St. John's offices before he can attempt to assort the mail taken into his car.

The mail clerks engaged on the coastal and bay steamers are not so badly off for rest as those on the railway service, but so expansive has the postal service become that considerable training is necessary before a new clerk can be considered safe to leave in charge of the mails and to have them correctly assorted and prepared for exchange with the various offices along the route. The four months of the year for which these clerks receive no salary afford a constant source of complaint and in view of the Sunday and night work imposed upon them during the months they are employed, the justice of their claim for a full year's salary merits some consideration.

BAY AND COASTAL STEAM SERVICE

The Labrador service was performed last year by the Ss Invermore, but a trip each was also made in the early season by the Ss Adventure and Ss Labrador. It is gratifying to see a second steamer proposed for this very lengthy route, which is altogether too long to be performed satisfactorily within a fortnight. Two steamers, one starting from St. John's and the other from Nain, the northern terminus, at the same time, meeting and exchanging mails midway should give a good service. All mail matter for the Labrador coast is forwarded in bulk to the mail room of the Labrador steamer, to be assorted and distributed by the mail clerk on board. This official is kept constantly employed and to render proper service should be a trained postal official and conduct all classes of postal duties, such as the issuing and paying of money orders.

The new steam service for Fogo and Fortune Bay has been highly appreciated by the people of these districts, and the connection of the former with St. John's is a great convenience. The engagement of the Fortune Bay steamer enabled the department to dispense with several local land services, which are unnecessary in that district.

The steamers on Bay of Islands and Bay St. George have now been engaged for two successive seasons, and the former is especially needed on that bay.

By the extension of the coastal northern route to Battle Harbor, prompt connection has been made between the Labrador and northern ports, and the continuance of the northern coastal trips after the usual closing time—the middle of January—is a great boon to the northern districts.

Owing to the prevalence of ice along the coasts and in the northern bays in the late spring, the steamers Home, Ethie, Dundee and Clyde were hindered from commencing the service promptly. In consequence, the overland courier service was continued until the end of May.

The service across the Cabot Strait from Port aux Basques to North Sydney is maintained by the Ss Bruce tri-weekly, with splendid punctuality, affording the utmost satisfaction for mails and passengers. The mails by this route since the reduction of the postage rate to the United States have increased in volume to a remarkable extent, especially the inward mail, and it would seem as if a daily mail would soon become necessary.

Mails for Great Britain and European Countries continue to be despatched by the steamers of the Allan Line and also by the Furness Line. The service, however, is not regular, a steamer from each line leaving St. John's for Liverpool or Glasgow within a few days of each other, with sometimes an interval of two weeks or more before another sailing.

Mails are also despatched to Great Britain via Canada every Tuesday and oftener when no direct steamer is available.

OFFICE ACCOMMODATION

During the present winter the space formerly occupied by the Museum will be fitted up for the use of the Money Order and Telegraph branches. There will then be less crowding together of the Parcel and Registration branches in the lower flat, and the work will be performed with greater efficiency, as well as comfort, without endangering the health of the officials, as is the case at present.

The East End branch office not only continues to be a convenience, but it has also become a necessity, and there is a demand for more room and additional boxes. When a more suitable building can be obtained, I have no doubt the Government will take this matter into consideration.

POSTAL TELEGRAPHS

It will be observed that the telegraph revenue for the year increased over \$10,000, and in addition thereto it is estimated that free business to the amount of \$50,000 per annum is also transacted by the system for Government purposes. Hitherto the long and dangerous land route to our cable connection at Port aux Basques and the risk of the cable being fouled by ships' anchors in the Straits or at Port aux Basques were a constant menace to our service.

The landing of the Commercial Company's cable at Cuckhold's Cove, which is connected by a land line with our head office (about two miles) ensures continuous operation of our cable connection. The overland service is none the less important and constant supervision is needed.

The total mileage of our lines is now over nineteen hundred miles, the wire over a great deal of this territory being doubled and in some cases the poles carrying three and four wires. Two hundred and twenty-nine additional miles were built during the past year and twenty new offices opened. There are now one hundred and thirty-five offices in operation, being an increase of seventy-five offices since the Government took over the telegraphs in 1901. Notwithstanding the fact that the system has been so largely extended, the deficit on the year's business does not exceed the annual loss previous to 1898.

A night service was started in February, mainly to expedite the delivery of wireless business to and from ships at sea, thus enabling us to get replies in many cases before the ships could steam out of range. It also affords our customers the advantage of being able to forward foreign business from our head office at all hours.

TELEPHONE SERVICE

The inauguration of a Government Telephone System is very much to be desired. It would lessen the expense of our telegraphs by the substitution of telephones in many places where the business does not pay the salary of the operator. The telephone placed in the post office could be attended to by the postmaster at very little expense, and connected with a telegraph office it would answer all the purposes required. It would also act as a feeder to our telegraphs by bringing a number of small places into connection with the latter, where now there is neither one nor the other. In this manner the expense of operating our telegraphs would be greatly reduced and the revenue increased. As this matter is at present engaging the attention of the Government, I have no doubt than an up-to-date telephone system will ere long be established through the country.

I have the honour to be,

Your Excellency's

humble and obedient servant,

H. J. B. WOODS,

Postmaster-General.

General Post Office,
St. John's, Newfoundland,
February 1st, 1910.

Registered Articles Received and Disposed Of in the General Post Office for the Year Ended June 30th, 1909—

	1909	1908		
Mailed at G. P. O.	15635	14953	Increase	682
Mailed Official G. P. O.	12314	13323	Decrease	1009
Passed through	13225	12830	Increase	395
Delivered in St. John's (Estimated)	78774	75755	Increase	3021
Total	119948	116861	Net increase for year	3089

Transactions of the Dead Letter Office of St. John's, Newfoundland, for the Year of 1908-09—

Letters of Newfoundland origin returned	Letters
By British Post Offices	539
By Canadian Post Offices	1849
By United States Post Offices	2387
	<u>4775</u>

Letters and cards of foreign origin returned from Nfld. offices....	8728	
Letters and post cards of Nfld. origin returned from Nfld. offices	6328	
		<u>19831</u>
Disposed of		
Returned to United States	3217	
Unclaimable	1558	4775
Returned to		
British Post Offices	537	
Canadian Post Offices	1576	
United States Post Offices	6615	8728
Returned to writers	4701	
That could not be returned	1627	6328
		<u>19831</u>

1908-1909.

Statement of Money Orders Issued and Paid in Newfoundland, with Commission thereon, for year ended 30th June, 1909.

July 1st, 1908, to June 30th, 1909.	No. Orders Issued	Amount	Com'ission	No. Orders Paid	Amount
Total.....	37,422	\$543,684 40	\$4,079 06	32,393	\$531,891 59
1907-08	32,850	\$493,548 68	\$3,712 55	29,363	\$513,964 81
Increase 1908-09	4,572	\$50,135 72	\$366 51	3,030	\$17,926 78

Issued in Newfoundland	No. of Orders	Amount	Payable in Newfoundland	No. of Orders	Amount
PAYABLE IN			ISSUED IN		
United Kingdom.....	3,075	\$44,005 08	United Kingdom.....	305	\$5,037 16
Dominion of Canada.....	6,906	92,302 00	Dominion of Canada ..	5,037	84,536 28
United States.....	4,999	54,982 48	United States	5,043	98,164 03
Newfoundland	22,442	352,394 84	Newfoundland.....	21,915	343,755 89
Total	37,422	\$543,684 40	Total.....	32,300	\$530,493 36

COMMISSION ACCOUNT.

To proportion paid United Kingdom	\$ 194 83	By Commission for Orders issued in Newfoundland for year 1908-09.....	\$4,079 06
To amount paid Revenue Account per Accountant Postal Department	3,884 23		
Total.....	<u>\$4,079 06</u>	Total.....	<u>\$4,079 06</u>

Postal Order Business—Five Years ended 30th June, 1909.

YEAR	ISSUED AT ST. JOHN'S		ISSUED AT OTHER OFFICES		COMMISSION
	No. of Orders	Value	No. of Orders	Value	Amount
1904-1905	3689	\$10278 50	982	\$1562 29	\$126 97
1905-1906.....	4520	12442 68	242	411 96	129 24
1906-1907.....	4143	11085 64	246	387 79	121 93
1907-1908.....	4965	12756 11	176	399 52	140 97
1908-1909.....	5355	13623 05	541	1268 75	162 41

Parcel Post Branch for year ended 30th June, 1909.

DATE	PARCELS RECEIVED				PARCELS DESPATCHED			
	From United Kingdom	From United States	From Dominion of Canada	Total	To United Kingdom	To United States	To Dominion of Canada	Total
1904-5.....	4681	3313	4186	12180	1075	846	1141	3062
1905-6.....	4827	4040	4687	13554	1048	1066	1340	3454
1906-7.....	5020	3915	4276	13211	1153	1194	1435	3782
1907-8.....	5479	3613	4516	13608	1208	1418	1507	4133
1908-9.....	5521	3522	5169	14212	1237	1378	1603	4218

Customs Duties Collected on Parcels.

Date	From United Kingdom	From United States	From Dominion of Canada	Letter Post Duty	Total	Increase Over Last Year
1904-5.....	\$8038 41	\$2966 60	\$2921 03	\$755 81	\$14781 85	\$1702 82
1905-6.....	8483 53	3176 61	3199 72	897 31	15757 17	1075 32
1906-7.....	8167 63	3722 77	2703 95	718 81	15313 18	.....
1907-8.....	9260 17	3361 35	3348 22	826 42	16796 16	1482 98
1908-9.....	9272 93	3815 38	2835 44	1176 02	17099 77	303 61

Local Parcels Despached From St. John's.

1904-5	1905-6	1906-7	1907-8	1908-9	Increase for 1908-9
24958	35965	45129	59881	68272	8391

Annual Report of
Department of Marine and Fisheries
Newfoundland, 1909.

**Department of Marine and Fisheries,
St. John's, Newfoundland**

Minister of Marine and Fisheries—A. W. PICCOTT, ESQ., M. H. A.
Deputy Minister—A. C. GOODRIDGE, ESQ.
Secretary Fisheries' Board—D. W. PROWSE, ESQ.
Commissioner of Fisheries—J. O'REILLY, ESQ., J. P., I. S. O.
Inspector of Lighthouses—R. WHITE, ESQ.
Inspector of Boilers—A. MCLACHLAN, ESQ.
Surveyor Local Shipping—A. BOYD, ESQ. (Lloyd's Surveyor).
Examiner Masters and Mates, and Harbor Master—CAPT. E. ENGLISH.

Fisheries' Board.

A. W. Piccott, Esq., M.H.A., <i>Chairman.</i>	W. Winsor, Esq., M.H.A.
A. McDougall, Esq.	E. Grant, Esq., M.H.A.
Hon. M. P. Cashin.	R. J. Devereux, Esq., M.H.A.
Hon. W. C. Job.	D. W. Prowse, Esq., <i>Secretary.</i>

Inland Fisheries' and Game Board.

A. W. Piccott, Esq., M.H.A., <i>President.</i>	L. E. Keegan, Esq., M.D.
A. J. W. McNeilly, Esq., K.C.	J. R. Bennett, Esq., M.H.A.
Thomas Winter, Esq.	W. B. Sclater, Esq.
W. J. Carroll, Esq.	T. Tomkins, Esq., St. George's.
F. McNamara, Esq.	N. Fisher, Esq., Bay of Islands.
W. H. Bartlett, Esq.	Dr. Fitzgerald, St. Jacques.
J. Penney, Esq.	R. Mosdell, Esq., Port aux Basques.
G. E. Motty, Esq.	D. Sinnott, Esq., Placentia.

DEPARTMENT MARINE AND FISHERIES,

St. John's, Newfoundland,

January 2nd, 1910.

*To His Excellency SIR RALPH CHAMPNEYS WILLIAMS,
Etc., Governor and Commander-in-Chief in and over
the Island of Newfoundland and its Dependencies.*

May it Please Your Excellency:—

In compliance with the provisions of section 4 of "The Marine and Fisheries Act of 1898," I have the honor to submit herewith, for the information of Your Excellency, and the Legislature of Newfoundland, the twelfth Annual Report of the Department of Marine and Fisheries, for the past year, 1909.

*I have the honor to be,
Your Excellency's most obedient servant,

A. W. PICCOTT,
Minister of Marine and Fisheries.

DEPARTMENT OF MARINE AND FISHERIES

St. John's, Nfld., December 31st, 1909.

To. A. W. Piccott, Esq., M.H.A.,

Minister of Marine and Fisheries—

Sir—I have the honor to submit—as Deputy Minister—report for the season ending December 31st, 1909. With this report are included those of the various sub-divisions of the department.

EXPENDITURE

The following are the expenses under Summary Heads II., VIII., X. and Surplus Trust, for the fiscal year ending June 30th, 1909, for the department—

Civil Government

Appropriation	\$10,573.33
Expenditure	9,867.00
	<hr/>
Expenditure less than Appropriation	706.33
	<hr/>

Lighthouses

Appropriation	\$73,351.00
Expenditure	71,568.56
	<hr/>
Expenditure less than Appropriation	1,782.44
	<hr/>

Marine and Fisheries

Appropriation	\$119,503.90
Expenditure	106,566.68
	<hr/>
Expenditure less than Appropriation	\$12,937.22
	<hr/>

Surplus Trust

Surplus	\$49,421.78
Expenditure	32,602.64
	<hr/>
Expenditure less than Surplus	\$16,819.14
	<hr/>

Fisheries' Report, 1909.

CODFISHERY

According to statistics from all branches of the fisheries, the returns for the fiscal year show a slight decrease as compared with corresponding period of 1908.

The total value of the products of the fisheries (exported) were less than five per cent. short of the figures reached last year but, as a whole, resulted in a fairly satisfactory way.

The figures are as follows—

Total value of the products of the fishery exported	1908 \$9,798,350	1909 \$9,346,246
---	---------------------	---------------------

Showing a decrease in value of \$452,104

The price paid in the local markets has been good, and well maintained throughout the year.

If the realization during the next six months of stocks held at present is at all remunerative, the proceeds for the year's business should go a long way towards making up the deficiency of the catch.

Operations for the season's business were rather later than usual in commencing, and the issue of the necessary supplies was somewhat delayed. As a consequence the catch of Labrador fish was considerably shorter than usual. While this had its effect on the quantity of fish caught, the men interested have, to a large extent, been enabled to make up any deficiency by availing themselves of the greater opportunities offered to them in industrial and railway work.

During the season just ended a noticeable advance has been made in the mode of shipment of salt codfish, a much greater proportion of which has been sent away in casks. This method of shipment has been steadily increased during the past five years, and last season reached the highest figures in the history of the Colony. There can be no doubt as to the advantage of this system, both to the shipper who, sending by steamers on through bill of lading can estimate closely the time of arrival in the market, thus avoiding delay and deterioration, and to the buyer, who receives the fish in better condition than the ordinary bulk cargo, gets full weight, besides escaping the broken, stained and damaged fish, cullage and loss in weight and handling so prevalent in bulk cargoes.

The past few seasons have shown a tendency to encourage purchasers of smaller consignments of fish.

These gentleman buying in lots to suit their business and paying cash against documents, are developing business which should result in profit to all concerned.

There has been little or no attempt to alter the cure of salt codfish to meet the desires or requirements of the markets generally, and the Norwegian and French shippers, who for years have been, and are, making a study of this, are steadily and surely gaining ground in competition with Newfoundland produce.

It is admitted that Newfoundland cod is superior in every way to that shipped by the countries mentioned, but the appearance, packages, shipments and shipping facilities which they have created and maintained for their produce make them formidable competitors quite apart from bounties and other considerations.

During the year, out of a total export of 1,800,000 quintals, in round figures, nearly 1,000,000 quintals went to the various markets of the Mediterranean. Considering the amount of these shipments, which was abnormally large, the realization of this quantity of fish has been fairly successful as a whole, but much money has been lost on bulk cargoes, chiefly through injudicious shipping and the congestion resulting from over-eagerness on the part of shippers in rushing cargoes to market. Bounty-fed fish and the improved methods of other competitors are still the great factors against Newfoundland produce in these ports. The importance of these markets cannot be overestimated, and too much care and attention can scarcely be given them by shippers generally.

Brazil this season took over 380,000 quintals. Owing to the depressed financial condition of the portion of Brazil which takes our fish, and the poorness of the crops in that country, coupled with the large quantity of fish which had to be sold there, the prices obtained during the first ten months of the period under survey were comparatively poor. During the latter part, however, owing to the depletion of stocks following these large shipments, and a strong demand from Halifax, Cuban and Porto Rican buyers, the prices advanced considerably, and better returns were realized for the remainder of the season.

Porto Rico is becoming an important factor in the purchasing of Newfoundland fish, and in view of the development of the Island under American rule may, in the near future, become a large consumer of Newfoundland products.

Some small shipments of fish were sent to Panama, Argentine Republic and Columbia, amounting in all to 1800 quintals. It is to be hoped that these experimental shipments met with the success they deserved, and that they may be the means of opening a large and remunerative outlet for the future.

The subject of a fish ration for the army and navy has again been discussed during the past few months. While this matter has met with but scant encouragement up to date—chiefly owing to the difficulty of packing and transport of the old method of curing and handling—the new mode of curing and preserving at present being tried with such success should bring this important matter within the bounds of practical possibility.

In August, 1909, the Hon. the Premier when in England took steps to bring this subject to the notice of the Lords of the Admiralty in a practical manner. Samples were submitted and, after actual trial on board H.M.S. Dreadnought, were favorably reported upon by the messes who tested them.

This report, together with a list of principal firms contracting with the Admiralty, is printed below for the information of any interested.

Admiralty, S.W., 8th September, 1909.

Sir—With reference to Sir Francis Hopwood's letter of the 20th ultimo, No. 27,598, 1909, I am commanded by my Lords Commissioners of the Admiralty to acquaint you, for the information of the Secretary of State for the Colonies, that they have received from Sir Edward Morris a case of the preserved codfish referred to therein, and have given directions for this fish to be issued to the ship's company of H.M.S. Dreadnought, with a view to ascertaining whether the adoption of this preparation as an article of diet in H.M. Navy is likely to be appreciated.

My Lords now wait the result of this trial, and will cause a further communication to be made to you in due course.

I am, etc.,

(Sgd.) W. GRAHAM GREENE.

The Under Secretary of State,
Colonial Office.

Lord Crewe to Governor Williams

Sir—I have the honour to transmit to you, for the information of the Minister, the papers noted below, on the subject of the suggested use of preserved Newfoundland codfish as an article of diet in the Navy.

I have, etc.,

(Signed) CREWE.

To the Officer Administering
the Government of Newfoundland.

Admiralty, S. W., 23rd November, 1909.

Sir—With reference to Admiralty letter of the 8th September last on the subject of the trial of preserved Newfoundland codfish as an article of diet in the Navy, I am commanded by my Lords Commissioners of the Admiralty to acquaint you, for the information of the Secretary of State for the Colonies, that a report has now been received on the case of fish issued in H.M.S. Dreadnought.

The chief petty officers' and petty officers' messes speak well of it and, as these messes have better facilities for preparing it in an appetizing form, it is possible that it might be utilized to some extent by them, if procurable in the canteen.

In the event of the firms by whom the fish is packed desiring to offer it for sale in the fleet, my Lords would suggest that they should place themselves in communication with the principal firms of the Admiralty list of canteen contractors, a copy of which is enclosed.

I am, etc.,

(Signed) C. I. THOMAS.

The Under Secretary of State,
Colonial Office, S.W.

Admiralty List of Firms Holding Canteen Tenancies

Junior Army and Navy Stores, York House, Waterloo Place,
London, S.W.

Army and Navy Stores, Victoria Street, London, S.W.

Messrs. R. Hickson & Co., Tooley Street, London, S.W.

Messrs. T. Lipton, Ltd., 196 City Road, London, E.C.

Messrs. William Miller, Ltd., St. George's Square, Portsea.

Messrs. H. Baker & Co., 28 Martin Terrace, Devonport.

Messrs. W. H. Humphrey & Sons, 6-9 West St., Sheerness.

Messrs. Vincent and Babtist Byrda & Sons, 18 Marine
Valetta, Malta.

Messrs. A. Tabona & Sons, 5 Marina Valetta, Malta.

Messrs. A. Z. Xiccluna, 20 Queen Street, Portsea.

Messrs. Emmanuel Perry & Sons, 40 Stradi San Parli,
Cospicua, Malta.

Messrs. Chambers & Sons, 17 Old Market Place, Grimsby.

Messrs. Richard Score & Co., Clarence House, Portland.

Messrs. Reynold Brothers, Torpoint, Devonport.

Messrs. H. Long & Sons, 27 Harmet Street, Portsea.

Messrs. M. Borg & Sons (Agent, Mr. J. Bray), 83 Station
Road, Keyham.

Messrs. Frank Mizzi & Sons, 75 Strada San Lorenzo.

Messrs. Billy Mifsud & Sons, 75 Marina Senglea, Malta.

Messrs. A. Ellul & Co., Waterport Street, Gibraltar—Agents,
H. Barker & Co., Devon.

Messrs. P. Tanti & Sons, 77 Strada Margherita, Cospicua,
Malta.

Messrs. T. Brice & Sons, 2 Clock Street, Portsea.

Messrs. Chaburn & Co., 1, The Crescent, Sheerness.

Messrs. J. F. Burrows & Co., Bermuda.

Admiralty, November, 1909.

The outport merchants of Newfoundland during the past few years have gone into the shipment of cod in casks and are also packing it in drums on their own premises. The immediate result of this action has been the payment direct in large sums to the laborers of the different districts and the manufacture locally of the packages required, thus improving in no small degree the status and earning powers of the local tradesmen and laborers.

The present railway system and its connections have been largely patronized in this connection, and with the new railway extensions contemplated, much more will be developed. The more up to date methods adopted by the outport merchants and the increased facilities all point to the decentralization of trade, and should be of benefit to the country generally.

The subject of the exportation of fresh fish has been occupying a large amount of attention during the past season.

In October, Mr. Solling arrived at St. John's, bringing with him new wrapping paper made under a special process and adapted for the preservation of fresh fish of all kinds. After consultation with the Government, Mr. Solling, accompanied by the Minister and Inspector O'Reilly, proceeded to the West Coast and carried out some experiments. After which the Minister and Inspector O'Reilly visited Canada, taking with them samples of fish, etc., packed by this process. A digest of their remarks and conclusions forms one of the appendices to the report of this department.

The marketing of green cod by the fishermen of Newfoundland is a matter of great importance and worthy of more attention than has been given it in the past. If this mode of disposing of codfish were utilized in the fall of the year ONLY, an immense amount of labor and hardship would be saved the men engaged in handling it.

Instead of trying to make fish during the latter months of the year, a prompt sale of the green article could be made, and in many cases the necessity of holding quantities of late-caught fish over for five or six months could be obviated.

In this connection the following circular, sent by Messrs. Stewart Munn & Company, of Montreal, to this department, may prove of interest —

“We invite attention to the preparation of green codfish for the Canadian market, and we suggest this as the best mode of disposing of late-caught fish. There is a great demand for this article from early in September until the beginning of Lent.

“CURING AND PACKING—Either salt-cured or pickle-cured fish may be used. Fish that have been thoroughly cured in salt bulk need only to be packed into barrels, with plenty of dry salt between each layer, to keep them and prevent them from sticking together. Pickle-cured fish should be allowed to stand in pile for a day or two before packing, to let it drain. When packing use plenty of dry salt. Green codfish should be carefully cleaned, and blood and grease removed. Sun drying is not necessary, and tends to darken the fish, which should be as white as possible. Some packers remove the black skin from the napes, which greatly improves the appearance. From eight to ten pounds over the marked weight should be put in each barrel to allow for shrinkage.

“PACKAGES—Slack barrels, holding 200 or 250 lbs. nett are preferred, the nett weight and grade being clearly marked. Old flour or sugar barrels suit very well. If shippers find it more convenient to ship their fish mixed, we can have it assorted, weighed and inspected here, at a cost of twenty-five cents per barrel. For extra large fish, boxes containing 200 to 300 lbs. are suitable.”

BANK FISHERY

The Bank Fishery for the past season has been very successful, as a whole. The local bankers have done well.

One feature of the bank fishery, as engaged in by the French, has been the large increase in numbers of the steam trawlers employed by them. The number has risen from seven in 1907, to thirty-five in the present year.

This fishery has, however, not been a success as, owing to the costly nature of the outfit, and the depth of water in which they have to fish, the expense has been out of proportion to the returns, and next season will, in all probability, show a very large decrease in the number of steamers engaged in this voyage.

Owing to the destructive nature of this fishery, this decrease will meet with but scant sympathy from our fishermen.

The outfit from St. Pierre shows a great reduction in number this season, totalling only 45 vessels, as against 105 fitted out three years ago.

It has been found by those interested that it is more economical to fit out direct from France than to prosecute the voyage from St. Pierre and, consequently, this number does not include all the French bankers engaged in fishing on the Banks.

The result of the French banking venture was, in the aggregate, good.

The American, Nova Scotian and Portuguese bankers also had a successful season.

Returns Showing Number of Vessels Fitted Out in Newfoundland in the Year
1908-1909, for Bank Fishery.

Port cleared from	No.	Ton- nage	Crews	Qtls. Dry Fish
Burgeo.....	1	55	12	876
Marystown.....	2	88	20	1484
Catalina.....	4	343	72	6190
St. Lawrence.....	1	93	19	1858
Ramea.....	3	161	37	2812
Fortune.....	4	255	56	4285
Heart's Content.....	1	66	14	1192
St. Jacques.....	2	144	34	3137
Harbor Breton.....	29	1039	258	18960
Grand Bank.....	20	1490	355	38758
Burin.....	15	833	218	22370
Belleoram.....	18	1251	282	29530
	100	5818	1377	131452

Average catch per vessel..... 1,314½ quintals.

Average catch per man..... 95½ quintals.

1908-1909..... 131,452 quintals.

1907-1908..... 120,000 quintals.

Increase for 1908-1909..... 11,452 qtls.

It may be interesting to point out that there is at present operating at St. Pierre a cold storage plant—owned and managed by Frenchmen—for the supply of bait to bankers and fishermen.

A new cold storage plant has been started by Mr. Samways, at Burgeo, for the preservation of squid for bait purposes, and there should be a successful future ahead of this and similar establishments along the Newfoundland coast.

Reference to Mr. Chetwynd's factory, for the handling and putting up of boneless cod, at Grand Bruit, will be found in the report of Inspector O'Reilly, who comments in the most favorable terms on it.

Mr. Lake, of Fortune, has already been referred to in a report to the Admiralty on the subject of preserved fish, and he is now actively engaged in the packing of caplin.

Mr. John Clouston's venture, for the exportation of cod preserved by artificial means, has made good progress during the past year. With this process fish is manufactured under a system patented by Mr. Clouston, and is dried from salt bulk, having the great advantage that work can be carried on regardless of weather and sun conditions, either in winter or in summer season. Satisfactory results have been obtained, and merchantable fish, of unusual dryness, has been uniformly turned out.

Mr. Clouston is also exporting fish, washed and cleaned from the knife, for household use. This fish is being put up in boxes, containing thirty pounds each, which packages are convenient for handling, and suitable to the requirements of retailers.

His shredded fish, prepared in tins, is meeting with market success in Western Canada.

Mr. Clouston has also been carrying out some interesting experiments in the manufacture of codfish skins as a leather, and is also successfully manufacturing glue, guano and other bye products.

Mr. Earle, of Fogo, has made a business tour through the principal cities in Canada in the interests of his preserved fish. This article has met with a good reception, and business connections have been established.

Mr. Lake, of Fortune, has recently submitted samples of his tinned fish to the victualling department of the American Navy. The report is published below.

In 1907 a shipment of the tinned codsteak was sent to Boston, Mass., but being a new food product, by the laws of the Commonwealth of Massachusetts (the Pure Food Act), it had to be subjected to analysis by the Bureau of Chemistry before being allowed to pass the Customs and go into consumption. The test proved that it was absolutely free from chemical preservative or deleterious substances, and accordingly it was pronounced and admitted a pure food. This was the first introduction of the commodity into the United States. Subsequently, in 1908, the proprietors succeeded in inducing the American naval authorities to test the fish, with a view to its adoption by their fleet as a ration for their sailors. A few cases were placed on board U.S.S. Birmingham, then about to proceed to Southern Seas. After an extended cruise in southern waters, the fish was given a test, and a report of its keeping qualities and general excellence will be gathered from the official report itself, which is as follows—

“The report of the officers of the U.S.S. Birmingham on the use of tinned codsteak during the recent cruise of that vessel has resulted in adding that form of fish perma-

nently to the navy rations. The tinned codsteak kept well and was very much liked by officers and men. In fact it is said that few could have told the tinned article from the fresh fish. The only means of telling was by the decalcified bones in the tinned fish. The officers of the *Birmingham* have been asked to make a further report on the keeping qualities of the food after quantities have been stored in different parts of the ship at varying temperatures. This week a requisition was made for a considerable amount of tinned codfish to be stored in *Guentemanic* for the use of the ships stationed there."

Following upon this report an order was immediately received from the United States' Navy Department for fifty cases of fish. This quantity was supplied, and in the autumn of 1909 a repeat order was received for one hundred cases, which was also filled. The company are assured of a market in the American Navy, and are now preparing to pack the fish in five pound tins, to suit the requirements of their service canteens.

The year just ended shows a marked advance in the progress made in the development of the various processes of manufacturing and preserving fish, and in a more general attempt to cater and please the consumer. The adoption of packages which are suitable to the requirements of the various dealers and pleasing to purchasers, the introduction of business methods in the establishment of agents, the proper advertisement and exploiting of these articles and the procuring of rates and freights have met with success to date, and larger results can be looked out for in future.

But little effort, to date, seems to have been made to foster trade with South America—south of Bahia. The fish going to these markets is the same as Newfoundland, its black removed, and packed in tubs instead of drums. With but small additional cost, an attempt could be made to compete in these markets, and successfully.

The Board of Trade, in conjunction with the Government, has made arrangements to have Newfoundland interests represented, with a view to develop trade relations with these countries. At the opening of the coming season a commercial agent, who has been appointed, will commence operations, and good results are anticipated.

This Department desires to acknowledge the report to the Admiralty of Captain Haworth Booth, R.N., commanding *H.M.S. Brilliant*, and senior naval officer on this station for the past year, a copy of which was kindly forwarded to this office by His Excellency the Governor.

The thanks of the department are due to Captain Coombes, of the survey steamer *Elinor*, for having surveyed and charted certain banks at the mouth of the St. Lawrence.

By 1909 the re-survey in detail of the Island of Newfoundland had been completed from Cape Riche, on the West Coast, southward along the whole length of the coast, past Cape Ray, Burgeo, Miquelon, St. Pierre, to Cape Race, thence northward as far as and including Canada Bay, except

(1)—Dildo Run, at the back of New World Island, which was surveyed in 1824-5, or thereabouts;

(2)—The coast between Cape St. John and Partridge Point, Horse Island, Groais or Grey Island, and Bell Island (survey 1824-6).

From Cape Riche northward to Cape Bauld (Cook's work) is now in progress, and from Cape Bauld to Canada Bay has to be surveyed (Lt. Fred, Buttock and French survey).

The close sounding of the Straits of Belle Isle, from seaward (eastward) to a line connecting Great McKattina Island with Portland Hill, has been completed during recent years. This work occupies several months of every year's season, as it is impossible to carry on accurate line of positions except in the clearest weather, on account of the marks (triangulation). However, 1909 work revealed shoal water in the central part of the Gulf, and a hundred fathom channel on each side; thereby a vessel can feel her way in safety in the thickest of weather, so long as the water does not deepen. New Admiralty chart of this will soon be issued.

Other Banks, to the westward of these, have been mentioned as having been located, and should be availed of by our fishermen.

There are several banks off the coast of Newfoundland, on the eastern and north-east side, which have never been surveyed. I would call the attention of the Government to the desirability of exploiting these new fishing grounds at as early a date as may be possible.

The coast of Labrador, from Cape Harrigan north to Chidleigh, is not sufficiently surveyed and charted, and the charts at present in circulation require to be added to. The fishermen who prosecute the fishery on this coast are yearly proceeding further north, and it is practically owing to their innate cleverness and quickness that this part of the coast has been so successfully navigated, and with so little loss, to date.

In this connection I understand that soundings and bearings of certain portions of this coast have recently been prepared, and I would suggest that the Government approach the Admiralty, with a view to having these observations charted and published. Any such aids to navigation would be of great value to the fishermen interested.

Much discussion has arisen as to the question of the introduction of steam in the prosecution of the fishery on the Labrador coast.

While, as at present, and for probably many years to come, the whole of this voyage is carried out in sailing vessels, built, owned, fitted out and manned by Newfoundlanders, any such innovation would appear to be unnecessary, and contrary to the wishes and interests of all concerned.

Those engaged in the fishery have each year to go further north and have more difficulties to contend with—conditions there being different to those obtaining in the ordinary fishing operations.

These conditions are undertaken, more or less on equal terms, by those engaging in the voyage, and the introduction of steam would give an unfair advantage to a limited few, to the detriment of the great majority. It is

also very questionable as to whether the nature of the various banks is at all suitable for steam trawling, and it is doubtful if its inauguration would result in profit to steamer-owners.

It is interesting to note that the splendid fleet of American vessels are nearly all sailing ships, and that, even where steam and motor engines have been introduced, they have proved of small benefit, and to-day the tendency is to maintain sailing vessels only.

The Board of Commerce of Boston has decided against power vessels, and maintains this attitude at the present time.

In October, 1909, a Board of Trade for Newfoundland was inaugurated and opened.

The necessity for such a Board has long been felt, and its establishment is meeting with support from business men throughout the Island.

Representing, from a practical standpoint, the interests of all engaged in the fishery business of the country, its influence will easily be appreciated and its recommendations availed of by them. Its advice and co-operation will also be sought on all subjects which may arise in connection with this department.

The action of the Board of Trade will be felt on all matters relating to trade and commerce in the markets abroad—both export and import—the procuring of more advantageous terms, the better regulating of freights and rates, the settlement of claims and reclamations, and the handling, as a body, of many matters which heretofore have been left to the individual.

Its services as an arbitrator will be most useful in local questions, and will be available as soon as the various sub-committees are organized. This, and the various other duties of the organization, will be of great benefit to the outport merchants and planters, and within a short time the Board of Trade should make its influence felt for good on every matter connected with business throughout Newfoundland.

The Board has under its consideration the improvement in steamer connections, better hotel accommodations and travelling facilities for tourists visiting this country. The importance of catering to the requirements of tourists has been admitted in all the nearby provinces, and the time has come when Newfoundland offering, as she does, such opportunities for sport and recreation, together with her healthy and health-giving climate, should endeavour to augment the advantages so bountifully bestowed on her by nature, and so doing make herself better known to the outside world.

The impression, which so far has been prevalent, that Newfoundland is the land of ice and snow, of fog and icebergs, should be removed, and the erroneous idea that because Polar expeditions make it their last and first ports of call, it must be near the Pole, and therefore under the Arctic climate, should be eliminated.

The best possible way of doing so is by the encouragement of tourists and sportsmen, and in no better way can the time and attention of the Board be occupied.

REPORT OF THE NEWFOUNDLAND SEALING FLEET—Sailed March 10th, 1909.

Arrived	Steamers	Captains	Nett Tons	Men	Total Seals	Nett Weight				Nett Value	Men's Share	Suppliers
						tons	cwt.	qr.	lbs			
Ap. 10	Florizel	Abraham Kean	1980	203	30,488	623	16	2	13	\$54,060 38	\$88 33	Bowring Bros, Ltd
11	Bellaventure	Job Kneee.....	466	203	26,758	483	5	3	26	43,049 62	70 34	A. J. Harvey & Co
11	Beothic	Geo Barbour.....	471	203	34,837	603	13	1	11	53,659 95	87 67	Job Bros. & Co
11	Eagle	Job Kean.....	418	203	20,423	425	3	1	11	36,168 58	59 10	Bowring Bros, Ltd
12	Bonaventure.....	John Parsons	446	203	31,188	514	13	1	23	45,994 81	75 00	A. J. Harvey & Co
13	Viking.....	Wm. Bartlett	276	189	19,145	344	3	3	8	30,687 61	53 83	Bowring Bros, Ltd
20	Algerine.....	Noah Bishop	233	161	9,023	177	4	3	27	15,746 45	32 40	Bowring Bros, Ltd
21	Diana.....	Jos. Blandford.....	290	153	6,682	136	13	1	10	11,180 84	24 20	Job Bros. & Co
21	Bloodhound	Jacob Winsor.....	314	175	10,167	194	8	1	12	17,101 80	31 90	B. Johnstone & Co
27	Adventure.....	Henry Dawe.....	829	203	17,046	417	8	0	6	32,970 47	53 87	A. J. Harvey & Co
May 1	Terra Nova.....	Ed. Bishop.....	450	203	15,468	366	8	2	22	29,118 63	47 58	Bowring Bros, Ltd
2	Newfoundland	Jesse Winsor.....	568	203	1,192	45	4	3	25	3,015 46	4 92	A. J. Harvey & Co
2	Neptune	Alph. Barbour	465	203	4,721	82	18	0	17	6,935 06	11 33	Job Bros. & Co
3	Southern Cross	M. Bartlett.....	325	173	1,242	36	3	0	16	2,365 72	4 53	B. Johnstone & Co
4	Aurora.....	D. Green.....	386	187	12,826	311	5	3	3	24,653 59	43 71	Bowring Bros, Ltd
4	Erik	Job Kean.....	461	188	9,213	214	12	3	15	16,102 19	28 40	Job Bros. & Co
4	Ranger	S. R. Winsor	353	167	6,817	166	15	1	27	12,642 08	25 08	Bowring Bros, Ltd
4	Kite	Wm. Carroll.....	190	87	2,278	81	0	3	21	5,959 37	19 16	Bowring Bros, Ltd
5	Labrador.....	B. Barbour	256	140	2,685	90	8	1	7	5,699 08	13 47	Jas. Baird Co. Ltd
11	Iceland	E. Kean	287	133	7,103	143	19	3	5	11,898 76	29 60	B. Johnstone & Co
			9464	3580	269,302	5459	9	1	25	\$458,020 45		

Price of Seals per cwt.: Young Harps, \$4.50; Young Hoods, \$4.50; Bedlamers, \$3.70; Old Harps, \$3.30; Old Hoods, \$3.30.

1909—Total of Seals	269,302	Gross Weight	5,776	4	1	9	Nett Weight	5,459	9	1	25	Nett Value	\$458,020 45
1908—Total of Seals	213,863		4,537	10	2	16		4,342	0	1	21		375,442 62
Increase	55,439		1,238	13	2	21		1,117	9	0	4		\$82,577 83

Manufactured by—Job Brothers & Co	-	Total Seals—	134,322	-	-	-	Nett Weight, tons—	2,588	18	2	0	-	Nett Value—	\$218,517 48
Bowring Bros, Ltd	-		116,468	-	-	-		2,495	19	2	20	-		208,136 69
Baine, Johnstone & Co	-		18,512	-	-	-		374	11	1	5	-		31,366 28

NOTES.—The Steamer Virginia Lake, Capt. Jacob Kean, was abandoned in a sinking condition, April 6th, off Bacalho; crew landed at Herring Neck, Twillingate and Change Islands. Steamer Vanguard, Capt. D. Blandford, with 7,000 seals on board, was also abandoned in a sinking condition on April 12th. The crew was taken off by steamer Algerine Capt. Noah Bishop. Both ships were lost through the breaking of their main shafts while trying to force through the heavy ice floe. Steamers Bloodhound and Neptune were towed into port disabled, both with main shafts broken. The former was towed in by steamer Diana, and the latter by steamer Newfoundland.

WHALE FISHERY, 1909.

Factory	Whales	Quality	Oil. Gals	Guano Tons	Bone. tons	cwt
Cape Charles	54	39 Finbacks 9 Humpbacks 6 Sulphurs	15,978	50	7	10
Port Saunders	15	9 Finbacks 4 Humpbacks 2 Sulphurs	19,646	30	1	
Hawk's Harbor.....	74	59 Finbacks 14 Humpbacks 1 Sulphur	78,000	95½	100	
Rose au Rue	87	15 Sulphurs 48 Finbacks 24 Humpbacks	84,114	150½	144	
Beaverton	104	96 Finbacks 4 Humpbacks 1 Seih 3 Sperm	99,411	149½	176	7
Dublin Cove and Trinity...	131	7 Sulphurs 101 Finbacks 23 Humpbacks	149,684	251	134	
Balena.....	21	17 Sulphurs 2 Finbacks 1 Hump 1 Seih	32,539	97	35	
Snook's Arm.....	32	31 Finbacks 1 Sperm	39,377	105	60	
	518		518,749	938½	657	17

As compared with —

1907.....	481	.....	496,862	1,037½	1,136½
1908.....	396	.....	420,846	507½	532½

LOBSTER FISHERY

From correspondence received from all parts of the Island during the past six months, it is evident that the catch of lobsters is annually decreasing, and in consequence smaller lobsters are being caught and tinned.

Traps have been constantly set in shoal water and innumerable lobsters have been captured in the spawning season.

Several complaints on this subject have been received by the department during the past season, and the inevitable result of continuing this mode of procedure can easily be foreseen.

While the issue of licenses to all engaged in packing has been a step in the right direction and, on the whole, has been satisfactory and tended towards a better quality in the output, some little difficulty has arisen in tracing back charges to the individual originally responsible for breaches of the regulations.

Part of this is due to the fact that before reaching St. John's cases have passed through the hands of collectors and agents—other than the original packer—and responsibility has been successfully repudiated when action has been taken.

Cancelling of lobster licenses for the future has little or no effect, as they are taken out in different names for the ensuing season.

The majority of packers realize the absolute necessity of proper handling and packing, but a certain proportion of careless individuals are wilfully damaging not only their own interests, but those of all concerned.

The establishment of large central packing houses, properly equipped and inspected, was successfully carried out in past years, but of late the increased number of packers engaged in the business has given occasion for complaint as to the quality and size of the lobsters packed.

It has been demonstrated that the greater the congestion of lobster packers the smaller the average size of lobsters taken.

Owing to the nature of the catch of recent years, there seems to be little doubt in the minds of those best interested in this industry, that the proper solution of the present condition would be the establishment of a close season, and the advisability of doing so will engage the attention of the Board at an early date.

The capital invested individually could be diverted to other branches of the fisheries and, with reasonable notice duly given beforehand, no excessive hardship would be entailed.

It has been estimated by competent authorities that lobsters varying in size from five to fourteen inches give from 5,000 to 40,000 eggs each, and it has also been agreed that lobsters become egg-bearing at from four to five years of age.

Taking even the smallest number of eggs in the above figures and allowing the smallest proportion of them to come to maturity during a close season, it would appear that natural propagation would alone go a long way towards replenishing the grounds.

There were during the past season some 2,350 licenses issued to lobster packers by this department, and some five and one-half millions of lobsters were taken, too great a proportion of which were female.

The suspension of the fishery by the above-mentioned packers during such a close season, and the consequent non-disturbance of existing lobsters added to the probable increase by natural propagation during that period, is

a strong argument in favor of those who contend that the time is ripe to introduce this measure.

A glance at the following table will show the decrease in lobsters caught and packed for the season of 1909, as compared with similar statistics for 1908—

District	Men	Traps	Lobsters	Cases
Twillingate	476	10,128	211,423	1,135 $\frac{1}{4}$
Fogo	187	6,163	106,696	693
Bonavista	292	7,951	125,665	847 $\frac{3}{4}$
Trinity	84	2,149	29,597	174
Bay de Verde	19	664	6,174	50 $\frac{3}{4}$
Carbonear	3	200	2,620	18
Harbor Grace	5	325	2,220	17
Harbor Main	30	733	7,947	64 $\frac{3}{4}$
St. John's	1	50	65	$\frac{3}{4}$
Ferryland	2	80	100	1
Placentia and St. Mary's	1,419	55,441	1,037,213	4,487 $\frac{1}{4}$
Burin	203	8,256	136,261	533 $\frac{1}{2}$
Fortune Bay	881	36,804	1,007,760	3,007 $\frac{1}{2}$
Burgeo and LaPoile	236	9,001	172,250	836
St. George's	940	38,833	959,953	4,418 $\frac{1}{2}$
St. Barbe	1,160	61,377	1,736,521	6,342 $\frac{1}{2}$
Total	5,938	238,155	5,542,465	22,654 $\frac{1}{2}$
Totals, 1908	6,744	258,715	6,722,680	27,221
Totals, 1909	5,938	238,155	5,542,465	22,654 $\frac{1}{2}$
Decrease, 1909	806	20,560	1,180,215	4,566 $\frac{1}{3}$
Licenses issued in 1908.....			2,604	
Licenses issued in 1909.....			2,353	
Decrease			251	

HERRING FISHERY

In connection with this branch of the Newfoundland fisheries, the department desires to call the attention of the trade towards the possibilities for the consumption of salt herring in Norway, Sweden, Denmark and Russia.

Large quantities are consumed by these countries and, while a big export trade is yearly carried on, there are times when the demand for home consumption should cause a ready market for the Newfoundland article.

Shipping facilities are easily obtainable, and through bills of lading can be arranged to the port of discharge.

The same remarks apply to the markets in Greece, the provinces of which are largely supplied by herring caught off the coasts of England.

The people of the West Coast of Africa should also prove likely customers if the matter were taken up with the firms doing business there.

The herring catch has, up to date, never been seriously viewed by the people of Newfoundland.

In spite of the fact that it is acknowledged that the day of split herring is past, they are still being put up as before, instead of being gibbed or marketed to suit the desires of the purchasers.

The establishment of the Board of Trade, with its Committee governing this portion of the trade of the country, will show a marked change for the better. This will be particularly noticeable in the enforcing of standard and proper packages for herring, regulation of weights and contents, and a better system generally for inspection, meeting complaints and tracing irregularities which may arise.

The fishery for the export of fresh herring for food purposes has been confined to Bonne Bay, Bay of Islands, Fortune, Placentia and White Bays, all of which are inshore fisheries. These have proved fairly remunerative, as a whole, but are as nothing compared to the immense possibilities which might be developed in the herring fishery.

There are yearly immense shoals of herring, ranging from fifteen to twenty-five miles off the coast of Newfoundland, which have so far never been availed of, and of which the greatest portion never reaches the land. These fish are at their best from the month of September.

If the North Sea trawlers of England can prosecute with success their fishery operations—going the distance they are obliged to and overcoming the difficulties incurred—there seems to be no reason why similar ventures off this coast should not succeed.

The development of cold storage is of course essential to the success of any such industry. There can be little doubt that cold storage will have to be seriously considered in the near future of the fisheries of this Colony, and too much importance cannot be attached to this great subject. Markets can easily be obtained as soon as the application of cold storage is rendered practical, and, besides increasing the value and output of the herring fishery, a great increase in the sales of turbot, halibut, salmon, smelts, caplin, lobsters, trout and other food fishes could be looked for.

During the past year some \$16,000 worth of fish was imported into this country in a manufactured state, the greatest proportion of which was consumed in the city of St. John's. The herring part of this importation is actually caught and sold by Newfoundlanders, is exported to Canada, prepared there, and sent back and sold at a profit in this country.

While this may show a lack of initiative on the part of our people, I would point out that those gentlemen, Messrs. Earle, Clements, Keating, Chetwynd, Clouston, Lake and others, who have invested in the improvement of manufactured fish, have not received the encouragement they deserve in the local market.

SQUID

During 1909 the manufacture of squid for food purposes has been undertaken by a Newfoundland company. These are exported to China and Japan, and meeting with success.

SALMON

While a number of salmon are yearly smoked in the country with varying success, some mention should be made of some salmon kippered by Mr. Chetwynd, of Grand Bruit, during the past season. No nicer way of curing salmon has been put forward for some time, and the experiment is well worth a trial and encouragement.

INLAND GAME

The formation of the new Game Board for the protection and exploitation of inland game and fishes took place in October, and it will, during the coming season, undertake the duties devolving upon it.

Recognition of the importance of the game of Newfoundland has been too lightly regarded by past governments.

Its value as a revenue producing asset, both directly and indirectly, has been accepted in a most casual manner, and its preservation and development have been sadly neglected.

Game and Fish Wardens have been appointed in the majority of cases as a reward for political services, and have, in nearly every case, been selected from men residing in the district they are supposed to control.

This has a tendency to make them naturally averse to laying information or taking action for breaches of the rules, as in many cases such action would be against friends and even relations.

They are also underpaid and insufficiently supervised. As a result it has been found that the Game Fish Wardens avail of their positions as such in order to act as guides to tourists, and that the majority of Game Wardens do little or nothing to earn their small pay.

The temptation to procure and sell large caribou heads is always present and, as a result, the decrease in the large stag is yearly becoming more marked. In this tourists, who do not act up to the spirit of sport, by which they are supposed to be animated when taking out their licenses, are greatly to blame.

The alleged action of certain sportsmen in the dynamiting of rivers, and the wholesale slaughter and wanton destruction in leaving salmon so caught to rot on the banks, and the shooting and leaving of more than the legitimate number of caribou in order to obtain better heads, reflect but little credit on them as gentlemen and sportsmen.

At the same time the average Newfoundlander is in a great measure to blame, inasmuch as he is wilfully destroying, to-day, an asset for the future in which he should be taking the best possible interest.

He appreciates very little the value of the deer he destroys or the fish he poaches, and the sooner the Game and Fishery Wardens are put on a proper basis and become Game Keepers, rather than Wardens, the better for all concerned.

The enormous number of caribou destroyed by the winter logging camps is also having its effect in the reduction of the herds, and all mill owners employing such camps should be made to conform with the law.

The shooting season just passed shows that 112 tourists took out licenses to hunt caribou, the year previous, totalling 89. This is the largest number of licenses for any season issued since the inception of the tax.

From a tourist's point of view, the season was not altogether successful as, owing to the lateness of any snow fall, the deer did not begin to cross the country as early as usual, and sport was not as good as in an ordinary year.

The department desires to thank Colonel Mitchell for a survey which he made on his shooting trip, the results of which he has been good enough to offer to the department.

The desirability of imposing a rod tax will be brought before the Board at an early date.

In conversation with a number of tourists, there would appear to be not only no objection to such a tax, but rather that it is to be expected on this island as well as in nearly every country giving similar sport.

This and other proposals will engage the attention of the new Game Board. This Board will have a very difficult and arduous task to confront and, if it is to meet with success, should be given every possible encouragement.

The close season for beaver is up in October, 1910. I beg to recommend its renewal for a further period, and that necessary legislation be introduced at the coming session.

No attention has been paid to the destruction of wild geese, which takes place annually. Something should be done to preserve this fine bird on the island.

The work done by the Game Fish Association during the year 1909 was much more extensive than in previous years. Eyed ova of the rainbow trout variety were distributed in various districts, and were successfully hatched out in all except Gambo, where, owing to the lack of water and bad management, the experiment was not a success. Heretofore the Association has sold a certain number of fry to the Government at the rate of \$10 a thousand, but during the past season the Government has made arrangements to ac-

quire the total output of the hatchery for the sum of five hundred dollars. This arrangement is made for a certain number of years and, should the hatchery be enlarged and the output increased, the Government benefits by the increase.

The distribution of eyed ova and fry throughout the country was as follows—

Place	Fry
Ferryland	2,000
Renews	2,000
Cape Broyle	4,000
Clarenville	5,000
Salmonier	4,000
Salmonier	2,000
Cape Broyle (Eastern)	3,000
Salmonier	2,000

Lakes stocked in the Districts of St. John's East and West—

Clement's Lake	6,000
Motion Lake	3,000
Round Lake	3,000
Oliver Lake	2,000
Mitchell's Lake	2,000
Hughes' Lake	2,000
Picco's Lake	1,000
Blast Hole	4,000
Other Lakes	19,000

Eyed ova were distributed as follows—

Gambo	8,000
Glenwood	10,000
Bay of Islands	10,000
Tompkins, Codroy	8,000
Log Cabin, Spruce Brook	8,000
Deer Lake	8,000

WARDENS' REPORTS

Little River—Angus McQuarrie

Mr. Stearns, Kingston, N. S.	3	Salmon, average	14	lbs.
Dr. Kethridge, Nassau, N. H.	10	"	"	12½
Mr. Giddings, Nassau, N. H.	8	"	"	11½
Dr. Woodworth, New York	7	"	"	14½
Mr. Wheeler, Boston	6	"	"	12
Judge Morton, Fall River, Mass.	9	"	"	6
Rev. C. Scoville, Connecticut	11	"	"	6½
George B. French, Nassau, N. H.	25	"	"	10¾
Mr. Ordway, Maryland	10	"	"	12
Mr. Kenny, Fall River, Mass.	6	"	"	8

Dr. Thompson, Lynn, Mass.	11	"	"	11
Rev. A. Woods	17	"	"	7 $\frac{3}{4}$
Rev. Dr. Woods	8	"	"	4 $\frac{1}{4}$
Mr. Patturel, New Brunswick	5	"	"	15
Mr. Pike, Port aux Basque	1	"	"	30

Grand River (Lower Section)—Thomas Downey

Mr. & Mrs. Henderson, Rhode Island	17	Salmon, average	6	to	8	lbs.
C. E. Thorne, New York.....	9	"	"	8	to	18
J. R. Judson, Vermont	6	"	"	8	to	10
W. H. Bradford, Vermont	4	"	"	9	to	15 $\frac{1}{2}$
E. L. Sibley, Vermont	2	"	"	8	&	10
Captain Granger, New York	2	"	"	9	&	10
Dr. Granger, Boston	1	"	"	9		
Dr. Salter, Nova Scotia	2	"	"	8	&	11
R. Tremaine, Nova Scotia	4	"	"	10	to	20
P. Crowe, Nova Scotia	2	"	"	8	&	10
Mr. Downey, Grand River	5	"	"	8	to	10
W. Crowe, Connecticut	3	"	"	8	to	16
T. S. Skelton	2	"	"	10	&	11
Captain Rees, England	5	"	"	7	to	15
Mr. Milderberger, New York	19	"	"	6 $\frac{1}{2}$	to	17

Grand River (Upper)—A. A. McIsaac

Dr. Keegan, St. John's	13	Salmon, average	11 $\frac{1}{4}$	lbs.
R. A. Murray, Boston	16	"	"	12 $\frac{1}{2}$
E. Milderberger, New York	6	"	"	9 $\frac{3}{4}$
Hendric Whitman, Boston	7	"	"	10
J. Taylor, Ottawa	1	"	"	13
J. Emerson, St. John's	1	"	"	10
C. Granger, Boston	3	"	"	8 $\frac{3}{4}$
D. Granger, Boston	2	"	"	8 $\frac{1}{2}$
D. Sutherland, Pictou	4	"	"	8 $\frac{1}{8}$
Captain Seamon, Ottawa	11	"	"	9
H. A. McIsaac, Codroy	20	"	"	12 $\frac{1}{4}$
Captain Rose Webber, London	3	"	"	9
R. A. Winter, St. John's	10	"	"	8 $\frac{1}{2}$
C. H. Baxter, Pittsburg	8	"	"	9 $\frac{3}{4}$
E. R. Hewitt, New York	5	"	"	10 1-3
George Dart, New York	3	"	"	8
Mr. Anderson, U. S. A.	3	"	"	9
D. A. Hutton, England	17	"	"	10
J. T. Larder, Sydney	8	"	"	9
Dr. Burns	3	"	"	9
Mr. J. A. Townsend, Sydney	2	"	"	8

Mr. Sidney Salter, Sydney	1	"	"	13
Captain Ross Welby, England	78	trout	"	1½

Grand River, (South Branch)—Peter Muise

Dr. Keegan, St. John's—1 salmon, average 10 lbs.
R. A. Murray, Boston—4 salmon, average 13 lbs.
A. H. Greene, England—1 salmon, average 12 lbs.
Mr. Blackester, Pittsburg—8 salmon, average 7 to 10 lbs.
Mrs. Blackester, Pittsburg—2 salmon, average 9 and 10 lbs.
Mr. Hutchinson, Nassau, N. H.—2 salmon, average 7 and 9 lbs.
Mr. Fred Gidding—2 grilse, 3 lbs. each.
Mr. Wheeler, Boston—2 salmon, average 8 and 9 lbs.
A. S. Burnham, Ontario—3 salmon, 11, 9 and 8 lbs.
Mr. Peter Qudee, South Branch—2 salmon, 20 and 11 lbs.
Mr. J. F. Buck, Ontario—1 salmon, 8 lbs.

North Branch

Dr. C. B. Parker, Brooklyn	8	Salmon,	average	10	lbs.
Mr. Howard S. Hadden, Brooklyn	19	"	"	9½	

Salmonier River (Upper)—L. Murphy

Strang and Party	22	Salmon,	average	2½	to	8	lbs.
W. R. Warren, A. Donnelly	110	"	"	3	to	9	
J. Rendell, J. Baird	32	"	"	3	to	10	
Clapp and Party	21	"	"	3	to	10	
Alderdice and Party	11	"	"	3	to	7	
J. S. Munn and Party	19	"	"	3	to	11	
Mr. Morris and Party	6	"	"	3	to	18	
Mr. J. Butler	10	"	"	3	to	7	
Hugh Carter	5	"	"	3	to	8	

MARINE AND FISHERIES APPOINTMENTS

FISHERY WARDENS, 1909

Seal Bay Head to North Head, Fortune Harbor—Arch. Butt.
North Head, Fortune Harbor, to Birchy Cove—J. Locke.
Moreton's Harbor to Herring Neck—Mark Ridout.
Exploits River and Bay—George Ryall.
Hall's Bay Rivers—James Walsh.

FOGO DISTRICT

Fogo and the Islands—A. J. Fitzgerald.
Round Head to Westen Head—A. Ryan.
Mainland, Fogo District—John B. Wheeler.

- *Gander River—Salt Island to Third Pond—Arthur Blake.
Gander River—Third Pond to End of River—Thomas Francis.

BONAVISTA BAY

- Cape Freels to Greenspond—Peter House.
Greenspond to Flat Islands—Stephen Burry.
Clode Sound to Indian Arm—Thomas Moss, Sr.
Salvage, including Newman's River and Alexander Bay to Newman's Sound—Barnabas Moss.
Alexander Bay Rivers—Robert Briffett.
Clode Sound Rivers—F. Stares.
Gambo Rivers—Robert Brown.

TRINITY BAY

- Witless Bay to Bellevue—John Moore.
Shoal Harbor Rivers—Malcolm Stanley.

CONCEPTION BAY

- Harbor Grace and Vicinity—Henry Thomey.
Clarke's Beach—Charles Mugford.
Shearstown—Isaac Sparks.
Holyrood to Topsail—G. Ridout, W. Smith.
Spaniard's Bay to Feather Point—J. Jones, of Francis.
St. John's East Rivers—M. Murray.

FERRYLAND DISTRICT

- Witless Bay—James Green.
Cape Broyle—John Williams
Tor's Cove—Patrick Dunphy, Sr.

PLACENTIA AND ST. MARY'S

- Trepassey—William D. Pennell.
Peter's River to St. Mary's—Gregory McGrath.
St. Mary's to Harticot and Colinet Island—John Power.
Branch to St. Bride's—Francis Nash.
Little and Big Barrisways and Little Sal—William Dakin.
Little Harbor, Harticot, and North Harbor—Stephen Hawco.
Salmonier River and Vicinity—Patrick Murphy.
Biscay Bay Rivers—Richard White, Sr.
Salmonier River, Centre—James Walsh
Salmonier River, Upper—Laurence Murphy.
Great Barachoix Stream, Placentia—Edward Keefe.
North East Arm Rivers—Thomas Power.
South East Arm Rivers—Edward Fulford.
Long Harbor and Adjacent Streams—Robert Power.

Come by Chance—Stephen Adams.
 Come by Chance—George Dodd.
 North Harbor and Other Streams—Josiah Pafford.

BURIN DISTRICT

Paradise to Burin Island—George Ross.
 Corbin to Great Lawn, both inclusive—Bernard Murray.
 Great Lawn to Point au Gaul—R. Bonnell.
 Point au Gaul to Point May—C. C. Pittman.
 Point May to Island Rock—S. G. Piercy.
 Famine Rivers—John Bennett.

FORTUNE BAY DISTRICT

Island Rock to Point Enragee—Ben. Brazil.
 Point Enragee to Rencontre—E. G. Collis.
 Rencontre to Boxey—Philip Cluett.
 Boxey Point to Pass Island—W. E. Parsons.
 Pass Island to Great Jarvis and Bay D'Est—Mark Way.
 Pushthrough to Cape LaHune—John Camp.
 Long Harbor Rivers—Joseph Riggs.
 Bay du Nord Rivers—George Rose.
 Terrenceville—A. Miles.
 Garnish Rivers—Thomas Cluett.
 English Harbor—George Dodge.

BURGEO AND LaPOILE DISTRICT

Cape LaHune to Grand Bruit—Philip Dicks.
 Grand Bruit to Channel—R. Furneaux.
 LaPoile Streams, Farmer's Arm—Peter McDermott.
 Isle aux Mort Streams—John Sartin.
 LaPoile Streams—Thomas Farrell.

ST. GEORGE'S DISTRICT

Cape Gregory to Bear Head—T. M. Costello.
 Stephenville to Cape George—A. Simon.
 Cape George to bottom of East Bay—A. Rowe.
 Shoal Point, East Bay, to Shag Island—Martin Cashin.
 Little River, Codroy, Upper—John McIsaac.
 Little River, Codroy, Middle—Angus McQuarrie.
 Little River, Codroy, Lower—Alex. McIsaac.
 Little River, Codroy, Mouth—Thomas Porrier.
 Little River, Codroy, Supervisor—J. F. Tompkins.
 Grand River, Upper—A. A. McIsaac.
 Grand River, Middle—D. D. McIsaac.
 Grand River, Lower—Peter Muise.

Grand River, Mouth—T. Downey.
 Grand River, Supervisor—Ben. LeRoux.
 Highland River—M. J. Gillis.
 Crabbe's and River Brook—W. Harvey.
 Middle Barachoix—James Gillam.
 Robinson's Head—George M. Shears.
 Lower Fishels—Emmanuel Legge.
 Upper Fishels—A. Blanchard.
 Little Barachoix—James Madore.
 Main River to Flat Bay—Joseph White.
 Flat Bay Brook, Lower—Camelle White.
 Flat Bay Brook, Upper—Pierce Power.
 Harry's and Main River Brooks—A. O'Reilly.
 Humber River, Lower—Patrick O'Brien.
 Humber River, Upper—George Nichols.
 Red Rocks—John Young

ST. BARBE DISTRICT

Port Saunders to St. Barbe—E. D. Goff.
 Bonne Bay to Port Saunders—Constable Anthony.
 Main Arm and East River, Bonne Bay—W. Halfyard.
 Castor River—Andrew Humber
 Bonne Bay—Duncan Laing.
 St. Anthony to Cape Bauld—A. Batten.

LABRADOR

Gros Water Bay and Sandwich Bay—M. J. Delaney.
 Isle au Bois—Herbert Sparkes.
 Forteau—George Mercer.

GAME WARDENS, 1909

NAME.	PLACE.
Joseph Napnen—	Bay de Verde to Lower Island Cove.
Andrew Milley—	Lower Island Cove to Northern Bay.
Michael Puddister—	Northern Bay to Adams' Cove.
Thomas Howe—	Goulds, Brigus.
J. O'Neil—	Holyrood
M. Taplin—	Holyrood.
D. McGuire—	Torbay, St. John's East.
R. Crowe—	Bauline, St. John's East.
John Furlong—	Pouch Cove, St. John's East.
John Butler—	Bauline, St. John's East.
Patrick Kinsella—	Outer Cove, St. John's East.
M. Murphy—	Logy Bay, St. John's East.

- J. W. Chafe—Petty Harbor, St. John's West.
 Patrick Nolan—Old Placentia Road, St. John's West.
 Martin Baird—Freshwater, St. John's West.
 John Baird—Deadman's Bay, St. John's West.
 A. Mogridge—Ruby Ground, St. John's West.
 R. Fizelle—Shoal Bay, St. John's West.
 M. Murphy—Blackhead, St. John's West.
 John Murphy—Blackhead, St. John's West.
 Richard Squires—Broad Cove and Vicinity, St. John's West.
 James Keefe—Tor's Cove, Ferryland District.
 Michael Scully—Cape Broyle, Ferryland District.
 James Green—Witless Bay, Ferryland District.
 ——— Saunders—Aquaforce, Ferryland District.
 James Williams—Ferryland, Ferryland District.
 Thomas Connors—Peter's River, Placentia and St. Mary's District.
 S. Fagan—St. Mary's, Placentia and St. Mary's District.
 Daniel Young—St. Bride's, Placentia and St. Mary's District.
 James Barron—Placentia, Placentia and St. Mary's District.
 A. Kelland—Burgeo, Burgeo and Lapoile District.
 Alex. Francois—St. George's.
 Denis Thomey—Howley.
 B. Brazil—Fortune Bay.
 John McNamara—Grand Falls.

MARINE SCHOOLS

Mr. F. J. Doyle, teacher of Navigation, reports that during the year past twenty pupils registered at his school for instruction in nautical subjects. Out of this number ten sat for examination, nine of whom were successful in obtaining Certificates of Competency as Masters and Mates. The remaining ten came to him for instruction, and did not take examinations, not having sufficient sea time.

Owing to the value of the sea service obtainable in Newfoundland foreign-going ships, as compared with neighboring ports, certificates granted in this Colony are highly regarded by owners and others interested.

Mr. A. E. Coffin, head master of the Central Training School, has done good work during the season among the pupil teachers of the island studying under his care. Thirty pupil teachers received instruction in the theory of Navigation and nautical subjects. The majority of these teachers will be actively engaged in the teaching profession by the new year, and the instruction they will be able in turn to impart to their pupils will be much appreciated.

Navigation is also taught by Mr. James Norman during the winter months and is availed of by Labrador fishermen of Bay Roberts and vicinity.

TECHNICAL SCHOOL

Mr. J. W. Nichols reports as follows—

I have to report that the evening technical class instituted by the Government has been in session twice a week regularly for nine months of the past year, viz—from January to June, and again from October to December, inclusive.

There were twenty-one students admitted, as follows—15 engineers and mechanics, 3 house painters, 1 printer, 1 carpenter, 1 jeweler.

The young men have been most regular in their attendances. All absences, as far as I could ascertain, were due only to illness, overwork or such reasonable causes. All seem to prize the privilege given them and have certainly made considerable progress.

The work done included freehand, model and perspective drawing by all; machine drawing and geometry, specially for engineers and machinists; lettering, sign painting, color and design, for painters; color and design by printer and jeweler.

One engineer student left the country during the year, but his place was promptly filled by another candidate, as there are always others waiting for a vacancy. I have now three others waiting.

The new Art Master has been very regular in his attention to the class, and I have been present every night, but four, to see that he had every help to get into the work.

I can, in conclusion, assure you that practical work, such as has been done during the past year by the class, will greatly benefit the workmen of our city.

GENERAL HOSPITAL

During 1909, fifteen seamen were treated at the General Hospital, fourteen of whom were discharged, and one died.

METEOROLOGICAL

There are at present three stations in Newfoundland, viz—Port aux Basques, Burin and St. John's.

Some delay was caused by the instruments at Burin getting out of order, but these defects are being remedied, so that all three stations will be in working order in a few days, and bi-daily reports of the weather sent to the Canadian Government Observatory at Toronto, for the purpose of assisting in the preparation of forecasts.

These forecasts are made up and issued by the Toronto Observatory, which is in communication with all the stations in Canada (some 38 in

number), and has a system of interchange with the United States service, comprising 144 stations. This covers the Continent, and gives a field of observation ranging from the Pacific Coast on the West, the Gulf of Mexico on the South, and from Yukon on the North to Newfoundland and Bermudas in the East.

On receipt of forecasts in St. John's, it will be telegraphed throughout the island by means of the Government lines.

Storm signal masts are being erected at the stations mentioned, and various signals indicating the weather forecasts will be hoisted for the warning and information of all interested.

It is the intention of the Government to erect two more stations as soon as possible—one in the vicinity of Fogo, and the second at Domino, on the Labrador Coast.

Besides being of practical use to the fishermen and seamen of Newfoundland, the establishment of these stations will be of great meteorological value, forming as they do a connecting link between Canada and the British Isles, and thus assisting to cover a large space, which has heretofore not been availed of for observation purposes.

The thanks of this department are due to Mr. Webber, of the Toronto Observatory, whose valuable assistance and advice in establishing the stations are much appreciated.

December 31st, 1909.

EXPORT OF FISH AND FISH PRODUCTS FOR YEAR ENDING JUNE 30th, 1909

	Quantity	Value	
Caplin—	Brls.		
United Kingdom	138	\$246.00	
Canada	250	254.00	
United States	38	80.00	
B. W. West Indies	1	1.00	
Spain	10	10.00	
St. Pierre	58	116.00	
	<hr/>	<hr/>	
	495		\$707.00
Cod Roes—	Brls.		
United Kingdom	219	\$842.00	
United States	88	344.00	
France	372	860.00	
	<hr/>	<hr/>	
	679		\$2,046.00

	Quantity	Value	
Eels—	Brls.		
Canada	5	\$18.00	\$18.00
Fish, Cod (Canned)—	Cases		
United Kingdom	2	\$10.00	
United States	84	410.00	
	<u>86</u>		\$420.00
Fish, Cod (Fresh)—	Lbs.		
Canada	53,430	\$1,130.00	
United States	120	4.00	
St. Pierre	900	31.00	
	<u>54,450</u>		\$1,165.00
Fish, Cod (Dried)—	Qtls.		
United Kingdom	58,548	\$197,972.00	
Canada	128,344	482,943.00	
B. W. Indies	105,282	426,541.00	
Malta	5,418	26,284.00	
United States	24,732	113,489.00	
A. W. Indies	40,798	175,106.00	
Panama	793	2,809.00	
Argentine Republic	214	855.00	
Colombo	855	3,958.00	
Costa Rica	937	4,630.00	
Madeira	1,939	8,996.00	
Portugal	256,080	1,588,798.00	
Spain	280,311	986,631.00	
Italy	380,762	1,444,084.00	
Brazil	382,180	1,719,082.00	
Greece	65,202	216,335.00	
China	1	5.00	
	<u>1,732,387</u>		\$7,398,536.00
Fish, Cod (Pickled)—	Qtls.		
Canada	5,068	\$14,672.00	
United States	4,876	16,306.00	
St. Pierre	1,409	2,800.00	
	<u>10,644</u>		\$33,778.00
Haddock—	Qtls.		
United Kingdom	16	\$80.00	
Canada	576	1,336.00	
B. W. Indies	408	1,336.00	

	Quantity	Value	
	Qtls.		
A. W. Indies	135	460.00	
Portugal	154	461.00	
Italy	160	400.00	
	<u>1,499</u>		\$4,486.00
Halibut—	Lbs.		
Canada	50,627	\$2,538.00	
United States	549	22.00	
	<u>51,176</u>		\$2,560.00
Herring (Bulk)—	Brls.		
Canada	2,978	\$6,554.00	
United States	28,724	44,699.00	
	<u>31,702</u>		\$51,253.00
Herring (Frozen)—	Brls.		
Canada	5,667	\$11,512.00	
United States	19,766	46,364.00	
	<u>25,433</u>		\$57,876.00
Herring (Pickled)—	Brls.		
United Kingdom	3,783	\$11,550.00	
Canada	28,897	82,661.00	
B. W. Indies	2,162	6,915.00	
United States	8,909	26,740.00	
Colombo	2	8.00	
Panama	3	13.00	
	<u>43,756</u>		\$127,887.00
Herring (Smoked)—			
Canada		\$7.00	
United States		3.00	
		<u>\$10.00</u>	\$10.00
Ling—	Qtls.		
Canada	1,025	\$3,053.80	
B. W. Indies	88	312.00	
A. W. Indies	40	120.00	
Portugal	308	925.00	
	<u>1,461</u>		\$4,410.00

	Quantity	Value	
Lobsters (Preserved)—	Cases		
United Kingdom	9,715	\$126,032.00	
Canada	2,547	34,652.00	
United States	230	3,184.00	
Germany	11,437	156,314.00	
Belgium	287	3,506.00	
St. Pierre	1	12.00	
Denmark	525	6,902.00	
France	50	775.00	
Holland	995	12,202.00	
Panama	1	12.00	
Greece	2	28.00	
	<u>25,826</u>		\$343,619.00
Oil (Cod)—	Tuns		
United Kingdom	2,185	\$154,325.00	
Canada	497	35,250.00	
United States	2,332	165,191.00	
Germany	101	7,609.00	
Australia	63	4,373.00	
France	17	1,160.00	
	<u>5,195</u>		\$367,908.00
Oil (Cod Liver)—	Gals.		
United Kingdom	44,861	\$13,180.00	
Canada	4,347	2,436.00	
B. W. Indies	100	65.00	
United States	38,198	13,476.00	
Australia	3,738	1,173.00	
Italy	1,500	950.00	
Germany	1,036	324.00	
	<u>93,780</u>		\$31,604.00
Oil (Seal)—	Tuns		
United Kingdom	2,243	\$194,433.00	
Canada	101	9,810.00	
United States	57	5,254.00	
Australia	1	67.00	
Belgium	355	32,353.00	
Austria	5	462.00	
Germany	86	8,600.00	
France	1	100.00	
Italy	12	1,183.00	
	<u>2,861</u>		\$252,262.00

	Quantity	Value	
Oil (Whale)—	Tuns		
United Kingdom	1,183	\$118,110.00	
Canada	130	10,377.00	
United States	69	4,970.00	
France	5	438.00	
Italy	9	631.00	
	<u>1,799</u>		\$134,526.00
Salmon (Fresh)—	Lbs.		
Canada	131,354	\$10,230.00	
United States	6,731	388.00	
	<u>139,085</u>		\$10,618.00
Salmon (Pickled)—	Tons.		
United Kingdom	1,006	\$21,507.00	
Canada	579	9,350.00	
B. W. Indies	64	1,099.00	
Panama	22	400.00	
Greece	19	475.00	
Italy	45	915.00	
Malta	33	524.00	
Colombo	6	75.00	
	<u>1,774</u>		\$34,345.00
Salmon (Preserved)—	Cases		
United Kingdom	8	\$45.00	
Canada	375	1,875.00	
United States	1	6.00	
Panama	7	35.00	
	<u>392</u>		\$1,968.00
Salmon (Smoked)—	Lbs.		
Canada	90	\$9.00	
United States	130	13.00	
	<u>220</u>		\$22.00
Seals (Dressed)—	No.		
United Kingdom	16	\$76.00	
Canada	20	99.00	
United States	21	102.00	
St. Pierre	2	10.00	
	<u>59</u>		\$287.00

	Quantity	Value	
Seal Skins—	No.		
United Kingdom	251,946	\$290,807.00	
Canada	547	673.00	
United States	119,475	142,140.00	
	<u>371,968</u>		\$433,620.00
Smelts—			
Canada		\$38.00	
United States		2,276.00	
		<u></u>	\$2,314.00
Sounds and Tongues (Codfish)—			
Canada		\$222.00	
United States		20.00	
		<u></u>	\$242.00
Stearine—			
United Kingdom		\$1,381.00	
		<u></u>	\$1,381.00
Turbot—	Brls.		
Canada	573	\$3,299.00	
St. Pierre	3	18.00	
	<u>376</u>	<u></u>	\$3,317.00
Trout	Brls.		
United Kingdom	74	\$522.00	
Canada	1,043	7,068.00	
B. W. Indies	51	405.00	
United States	52	469.00	
Malta	20	120.00	
Sweden	100	850.00	
Panama	3	25.00	
	<u>1,343</u>	<u></u>	\$9,456.00
Whalebone—	Tons		
United Kingdom	54	\$4,974.00	
Canada	821	8,871.00	
	<u>875</u>	<u></u>	\$13,845.00

	Quantity	Value	
Whale Fertilizer—	Tons		
United Kingdom	150	\$3,750.00	
Canada	243	7,620.00	
United States	232	8,120.00	
	<u>625</u>		\$19,490.00
Whale Skins—	No.		
United Kingdom	45	\$250.00	
	<u>45</u>		\$250.00
Whale Meat—	Brls.		
Canada	4	\$20.00	
	<u>4</u>		\$20.00
Total value of the products of the fishery, which were exported during the year ending 30th June, 1909.....			<u>\$9,346.246.00</u>

EXPORT OF CODFISH, SALMON, OIL, Etc., from Labrador for Season 1909.

Date	Vessel's Name	Shippers	Port Cleared For	Quantity Qtls.	Cleared From	Value
Sep. 10	Virginia	Ryan Brothers	Valencia.....	3,330	Batteau	\$12,521 00
14	Kerstine.....	do	Malaga.....	2,400	Webber's Cove.....	8,880 00
22	Elsie	do	Cartagena.....	2,200	Webber's Cove.....	8,140 00
29	Hans Emil.....	do	Gibraltar, for orders ...	2,900	Batteau	10,730 00
Oct. 5	Elsa.....	do	Gibraltar, for orders ...	3,000	Batteau	11,100 00
				13,830		\$51,371 00
Sep. 18	Yrsa	P. Templeman	Valencia.....	3,337 ½	Indian Tickle.....	\$12,348 75
29	Industri	do	Gibraltar, for orders ...	2,606	Indian Tickle.....	9,642 20
Oct. 5	Laura	do	Genoa.....	2,950	Indian Tickle.....	10,915 00
8	Knut.....	do	Gibraltar, for orders...	2,867	Indian Tickle.....	10,607 90
				11,760 ½		\$43,513 85
Sep. 10	Urda	J. P. Jensen	Genoa.....	4,100	Griffin's Hr.....	\$15,170 00
27	Inga	do	Genoa.....	3,500	American Hr	12,950 00
28	Kammerherre Schuts...	do	Genoa.....	4,100	Indian Tickle.....	15,170 00
				11,700		\$43,290 00
Sep. 15	Issalt	C. & A. Dawe	Patras	3,800	Horse Hr.....	\$14,060 00
17	David Morris.....	do	Leghorn	3,823	Horse Hr.....	14,145 10
	Blanche Curry.....	do	Genoa.....	3,975	Domino.....	14,707 50
	Jenny Jones.....	do	Alicante.....	4,100	Domino.....	15,170 00
30	Mary Annie.....	do	Genoa.....	4,040	Indian Tickle.....	14,948 00
	William Pritchard	do	Leghorn	4,150	Black Island.....	15,355 00
				23,888		\$88,385 60

APPENDIX

EXPORT OF CODFISH, SALMON, OIL, Etc. from Labrador for Season 1909.—(Continued.)

Date	Vessel's Name.	Shippers.	Port Cleared For	Quantity Qtls	Cleared From	Value
Sep. 27	Maagen.....	J. W Hiscock	Genoa.....	3,000	Comfort Bight.....	\$11,100 00
Oct. 4	Leif.....	ditto	England.....	3,200	Comfort Bight.....	11,840 00
				6,200		\$22,940 00
Sep. 16	Western Lass.....	G. & M. Gosse	England.....	3,200	Indian Tickle	\$11,840 00
Oct. 10	Rosie.....	ditto	Bristol, England.....	2,602	Indian Tickle.....	9,627 40
				5,802		\$21,467 40
Sep. 30	Nathalia	W. Duff & Son	Valencia.....	3,600	Indian Tickle.....	\$13,320 00
Oct. 20	Cito.....	ditto	Gibraltar, for orders....	3,500	Indian Tickle.....	12,950 00
	Arthur H. Wight.....	ditto	Gibraltar, for orders.....	3,300	Merchantman's Hr..	12,210 00
				10,400		\$38,480 00
Sep. 18	M. Lloyd Morris.....	T. & M. Winter	Patras	3,318	Batteau	\$12,276 60
29	Kattie.....	ditto	Gibraltar, for orders....	3,510	Batteau	12,987 00
				6,828		\$25,263 60
Sep. 10	Labrador	R. Fennell	Patras	3,337	Sandy Island.....	\$12,346 90
	Hanna	J. Cron	Gibraltar, for orders....	2 400	Seal Islands.....	\$8,880 00
13	William Morton.....	F. Gerrett	Kalamata	4,250	Smokey Tickle.....	\$15,725 00
14	R. J. Owens	Munn & Co	Genoa	3,634	Shoal Bay Islands...	\$13,445 80
20	M. A. James.....	E. Kennedy	Genoa	3,204	Frenchman's Island.	\$11,854 80

28	Royal Lister	C. A. Gerrett	Patras	3,644	Indian Harbor.....	\$13,482 80
30	Jno. Pritchard.....	A. Goodridge & Sons	Leghorn	3,162	Black Tickle.....	\$11,699 40
Oct. 1	Madelene	L. Ganory	England	2,905	Domino.....	\$10,748 50
Oct. 5	Hero... ..	Jno. Sheppard	England,.....	2,500	Fishing Ships' Hr...	\$ 9,250 00
Nov. 12	Mary Lloyd.....	Jno. Forke & Sons	Gibraltar, for orders....	3,607	Venison Tickle.....	\$13,345 90
Sep. 27	C. E. Spooner.....	J. LeDrew	Gibraltar, for orders....	2,225	Cape Harrison.....	\$ 8,343 50
	S. S. Taff.....	Baine Johnstone & Co	Alicante.....	9,522	Battle Harbor.....	35,231 40
	S. S. Ely	do	Alicante.....	6,553	Battle Harbor....	24,246 10
				16,075		\$59,477 50
	S. S. Dordogne.....	Job Bros. & Co	Malaga	7,500	Blanc Sablon.....	27,750 00
	S. S. Vinlands.....	do	Patras.....	11,611	Blanc Sablon.....	42,960 70
				19,111		\$70,710 70
	St. Clair.....	E. Penny & Sons	Malaga.....	2,900	Blanc Sablon.....	\$10,730 00
July 19	Alice	W. Fruing & Co	Halifax.....	1,400	Blanc Sablon.....	4,180 00
Sep. 22	Alice.....	do	Halifax.....	800	Blanc Sablon.....	2,960 00
				2,200		\$ 7,140 00
Aug. 7	Mona.....	Robert Reid	Halifax.....	100	Blanc Sablon.....	370 00
Sep. 22	Una.....	do	Halifax.....	900	Blanc Sablon.....	3,330 00
Oct. 4	Mona.....	do	Halifax.....	1,300	Blanc Sablon..	4,800 00
				2,300		\$ 8,500 00
Aug. 4	George Hudson.....	W. J. Buckle	Halifax.....	800	Blanc Sablon.....	\$ 2,960 00

EXPORTS OF CODFISH, SALMON, OIL, ETC., FROM LABRADOR,
1909
(Continued)

Recapitulation for Countries

Gibraltar, for orders	29,945	quintals
Spain	45,442 ¹ / ₂	"
Italy	43,638	"
United Kingdom	14,407	"
Greece	29,960	"
Canada	5,300	"
	168,692 ¹ / ₂	quintals

Comparative Statement

1908	288,836	quintals	\$779,858.40
1909	168,692 ¹ / ₂	quintals	623,362.25
	120,144 ¹ / ₂	quintals	\$156,496.15

Salmon

Hudson Bay Company—491 tierces, London	\$12,913.30
Hudson Bay Company—2 barrels, London	26.00
W. J. Buckle—7 barrels, Canada	42.00
S. B. Fequet—17 barrels, Canada	195.50
Robert Reid—151 ¹ / ₂ barrels, Canada	1,818.00
	\$14,994.80

Trout

S. B. Fequet—24 barrels, Canada	\$120.00
W. J. Buckle—1 ¹ / ₂ barrels, Canada	12.00
Robert Reid—4 barrels, Canada	24.00
	\$156.00

Herring

W. J. Buckle—13 barrels, Canada	\$52.00
Robert Reid—4 barrels, Canada	12.00
	\$64.00

Green Fish

W. J. Buckle—5,800 lbs., Canada	\$116.00
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LOBSTERS

W. J. Buckle—3 cases, Canada	\$39.00
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COD OIL

Robert Reid—7½ tuns, Canada	\$388.00
W. J. Buckle—1½ tuns, Canada	112.00
S. B. Fequet—1-3 tun, Canada	20.00
	<hr/>
	\$520.00

SEAL OIL

W. J. Buckle—4½ tuns, Canada	\$360.00
Hudson Bay Company—4½ tuns, London	325.00
	<hr/>
	\$685.00

SEAL SKINS

Hudson Bay Company—463, London	\$370.00
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LUMBER

Grand River Lumber Company—1,875,221 feet, England.....	\$27,000.00
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FEATHERS

Hudson Bay Company—745 lbs., London	\$89.40
S. B. Fequet—100 lbs., Canada	13.00
	<hr/>
	\$102.40

WHALE BONE

Labrador W. & M. Company—80 tons, Canada	\$800.00
Bowring Brothers—88½ tons, Canada	885.00
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	\$1,685.00

GUANO

Bowring Brothers—42¼ tons, Canada	\$888.12
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FURS

Hudson Bay Company—London	\$13,007.25
Robert Reid—Canada	100.00
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	\$13,107.25

Recapitulation, 1909

Dry Codfish—168,692½ quintals	\$623,362.25
Salmon—491 tierces and 177½ barrels	14,994.80
Trout—29½ barrels	156.00
Herring—17 barrels	64.00
Green Fish—5,800 lbs.	116.00
Lobsters—3 cases	39.00
Cod Oil—9 1-3 tuns	520.00
Seal Oil—9 tuns	685.00
Seal Skins—463	370.00
Lumber—1,875,221 feet	27,000.00
Feathers—845 lbs.	102.40
Whale Bone—168½ tons	1,685.00
Guano—25 tons	888.12
Furs	13,107.25
	<hr/>
	\$683,089.82

In conclusion, I beg to express my appreciation of the uniform courtesy and consideration extended to me by the various officials and clerks attached to this department. The latter, in particular, who are daily in contact with the public, have discharged their duties in a most satisfactory manner.

I have the honour to be,

Sir,

Your obedient servant,

ALAN GOODRIDGE,

Deputy Minister.

Report of Fisheries' Protection Service of Newfoundland for
the Year 1909, by Joseph O'Reilly, Com-
missioner of Fisheries, S.S. Fiona.

A. W. Piccott, Esquire,
Minister of Marine and Fisheries—

Sir—I have the honour to report on the work of the Fisheries' Protection Service under my charge during the past season as follows—

The Ss Fiona was commissioned for Fishery Service on 17th May. We were late in getting away, as the ship underwent extensive repairs during the months of March and April, and she was not entirely finished when we left St. John's. Messrs. Pope and some of their workmen accompanied us to Placentia, where the upholstering of the deck-house was completed. We remained in Placentia until Tuesday, 25th May, when we took His Excellency Governor MacGregor, Lady MacGregor and Private Secretary on board and conveyed them to Burin. We arrived at Burin at 8.30 a.m. on the 26th, and hauled in to the public wharf. At 12 o'clock His Excellency, Lady MacGregor and party went to the Court House, and His Excellency presented a testimonial from the Humane Society to a Miss Harriet Inkpen, for heroic efforts in attempting to save the lives of three school boys, who were drowning in a pond near Stepside. We left Burin again at 3 p.m. for Placentia, and arrived there at 8 p.m. We hauled in to the Reid Newfoundland Company's wharf and remained there for the night. At 10 o'clock next day His Excellency and party went ashore, and we left for Harbor Buffett to investigate some matters in connection with the Customs. After finishing our work at Harbor Buffett, we went down around Placentia Bay, calling at Sound Island and other places on our way to Oderin, where we anchored and remained for the night.

Herring was scarce all the spring in Placentia Bay, especially on the west side, and most of the fishing boats had to go to Fortune Bay for bait. Herring was fairly plentiful all the spring in Fortune Bay and Connaigre Bay, and there was little or no difficulty in the banking fleet and small fishing boats securing all they required. From Oderin we went to Mortier Bay, and from there to Burin, St. Lawrence and Lawn. At Lawn we took Magistrate Benning on board, and went to Lamaline and Lories, where a case against one Croux for a breach of the Customs' Laws was heard before the Magistrate. Croux was convicted and fined. We left Lories at noon, and anchored at Lamaline for the night. There were summonses issued at this place against King and Hillier. Both were charged with violations of the Customs' Act. They were convicted and fined. On Friday, 4th June, we left Lamaline and called at Fortune and St. Jacques. We remained at the latter place for the night. We left there the next day for Belleoram and Harbor Breton. On Monday, 7th June, we left Harbor Breton for Pushthrough and Bay D'Espoir, and anchored at Ship Cove for an hour or two. We came out again and tied on to the public wharf at Pushthrough, and remained there for the night. Tuesday, the 8th, we went to Harbor Breton and took bunker coal.

On Wednesday, the 9th June, we left Harbor Breton for Dantzic Cove. There had been some small lots of caplin hauled at this place. There were also some hauled at Lawn and Jean de Bay. Saturday, 12th June, dense fog. We remained at anchor at St. Lawrence. Some two hundred of the skiff and dory fishermen of St. Lawrence called on me to-day, and made a complaint about fishing boats from Mortier Bay and other places anchoring amongst their gear on the fishing ground, and fouling and damaging it. They also complained about these people splitting and dressing their fish, and throwing the offal overboard on the fishing ground amongst their fishing gear, thereby polluting the ground, and seriously interfering with their fishery. I told the fishermen that we would do all we could to carry out the fishery laws, and have the violations complained of stopped. We went outside and cautioned some of the masters of boats then on the fishing ground, and warned them that if such complaints were again made that the persons found violating the fishery regulations would be punished. We did not have any complaints of this nature afterwards. Caplin continue scarce. No body of these little fishes has yet struck in along this part of the coast.

Monday, 14th June, at Burin. Several Canadian bankers now here looking for caplin bait, amongst them the schooner *Clintonia*, of Lunenburg, Captain P. Mack, who was just in from a trip to the Grand Banks. Captain Mack says that the steam trawlers are doing considerable damage to the trawl or bultow fishermen. They foul and destroy their gear. The French and American line trawlers are also complaining against the beam trawlers fouling and destroying their gear. Captain Mack took his last baiting of herring at the Magdalene Islands, and reports herring in abundance there all the spring. They sold as bait to the vessels for \$4 a dory load. Herring traps are and have been used around these islands for some years past. All the fishermen say that it is a most economical way of taking the fish. French, Canadian, American and Newfoundland vessels frequent the Magdalene Islands every spring for herring bait about the latter part of April and during May. Out of the large fleet of Gloucester salt fishing vessels that used to come on our coast previous to 1905, when some seventy of them used to take licenses, there were only fourteen engaged in the salt fish banking trips this year.

Wednesday, 16th June, we left St. Lawrence and cruised along the coast up to Lories and over to Placentia. To-day I was advised to proceed to St. John's. Our chief engineer goes also. He is sick and will go to the hospital. Mr. Devereux, M.H.A., took my place on board, and was engaged all the summer and fall in carrying on the service. I did not join the *Fiona* again on fishery service until October, when she was commissioned for fishery service along the South Coast and for the winter herring fishery at Bay of Islands.

We left St. John's on Monday, 11th October, with orders to proceed to St. Pierre with some despatches from the Governor to the British Consul. We arrived at St. Pierre on Wednesday, the 13th, and after completing our business there we proceeded to Harbor Breton, where we took Magistrate Way and the constable on board, and went to Hermitage Cove. At this place a case for a violation of the Customs' laws was disposed of, and the party was convicted and fined. We then proceeded along the coast, and arrived at Placentia on Saturday, the 16th. I went to St. John's for the

purpose of meeting Captain Solling, Commissioner to the Danish Government Fisheries Department in London, who had been invited by the Premier to come to this Colony. I was asked by Sir Edward Morris to assist the Minister of Marine and Fisheries in making some tests and experiments in connection with the shipping of fish in a fresh state by the Solling method.

On Friday, 22nd October, the Minister of Marine and Fisheries (Mr. A. W. Piccott), Captain A. Solling and myself joined the *Fiona* at Placentia. We brought with us six bales of Solling's Perfected Wrapping Paper. We left Placentia at 4.30 p.m. and arrived at Burin at 11 p.m. We had strong wind, with a nasty head sea. We distributed some sheets of the wrapping paper to some of the fishermen, who were instructed by Captain Solling as how to handle the fish and use the paper. The weather was very stormy. On Wednesday, 27th October, we called at Grand Bruit and hauled in to Mr. Chetwynd's wharf. We gave Mr. Chetwynd some sheets of paper and some bags for wrapping salmon. While at Grand Bruit we had the pleasure of seeing his factory, where he is putting up boneless cod. Captain Solling was agreeably surprised by the way in which this work was done, and the great care that was taken in putting up an excellent article. The place was spotlessly clean, and the workers were impressed with the idea that they were putting up an article of food, and acted accordingly. This is a new industry with Mr. Chetwynd. He has been successful, and has a profitable market for all the fish that he can put up. The greater portion of his fish goes to the Canadian markets, especially Montreal, where the fish dealers speak in highest terms of his cure and pack. On Friday, the 29th, we arrived at Rose Blanche. That evening there was a meeting of the fishermen, and Captain Solling explained his method to them, and impressed on them the absolute necessity of care and cleanliness in handling, curing and preparing their fish for market.

The weather was so stormy that we did not get any fish until we got to Lark Harbor. We bought some at this place, and had Captain Solling treat it by his method. He was most particular about cleaning the fish before packing it. The method is simple and effective. We packed some cases of this fish and sent them to Montreal. We landed the fish there in splendid condition. It was eight days packed when we handed it over to some of the fish dealers in Montreal. We also had some of it brought to the rooms of the Board of Trade. We had a number of people looking at it, and they pronounced the method to be good. They saw for themselves that the fish was fresh and nice to look at. The fish dealers all spoke highly of the condition of the fish, and they said that it was as good as when it was packed. We gave this method a genuine test, and kept fish packed for twelve days, and when used the flavour was good. This was one of the principal things claimed, that the fish wrapped in this paper would retain its flavour, and would be fresh and sweet after ten or twelve days, provided that it had ice around it. The great trouble about iced fish has always been that while you can keep fish reasonably fresh for lengthened periods by keeping it on ice, you at the same time destroy the flavour of the fish by its being saturated with ice water. Solling's paper will certainly keep the ice water from getting at the fish. The paper is water proof and will not pulp. There is no question whatever about the Solling method as to keeping the fish fresh but, at the same time, we found that owing to the transportation charges being so high, no commercial business could be done. The transportation charges alone from Sydney to Montreal is nearly five cents per pound. A

special report dealing fully with the cost and charges has already been made out by the Minister of Marine and Fisheries. By permission of the Fisheries Department we engaged a Mr. Stickland to catch a few lobsters for us for experimental purposes. We had these lobsters boiled on board the ship, and afterwards wrapped in the Solling paper. We then packed them with ice and sawdust. The lobsters so treated kept fresh and sweet for twenty-six days. The weather during these days was soft and rather warm.

I think there could be a good business done by sending lobsters so packed to market. Salmon and halibut would do splendidly if packed by this method. Many of the exporters of fresh salmon believe that this wrapping paper will make the shipping of these high-priced fish a profitable business.

WINTER HERRING FISHERY

The Ss Fiona arrived at Birchy Cove on the 31st of October. Some eight or nine Gloucester vessels had arrived. Herring were scarce about Bay of Islands during the month of November, but they struck in plentifully at Bonne Bay about the 8th November, and continued so until about the 11th December, when they slacked off. The greater part of the vessels seeking cargoes of herring went to Bonne Bay, and many of them secured full loads. The others came back to Bay of Islands and finished loading there. The season was good for fish, but there were some heavy storms, and many of the fishermen met with big losses in boats and gear. During the gale of December 1st, the schooners Genesta (owned by Penny, Bay of Islands), Manilla (owned by Barry, Bay of Islands), Willie R. (owned by T. Porter, Bay of Islands), Hazel R. Hines (owned by Lovett Hines, Gloucester), Henry M. Stanley (owned by Orlando Merchant, Gloucester), Clintonia (owned by Orlando Merchant, Gloucester), Susan (owned by a Mr. Young, of Codroy), were driven ashore. The Genesta, Hazel R. Hines, Clintonia and Susan were towed off the rocks by the Fiona. The Manilla was floated by the owner. The Henry M. Stanley and Willie R. became total wrecks. There were some ten fishing boats lost at North Arm Point, and a large quantity of nets and gear was lost and damaged. The loss to the fishermen was great, and in many instances their earnings did not make good their losses.

The Bay of Islands herring fishery, as now conducted, leaves but little profit to the fishermen engaged in catching the fish and, if they continue at it under the present conditions, I am afraid it will leave them in a bad way. The fishermen who catch the herring and sell them to the Gloucester, Canadian and local vessels do not get a fair proportion of the profit, nor do they realize a fair and reasonable remuneration for their labor. There is no reason why this valuable fishery should not be carried on with a fair and reasonable profit to the purchaser, and a just and fair remuneration to the fishermen. As it is now conducted, the fishermen do not get a reasonable

remuneration for the labor, hardship and risk that they have to undergo. I know a number of fishermen this present season who did not pay their expenses. The same would apply to past seasons. There were 66,299 barrels of herring caught, which were sold for \$1.25 a barrel, and about 17,570 barrels, which sold for \$2 per barrel. The herring were up to \$2.50 per barrel for a couple of days, but there were few barrels sold at this price. The catches of the boats and dories were fair, and ranged from 112 to 625 barrels, which was the amount caught by the highest boat with three men. The dories, with two men, had from 25 to 150 barrels. For most of the fishermen the season commences about the end of November and ends about the 10th of January. It means a large amount of expenditure to fit out for this herring fishery each season, and if the fishermen happen to lose much gear, they are generally in debt. To equip or fit out a boat and three men the expenses would be about as follows—

Two sixty-rand nets, at \$17 each	\$34.00
Two eighty-rand nets, at \$23	46.00
Six hundred fathoms rope (200 lbs.) at 12c. lb.....	24.00
Four anchors, at \$2.25	9.00
Boats and fittings, buoys, etc.	60.00
	\$173.00

Many of the boats use six nets. Herring nets will only last one season. The moorings may do for two years. No fisherman escapes without loss of gear. Some seasons their losses are great and others small. It sometimes happens that they lose all their gear. I know several fishermen who lost all their gear this season. The nets are set in from fifty-five to one hundred and twenty fathoms of water.

The herring fishery as now carried on is not profitable to the fishermen, and only that they are housed and fed on board the vessels they would not be able to continue at the work. I am of opinion that at least \$1.75 per barrel should be paid for all herring taken away in salt bulk, and \$2.50 for frozen herring and, if these prices were given, that the fishermen should live on shore and find their own provisions. The way the men are now crowded on board the vessels makes it most uncomfortable for themselves, and for the masters and crews. I believe that the owners of vessels coming for herring cargoes would readily pay the prices named on the conditions the men live ashore and find their own provisions. The existing conditions are not satisfactory to the masters and crews of the vessels, and I have been told by some of the captains that things will have to change, if not there will be trouble in getting crews to come to Bay of Islands in **their** vessels. I am giving the earnings of four boats—

Robert Parks' boat and three men, gross earnings	\$300.00
Stephen Woodland's	444.00
Robert Mosier's	300.00
John Morison's	438.00

This would be an average earning for each boat with three men of \$343. The men are mostly paid by share, or half their hand. The owner of the boat finds all the nets and gear, and also provides food and shelter. The average expense of each boat would be about \$175, that is without food or shelter, which the boat owner, who now lives on shore, has to provide. In most cases the men living on shore, in camps and boarding themselves, get a little more for their fish. When you deduct the expenses of nets, boat and gear from the gross earnings, it will be readily seen what a small margin of profit is left for the fishermen. Then you must take into account the losses that are almost sure to come to every boat there that is using gear; it will still make the balance smaller.

I would suggest that the Fishery Board would take this whole matter up and make a full investigation, with the object of either making some change in the present expensive method of fishing, or in some way enhancing the profit to the fishermen that they should have from this valuable industry which, as it is carried on now, is not of any great value to them.

Schedule showing the Number of Gloucester Vessels that came to Bonne Bay and Bay of Islands, and took Herring Cargoes during the Season, and the Cargo that each Vessel took away

Name of Vessel	Barrels in bulk	Barrels Pickled	Barrels Frozen	Port Cleared For
J. J. Flaherty	1700	100	.....	Gloucester
Corona	1400	.....	.....	do
Arethusa	1600	200	.....	do
H. M. Stanley	500	50	.....	Wrecked at N. Arm
Saladin	1400	100	.....	Gloucester
Olga	1100	100	.....	do
S. P. Willard	1300	100	.....	do
Fanny Smith.....	1200	100	.....	do
Alice R. Lawson.....	1200	100	.....	do
Oregon	1300	100	.....	do
Hiram Lowell.....	1300	100	.....	do
W. Mathison.....	1300	100	.....	do
J. R. Bradley.....	1150	100	.....	do
A. V. S Woodruff.....	2200	250	.....	do
Lucinda J. Lowell	1300	100	.....	do
Ralph L. Hall.....	1300	100	.....	do
Meteor	1200	110	.....	do
Catherine Burke.....	1300	100	.....	do
Judique.....	1300	125	.....	do
Flirt	1300	120	.....	do
Annie M. Parker .....	.....	150	1000	(Frozen artificially)
Arthur James.....	1300	100	.....	Gloucester
Indiana	1100	100	.....	do
Arcadia	1300	100	.....	do
Veda McKeown	1400	100	.....	do
George Parker.....	1750	150	.....	do
Aloha	1300	150	250	do
Creole.....	150	169	900	do
Hazel R. Hines	1500	150	.....	do
Clintonia .....	.....	105	1000	do
Avalon.....	400	70	700	do
President Roosevelt.....	1300	100	.....	do
Tattler	1350	150	600	do
Senator Gardiner	1300	100	.....	do
Lottie G. Merchant.....	1300	100	.....	do
Maxine Elliott	1300	100	.....	do
George Campbell	1400	100	.....	do
Gossip.....	750	350	.....	do
Corsair	1265	107	.....	do
Blanche.....	300	100	650	do
Corona.....	675	150	650	do
Essex	1150	88	70	do
Elizabeth N.....	300	100	800	do
T. M. Nicholson.....	300	60	800	do

Schedule showing the Number of Gloucester Vessels that Came to Bonne Bay and Bay of Islands, and took Herring Cargoes during the Season, and the Cargo that each Vessel took away.

Name of Vessel	Barrels in bulk	Barrels Pickled	Barrels Frozen	Port Cleared For
Lizzie Griffin.....	250	60	650	Gloucester
Athlete .....	.....	300	700	do
Arbutus .....	.....	.....	900	do
Fanny Smith.....	.....	75	700	do
Alice R. Lawson.....	.....	78	800	do
Harry Nickerson .....	.....	75	800	do
Claudia.....	.....	70	750	do
Smuggler	1300	100	.....	do
Lena and Maud.....	150	100	650	do
Saladin .....	.....	.....	900	do
Oregon.....	.....	100	750	do
	50,840	6,062	15,020	

Schedule showing the Number of United States Fishing Vessels that called at ports in Newfoundland during the past season, either seeking bait on the Treaty Coast, or in for Shelter, Wood, or Water.

Name of Vessel	Master	Port called at	What for
Admiral Dewey.....	James Hayes.. ..	Bay Bulls.....	For Water
Henry M. Stanley.....	H. Arsonault	do	do
Oregon.....	A. Flygore	do	do
S. P. Willard.....	Gus. Peterson.....	do	do
Massachusetts.....	J. Carroll.....	do	do
Fannie A. Smith.....	J. Bonia.....	Wood's Island...	do
Hazel R. Hines.....	F. Morrissey.....	Bay Bulls.....	do
Arethusa	C. Morrissey.....	Rose Blanche....	do
Georgie Compbell.....	T. Flannigan.....	Bay Bulls.....	do
Senator Gardiner.....	V. Nelson.....	Cape Broyle.....	do
Theodore Roosevelt...	W. Morrissey.....	Bay Bulls.....	do
Aloha.....	J. McInnis	do	do
Bohemia	C. Sealey.....	Bonne Bay.....	do
Tattler	A. Geal.....	Bay Bulls.....	do
Arkona	N. Wharton.....	Rose Blanche....	For shelter
Arethusa	C. Morrissey.....	do	do
Senator	G. M. Barr.....	do	do
Alice R. Lawson.....	J. Bonia.....	Channel	For shelter ; on way to B. of Isds.
Arkona	N. Wharton.....	Channel.....	For shelter
Arethusa	C. Morrissey.....	do	do
Miranda	J. McDonald.....	do	do
Alice R. Lawson.....	J. Bonia.....	do	do
Gossip	McCuish	Burgeo	do
Athlete.....	M. Wyse.....	Channel.....	do
Essex	J. McLellen.....	do	do
Thos. S. Gorton.....	W. H. Tahomas.....	do	do

Schedule showing the Number of British Vessels that came to Bonne Bay and Bay of Islands, and took Herring Cargoes during the Season, and the Cargo that each Vessel took away.

Name of Vessel	Barrels in bulk	Barrels Pickled	Barrels Frozen	Port Cleared For
Colonia.....	1400	.....	.....	Lunenburg
Palatial.....	1400	.....	.....	do
Ellen Maxinor.....	1400	.....	.....	do
Juanita.....	1000	400	.....	do
Defender.....	900	400	.....	do
Strathcona.....	1200	100	.....	Gloucester
Crofton McLeod.....	300	.....	800	Halifax, N. S.
Argnia.....	300	.....	450	Boston
Minnie M. Cook.....	1150	50	.....	Gloucester
Earl V. S.....	.....	50	650	Lunenburg
Athlone.....	.....	.....	650	Halifax
	9050	1000	2550	

There was the best of good order amongst all the men engaged in the fishery. There were no cases of larceny of nets or gear reported. There were some five cases where nets had been carried away and gear lost, on account of vessels fouling the nets and carrying them away on their anchors. Those cases were all settled out of court by the captains or agents of the vessels making good the nets and gear destroyed or damaged. An action was also taken by Michael St. John against Hillier, Grimes and Roils for damage to nets. The case was heard before the court and, the defendants agreeing to make good the nets torn, it was postponed for a settlement between the parties. There was one civil action heard, or partly heard. It was an action for wages and, at the suggestion of the court, the case was withdrawn and settled, the defendant paying twenty-five dollars (\$25.00) in full for plaintiff's claim.

There were a number of fishermen obtained licenses on board the Fiona, and at Birchy Cove, Wood's Island, Lark Harbor and Bonne Bay, enabling them to catch and take herring. Fifty-five Gloucester vessels obtained licenses to purchase and export herring for food purposes. Seven Canadian and four local vessels also obtained licenses for the same purpose. There were twenty local crafts, from ten to eighty tons, used in connection with the fishery. There were also four hundred boats, thirty dories, two thousand nets, and one thousand two hundred and sixty fishermen.

The season closed about the 20th January. There was no slob or ice to interfere with the fishing. The weather was mild with high winds, and there was no frost of any account until January. All the frozen herring taken away this season were in splendid condition. The harbor and sanitary commissioner saw that there was no rubbish, offal or ballast thrown overboard on the fishing ground. There was no destruction of herring, as the weather was suitable for freezing and, when the herring were spread on the scaffolds, they were frozen in a short time and stowed below.

The latter part of the season now closed was a busy one. We were kept constantly on the go, and conveyed some three hundred fishermen from one arm to another, and in and out the Humber. We also brought some twelve sick men to their homes, or to temporary hospitals prepared to receive them. We towed some seven vessels with scaffolds on them from North Arm to Middle Arm, besides some sixty boats and dories. We also brought twenty-five fishermen with their dories and gear from North Arm to their homes in Lark Harbor.

There was no American cruiser at Bay of Islands this season. Mr. A. B. Alexander, of the Department of Labor and Commerce, Fishery Bureau, of Washington, was at Birchy Cove and Bonne Bay from early in November until about the 1st of January.

In December, the Gloucester Daily Times and the Boston Journal published a slanderous and wilfully false account of the wreck of the Henry M. Stanley, which vessel was stranded at North Arm Point in the gale of December 1st. The Honourable Minister of Justice directed me to hold an enquiry into the matter, which I did. A report has been forwarded to the Minister of Justice, and I think it only right that I should embody the clipping complained of, the depositions taken from the different witnesses, and also my report on the matter.

Copy of Clipping taken from the "Boston Journal."

"Castaway Crew Robbed of Food and Left to Freeze—Sailors of Schooner
 "Stanley Say Newfoundland Fishermen Stripped Wreck—Took
 "Clothes, Too, and Made Off at Night—Marooned
 "Four Days on Nfld. Island, Suffering
 "and Without Shelter

"Cast away on a wild and barren island, where for days they were without food and shelter, zero weather, after native fishermen mercilessly stripped of what little clothing and provisions remained from the wreck, seven men of the fishing schooner Henry M. Stanley, sunk in a hurricane, reached here on the steamer Boston yesterday from Yarmouth, N. S., with the most extraordinary tale of suffering at sea that has been told at this port in many years.

"One of the party was a sixteen year old boy who, during it all, did not utter a complaint, standing the hardships with the rest. But all hands were especially bitter at their treatment by Newfoundland fishermen. The robbers outnumbered the shipwrecked Gloucesterites three to one, so the latter could do nothing while the marauders did their worst.

"Piles Up On Cliffs

"It was during an eighty-mile-an-hour hurricane that the Stanley went to pieces on the most dangerous part of the Newfoundland coast. With little warning, she piled up on the massive cliffs at Broad Arm Point, and all hands seemed doomed, and it was only by the exercise of remarkable ingenuity, that would have done credit to professional life-savers, that they reached the land at all. Nine of their dories had been smashed or carried overboard. Two fishermen volunteered to carry a line through the boiling surf, and this was made fast to a tree, and the other end secured to the schooner's mast. The dory was drawn ashore time and again by this trolley-like method, even in the raging seas, until every man was saved.

"Claim Gross Mistreatment

"A Journal reporter was told yesterday that if Captain Arsonault and his men had known what was before them, it is doubtful if they would have taken such pains to get ashore at all. But they could not foresee that, marooned as they were and helpless, they would be so grossly ill-treated, as they assert proved to be the case. When they reached here yesterday, having been sent home by the United States Consul at Sydney, C. B., all hands were penniless.

"'It was the worst experience of my life,' declared John Holley, who returned with his spine badly injured as a result of the terrific beating of the seas. 'The cold was intense, and we knew we were a long distance from a habitation. We had only a few matches that had been kept dry, but we tried to get warm first of all. It was the hardest work of our lives, though. A few provisions had come through the wreck undamaged, but the native fishermen who had come on board with us, and from whom we had bought our herring, carried it all off in the night, leaving us nothing.

Clean Out the Wreck

"'They did more than that, for at low tide some of the schooner remained high and dry out of water, and they climbed on board and took everything they could find. We had no redress. We could not fight them, outnumbered as we were, but it was pretty mighty tough to see plenty of food and warm clothing, and none for us.

"'For four days we remained in those woods, taking turns wandering along the shore picking up stray bits of frozen fish that had been washed in. At the end of three days we found a small part of what had been stolen from us. My back had been injured and I could scarcely stand. Finally, after nearly five days of torture, the Gloucester schooner Creole, Captain Tom Bohlin, made a landing on the lee side of the island with a gasolene launch, and we were taken off. But perhaps we were not glad to see that boat.'

"One of the party, Frank Fornason, the schooner's cook, declared that he had been going to sea for over thirty years, and this was his only wreck. At Sydney the men were fitted out with clothing by Consul Kahl, who sent them to Halifax, and thence to Yarmouth.

All Live in Gloucester

"Besides Fornason and Holley, the men who returned yesterday were Frank R. Fornason, Jr., Morris, Goodwin, John McLeod, Edward Delany and Joseph Lambert. All live in Gloucester, and they will proceed there to-day. Several of them spent last night on some of the vessels at T Wharf. Captain Arsonault remained behind at Birchy Cove until the arrival of the underwriter's agent.

"The men declared that the relations between American and Canadian fishermen will scarcely be rendered any more cordial by what was done to them. The story created a sensation at T Wharf."

Copy of Report and Depositions sent Minister of Justice, January 27th, 1910, re Wreck of "Henry M. Stanley."

Ss Fiona, Bay of Islands,
January 7th, 1910.

Hon. Donald Morison, K.C.,
Minister of Justice—

Sir—According to your instructions, I made an official inquiry into the items appearing in the Gloucester Times and Boston Journal, re the wreck of the Henry M. Stanley. I am enclosing the following papers—

- 1st—Clipping from Gloucester Daily Times
- 2nd—Copy of Clipping from Boston Journal
- 3rd—Sworn statement of Thomas Bohlin
- 4th—Sworn statement of Michael St. John
- 5th—Sworn statement of Francis Fornason
- 6th—Sworn statement of Sub-Collector Costello
- 7th—Sworn statement of Felix Fraser
- 8th—Sworn statement of John H. Devereux

As you will notice, the items referred to as appearing in the papers named are a gross libel on our people, and should not be allowed to go uncontradicted. The surprise to me is that reputable newspapers like the Gloucester Times and Boston Journal would publish statements from such unreliable sources, and from parties who were interested in painting a picture of disaster, suffering and hardships, so as to create sympathy for themselves to the detriment of a community of people, to whom those very men were indebted for many kindnesses. Had the papers named wished to have obtained a truthful story of the wreck, Captain Arsonault or the owners of the vessel at Gloucester might have been consulted.

The Henry M. Stanley drove ashore in the gale of December 1st, and I will now show that those men wrecked at North Arm Point were not in the desolate place that the papers would try to make the people believe. The Revenue Cruiser Fiona, Captain English, was at the scene of the wreck the day after she went ashore. I was on board of the wrecked vessel on Sunday, the 4th, and nearly every day afterwards for a week or more. I had conversation with Captain Arsonault and several of the crew while they were by the wreck. None of them made any complaint of clothing or anything else being stolen. Neither the sailors or the fishermen suffered any great hardship, nor was there any of the crew injured at the time of the wreck. The man Holley, who is mentioned, hurt himself some two weeks previous to the disaster. I have in my official capacity attended many wrecks, and I never saw a more orderly lot of men than I did all the time that they were near the place where the Henry M. Stanley was wrecked. Every item of the ship's gear was landed by the sailors under the direct supervision of Captain Arsonault and Wreck Commissioner Costello. I had a general review of the work, as we called there nearly every day for a week or more. There was no looting or disorder of any kind. There was not one item on the ship's inventory missing. There was not a rope-yarn taken. It is not true that the men were for days without food or shelter. It was not zero weather. It was stormy. There was no frost at all. They were not stripped of what provisions they had. There was no clothing stolen. The men were not treated in a brutal manner, but the reverse was the case. Some of the sailors on the Stanley were badly supplied with underclothing, and some of the fishermen shared theirs with them, and did all they could to help them. No men could be treated in a more humane and Christian-like manner than the sailors of the Stanley were treated.

In addition to the strong evidence of denial I, from my own personal observation and supervision of the dealing with the wreck by Commissioner Costello, make these positive denials of the wilful and maliciously false and lying statements as published in the newspapers named. The fishermen that were on board the Stanley when she was driven ashore on the rocks were, as individuals, the heaviest losers. The loss between them, boats and gear, amounting to two thousand dollars (\$2,000.00). One man alone lost a boat and gear valued at one hundred and fifty dollars (\$150.00). Those men bore their loss without complaint. To read those defamatory items published in the American papers, persons not knowing the difference would imagine the people of Bay of Islands were a lot of pirates, and worst than savages. If an action for criminal libel could be taken against those newspapers, the fishermen who are so grossly libeled would be anxious to get redress.

I have the honour to be,

Sir,

Your obedient servant,

(Sgd.) JOSEPH O'REILLY,

Inspector R. P. S.

Southern District,
Middle Arm,
To Wit:

Newfoundland,

The examination of Thomas Bohlin, master of the schooner Creole, of Gloucester, who, upon his oath, saith—

I am agent for the owners of the schooners Creole, Clintonia, Lottie G. Merchant, Avalon and H. M. Stanley. The latter vessel was wrecked at North Arm Point on the first day of December. I got to the scene of the wreck as soon as possible after the gale subsided. It was about the fourth of December. I heard an article read from the Gloucester Times, supposed to have been given to the paper by some of the crew of the wrecked vessel H. M. Stanley. I solemnly state that the story as related in the Gloucester Times was entirely without foundation and there was no truth in it. There was no looting whatever from the vessel, and if the cook or any person lost their clothes, they were washed to leeward and could not be found after, as they were not searched for, and they were probably washed away in the surf during the storm. The fishermen did all they could to help us, and there was not one item of the vessel's rigging or inventory missing. No people could act in a more reasonable and proper manner in such an emergency. I have had considerable experience in sea-going matters. I have been master of ships and sailing yachts for the last thirty years, and have had considerable knowledge about wrecks, and I must say that the fishermen at North Arm Point acted in a decent and fitting manner, and that there was good order amongst them. Captain Arsonault, of the wrecked schooner, was present all the time. After hearing this article read from the Gloucester Times I was expecting to see it contradicted. I, as agent for Orlando Merchant & Company, of Gloucester, positively say that there was no looting, and that the story as given to the Gloucester Times was untrue and wilfully exaggerated. There was plenty of provisions on board the vessel at the time she was wrecked. All this grub was taken on shore by the captain's orders, and some of the provisions were afterwards sold by public auction at the sale of the wreck, and the story about the crew having to live on rotten herring was a pure fabrication. There was no suffering of the crew or fishermen at the time of the wreck of the schooner H. M. Stanley. We were about in a gasolene boat, and anything that Captain Arsonault required was supplied from our other vessels, which were about five miles from the wreck. The only thing that Captain Arsonault required in the way of provisions was some potatoes. We bought three bags of potatoes and only one of them was used. Even some of these were left behind on the beach, and are still there.

I now say that the article in the Gloucester Times was uncalled for, and a libel on the fishermen of Bay of Islands. I would say that the story was misleading and entirely untrue as to the provisions. The vessels from the firm that I represent are as well supplied with provisions, gear, etc., as any other vessels that leave Gloucester and come to Bay of Islands.

(Sgd.) THOMAS BOHLIN.

Sworn before me at Middle Arm this
31st day of December, 1910

JOSEPH O'REILLY,
J. P. for Newfoundland.

Southern District,
North Arm,
To Wit:

Newfoundland,

The examination of Michael St. John, fisherman, of Bay of Islands, who saith—

I came from Gloucester in the schooner Henry M. Stanley. We arrived at Bay of Islands about the 28th day of October, 1909. On the 4th day of November, I with my two men, boat and gear, went on board of the Stanley, and went in her to the arms to fish herring. About the 28th November, we anchored at North Arm Point. We put out our gear and had fairly good fishing. On the evening of the 30th November, a gale of wind came on from the E.S.E., and kept on increasing. We were riding with both anchors down. About 11 a.m. on the 1st day of December the starboard chain parted. The vessel dragged the other anchor and went ashore on a ledge of rocks on the north side of the cove. We lost seven of our boats. I lost my boat and some of my gear, valued at one hundred and fifty dollars (\$150.00). We had no difficulty in landing from the vessel. The sailors belonging to the Stanley, except the mate, were the first to leave the vessels.

There was nothing stolen from any person. There was no looting from the vessel. The best of good order was maintained, both by the crew and by the fishermen. We salvaged all the provisions from the wreck. We were divided amongst five different camps—some of the sailors and some of the fishermen in each camp. The provisions were taken to the camps. There was plenty for everyone. There was no stealing of provisions, clothing, or anything else. Some of the crowd in one of the camps might have secured a small item of stores more than the others. This was done so that they might fare a little better in the grub line.

I now positively swear that the articles in both the Gloucester Times and Boston Journal are grossly exaggerated statements of the hardships endured by the crew of the Stanley, and that they are wilfully false and misleading, and a gross libel on us fishermen of Bay of Islands. No men could be treated in a more humane and proper manner than Captain Arsonault and the crew of the Stanley were treated. We wanted nothing from Captain Arsonault or any of his men. We were more inclined to give than to take anything from them.

(Sgd.) MICHAEL ST. JOHN.

Sworn before me this 5th day
of January, A. D., 1910.

JOSEPH O'RIELLY,
J. P. for Newfoundland.

Southern District,

North Arm,

Newfoundland,

To Wit:

The examination of Francis Fornason, late cook of the wrecked schooner H. M. Stanley, who saith—

I am now cook on board of the Gloucester fishing vessel Arbutus. I have now, for the first time, seen an article in the Gloucester Times, dated December 13th. I now say that the article in the Gloucester Times is not as it was related by me. There was no looting, nor was there any disorder of any kind. The weather was not frosty. It was stormy. It is true that myself and my son lost some of our clothing. I never accused any of the fishermen of stealing it. What I did say about the provisions was that some of the small stores were taken to the other camps, or taken from one camp to another, for their own use. We divided into five camps, and it was not unreasonable to expect that each camp would try and provide as much as was necessary for themselves. There was something like fifty-three men altogether. We had plenty of provisions on board the Stanley at the time that she was wrecked to feed the crew of the vessel and the fishermen for a week or more. We saved most of the provisions and used them on shore. Some were damaged with water.

I now positively swear that there was no looting, nor was there any disorder among the fishermen. I never at any time said that the vessel was looted, or that my clothes were stolen. The article I have just read, from a clipping taken from the Boston Journal, is a wilful libel, and is grossly exaggerated. The only item of truth in it is that the vessel was wrecked. We did suffer some hardship, but that was caused entirely by the storm and not by any act of the fishermen. We were treated kindly and well.

I have been coming to Newfoundland for a number of years and have always got along with the fishermen. They always treated me well. The day after our vessel was driven ashore the revenue cruiser Fiona called off the cove. We made no signal of distress. We were as well provided for as could be expected under the circumstances. We were not actually in want, and we knew that assistance would reach us from the other vessels of our fleet as soon as the weather got better.

(Sgd.) FRANK FORNASON.

Sworn before me this 5th day
of January, A. D., 1910.

JOSEPH O'REILLY,
J. P. for Newfoundland.

Southern District,

Wood's Island,

Newfoundland,

To Wit:

The examination of Timothy Costello, Sub-Collector H. M. Customs, Wood's Island, upon his oath, saith—

As senior officer of H. M. Customs, and arriving at the scene of the wrecked schooner Henry M. Stanley, at North Arm Point, Bay of Islands, a district under my jurisdiction, I was entitled to act as Wreck Commissioner.

The H. M. Stanley, of Gloucester, Mass., owned by Orlando Merchant, of Gloucester, was stranded at North Arm Point in the big gale of December 1st. I arrived at the scene of the wreck on December 4th. I saw Captain Arsonault, master of the wrecked schooner H. M. Stanley, and offered him my services as Wreck Commissioner, which he readily accepted. The captain and I made arrangements to salve the gear, etc., of the vessel. North Arm Point is a desolate place, with no permanent residents. There are some camps there which are used by fishermen in summer time. I asked Captain Arsonault how he was being treated by the fishermen, and his reply was that the fishermen acted very gentlemanly towards him and his crew, and he stated that not a thing had been touched without his orders. There were some fifty fishermen on board the vessel at the time that she went ashore, and most of them had their boats destroyed or damaged in the gale. When the vessel drove ashore, Captain Arsonault ordered the fishermen to take what provisions were on board and bring them ashore to the unoccupied camps. He also ordered the cabin stove to be brought ashore and fitted up in one of the camps. At the time of the wreck there was one barrel of flour, one barrel of beef, one hundred pounds of sugar, tea, butter, small and broken stores—plenty to feed the fishermen for several days.

As soon as possible after my arrival, the crew and fishermen were sent to their homes. Captain Arsonault and I then made an investigation of the different camps to find out what provisions were left. We found tea, sugar, butter and the greater part of the barrel of flour. There was a cask, with some gallons of kerosene oil, and the greater part of a bag of potatoes also left. There was no looting or disorder of any kind. Every item of gear on the vessel's inventory was accounted for. No people could conduct themselves in a more orderly or proper manner than the men who were at North Arm Point at the time that the H. M. Stanley was wrecked. The hull, gear, etc., of the vessel was sold at public auction to the satisfaction of the owners and underwriters.

(Sgd.) T. M. COSTELLO.

Sworn before me at Wood's Island
this 30th day of December, 1909.

JOSEPH O'REILLY,

J. P. for Newfoundland.

Southern District,
North Arm,
To Wit:

Newfoundland,

The examination of Felix Fraser, seaman, now on board of the Arthur V. S. Woodruff, of Bucksport, Maine, who saith—

I was one of the crew of the H. M. Stanley at the time that she drove ashore at North Arm Point, Bay of Islands. I have just heard a clipping read from the Boston Journal, re the wreck of our vessel on December 1st. The vessel was not looted. There was not one item taken belonging to the vessel or cargo. When we got the crew and fishermen on shore, we divided ourselves into five camps. The captain ordered the provisions to be taken on shore. This was done. Some of the fishermen belonging to one of the camps did hide some butter, rice and sugar. This was only done so that it would be in reserve, and it was returned when required. It was not stolen, or meant to be. It was really one crowd in a camp trying to secure a fair supply. We, the sailors, were mixed up with the fishermen—some of us in each camp. I saved all my clothes. There was nothing touched belonging to me. There were no clothes stolen belonging to any of the sailors. Mr. Fornason and his son said that they lost some of their clothes. This could easily have happened in the confusion and storm. I did not hear any of the other sailors complain about losing anything. There were nine boats belonging to the fishermen tied on to the schooner when she went ashore. Six of them were destroyed. This was a heavy loss to the fishermen.

(Sgd.) FELIX ^{his} X FRASER.
mark

Sworn before me this 5th day
day of January, A. D., 1910.

JOSEPH O'REILLY,
J. P. for Newfoundland.

Southern District,
Wood's Island,
To Wit:

Newfoundland,

The examination of John H. Devereux, master of the schooner Arthur V. S. Woodruff, of Bucksport, Maine, who saith—

I have been a master mariner for the past twenty-five years. This present season I arrived at Wood's Island in November, and I was anchored there in the gale of December 1st. I remember the day very well. Our fishermen were out hauling their nets. Some time that night, or next morning, the Henry M. Stanley and the Hazel R. Hines drove ashore at North Arm Point, a distance of about four or five miles from where we were

anchored. At the time that the Stanley went ashore the wind was about S.E. There was no frost whatever. I have read the articles in the Gloucester Daily Times and the Boston Journal, re the wreck of the Henry M. Stanley, and I would say that they are entirely false and misleading. There was plenty of wind, but no frost at all. I know the place where the Stanley went ashore very well, and I would say that there was not, and could not be, the great risk of life in landing as described in the articles mentioned. I consider the articles that I have heard read from the papers named to be a gross libel on the fishermen of Bay of Islands, and from my personal knowledge I know that they were not correct.

(Sgd.) J. H. DEVEREUX.

Declared before me this 5th day
day of January, A. D., 1910.

JOSEPH O'RIELLY,
J. P. for Newfoundland.

Some of the fishermen complained that two American vessels were using tubs that were too large. We visited the vessels complained of and found their tub measures correct.

I am submitting a comparative statement of the quantities of herring exported from Bay of Islands during the past four seasons, also the number of vessels taking cargoes, and the value of the fish exported.

Season 1906				
	Bulk	Pkld.	Froz.	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>26,160</u>	<u>\$452,144</u>
Total fishery for 1906.....	71,962 barrels bulk	15,114 barrels pickled	29,160 barrels frozen	
	<u>116,236</u>			<u>Total value... \$452,144</u>

Season 1907				
	Froz.	Bulk	Pkld.	Value.
32 British vessels took cargoes....	12,710	12,423	10,616	\$105,442
57 American vessels took cargoes..	38,120	53,894	13,876	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 barrels bulk			
	25,492 barrels pickled			
	<u>142,640</u>	Total value....	<u>\$357,094</u>	

Season 1908

	Froz.	Bulk	Pkld.	Value.
16 British vessels took cargoes....	6,250	1,113	7,539	\$51,132
46 American vessels took cargoes..	19,070	26,700	4,195	127,390
	<u>25,320</u>	<u>27,813</u>	<u>11,734</u>	<u>\$178,522</u>

Total fishery for 1908.....	25,320 barrels frozen			
	27,813 barrels bulk			
	11,734 barrels pickled			
	<u>64,867</u>	Total value....	<u>\$178,522</u>	

Season 1909

	Bulk	Pkld.	Froz.	Value
11 British vessels took cargoes....	9,050	1,000	2,550	\$29,750
55 American vessels took cargoes..	50,840	6,052	15,020	188,948
	<u>59,690</u>	<u>7,052</u>	<u>17,570</u>	<u>\$218,698</u>

Total fishery for 1909.....	59,890 barrels bulk			
	7,052 barrels pickled			
	17,570 barrels frozen			
	<u>84,512</u>	Total value....	<u>\$218,698</u>	

I have the honour to be,

Sir,

Your obedient servant,

JOSEPH O'REILLY,

Commissioner.

Department of Marine and Fisheries.

St. John's, Newfoundland,
December 31st, 1909.

A. W. Piccott, Esquire,

Minister of Marine and Fisheries—

Sir—I have the honor to submit herewith my report on the Lighthouse service of this Colony for the year ended December 31st, 1909.

New light stations have been completed at the under-named places and put in operation during 1909—

Herring Neck	
Twillingate Wharf	
Cape North	Labrador Coast
Pack's Harbor	Labrador Coast
Cut Throat	Labrador Coast
Green Island	Fortune Bay
Cow Head	District St. Barbe
Long Point	Port au Port
Ragged Island..	Trinity Bay—Ready for lighting in Spring

New Light Stations Under Construction

Pickford's Island	Fogo District
Old Perlican	Bay de Verde District

Fog Alarms

Green Island, Catalina—The old fog alarm, operated by steam, has been replaced by a diaphone, sounded by air compressed by oil engines.

Trinity—The establishment of a fog alarm at the entrance to the harbor of Trinity will be undertaken as early as possible next season.

Cape Spear—The installation of a new plant is now in hand. The present fog alarm, installed thirty years ago, was placed on the extreme point of the Cape, for the dual purpose of aiding vessels in St. John's Bay and northward, as well as those southward of the Cape, but its sound was seldom heard at a sufficient distance southward to be of much use. The recent establishment of the alarm on Fort Amherst permits the selection of a new position for the Cape Alarm, at a point 140 yards south south-west from the old site. Continuous heavy sea during the past few weeks has prevented the landing of material and machinery. It is hoped, however, that the new alarm will be in operation by early Spring.

The fog alarm service has been put to expense in sending engineers from St. John's to outlying fog alarms, at the request of some keepers, only to find that there was nothing wrong, except a want of engineering knowledge on the part of the man in charge of the station. It is respectfully submitted that this branch of the service calls for great care in the selection of men to be appointed keepers. Those who have served as engineers and possessing mechanical ability only should be placed in charge of fog alarms, and, even then, such men should spend a period at a station similar to that which he is to manage, so that he would acquire necessary knowledge. This training should also be required of men appointed to the keeping of coast lighthouses.

General repairs and alterations have been effected at the following named stations—

- Seal Cove—New tower and light
- Inglee—New tower and light
- Leading Ticks—Boom and derrick erected at landing place
- Twillingate—New tower and light erected on wharf
- Burnt Point—Covered passage way to connect dwelling with engine room.
- King's Cove—Addition to rear of dwelling.
- Cape Bonavista—East side of main building repaired
- Baccalieu—New cooling tank for fog alarm supplied
- Harbor Grace Beacon—Concrete ground fastenings and stays to tower furnished
- Fort Amherst—Retaining wall to road made good. Masonry foundation placed under alarm building. New iron shutes around building.
- Cape Spear—Repairs and internal alterations to dwelling. New fog alarm building erected.
- Ferryland Head—New store and repairs to dwelling
- Cape Pine—Repairs to dwelling
- Leading Lights, St. John's

Complaint has frequently been made by mariners regarding the inefficiency of the lower leading light. This light is identical with the upper one, which shows brightly; the trouble is probably caused by the smoke of steamers when moored near it. It is respectfully suggested that a light be established on Chain Rock, as a guide through the Narrows. The continuance of the present leading lights might then be found unnecessary.

Appended hereto is a list of Light Stations and Fog Alarms, established and maintained by the Government of Newfoundland, on the coasts of Newfoundland and Labrador.

It is pleasing to note that no damage of a serious nature has occurred to the buildings at any section during the year.

I have the honour to be,

Sir,

Your obedient servant,

(Sgd.) R. WHITE,

Inspector of Lighthouses.

NEWFOUNDLAND LIGHTS AND FOG ALARMS

Names of Places, Year of Lighting and Keepers.

- Gull Island, 1888—Geo. Ridout, Geo. Morey
 Nipper's Harbor Island, 1901—T. Starks
 Little Bay Island, 1908—Ed. Paddick
 South End Long Island, 1904—Sam. Short
 Great Denier Island, 1895—R. LeDrew
 Leading Tickles, 1908—Henry Andrews
 Fortune Harbor, 1908—Wm. Lyver
 Exploits Harbor Buoys, 1907
 St. Michael's Head, 1904—E. Budden
 Bay of Exploits, Black Is., (Pilot Station), 1908
 Long Point, Toulinguet, 1876—R. S. Roberts, J. H. Preston
 Wharf Light, Toulinguet, 1885—James Hodder
 Bacalhao, 1894—Ed. Hussey
 Herring Neck, 1909—Henry Mills
 Fogo Harbor, 1908—Mark Waterman
 South End Change Is. (Stag Harbor Run), 1901—Thomas Elliott
 Stag Harbor Tickle Buoys, 1905—Mark Penney
 Burnt Point, Seldom Come By, 1905—Alf. Randell
 Cann Island, 1874—Enos Penny
 Brook's Point, Fogo Island, 1905—Nath. Brett
 Tilton Harbor, 1902—P. Broaders
 Offer Wadham Island, 1858—Stephen Abbott
 Peckford's Island, 1910
 Penguin Island, 1890—Esau Gillingham
 Cabot Island, 1880—John Sainsbury
 Puffin Island, 1873—Joseph Butler
 Little Denier Island, 1888—Henry Squires
 King's Cove Head, 1893—P. Batterton
 Squarrey Island, 1905—Thomas Abbott
 Cape Bonavista, 1843—F. White, S. Miffing
 Green Island, Catalina, 1857—Abel Stone, John House
 Ragged Island, 1910.
 Fort Point, Trinity, 1873—Abel Rowe
 Random Head, Trinity Bay, 1895—Henry Cooper
 Heart's Content, Trinity Bay, 1901—Robert Piercy
 Hant's Harbor, Trinity Bay, 1881—W. Cooper
 Baccalieu Island Light, 1859—F. Ryan
 Baccalieu Island Fog Alarm, 1906—Wm. Cranford
 Western Bay Point, 1901—Edmund Butt
 Carbonear Island, 1878—Henry Forward
 Harbor Grace Island, 1836—T. Sheppard
 Harbor Grace Harbor Light, 1850—J. Heater
 Green Point, Bay Roberts, 1883—Robert Lear
 Brigus North Head, 1885—S. S. Wilcox
 Salmon Cove Point, 1908—William Kennedy
 Cape St. Francis Fog Alarm, 1877—Jonas Soper, Engineer
 Cape St. Francis Light, 1876—T. Hudson
 Fort Amherst, 1813—A. Sheppard
 St. John's Leading Lights—John Cleary

- Cape Spear, 1835—J. Cantwell, W. Cantwell
Bay Bulls, 1908—Thomas Williams
Ferryland Head, 1871—J. W. Costello
Powell's Head Light, 1902—J. Devereux
Powell's Head Alarm, 1907—J. Devereux
Cape Pine, 1851—G. Hewitt
Point LaHaye, 1883—John Mooney
Cape St. Mary's, 1860—P. Houlihan
Point Verde, 1876—T. Croucher
Point Latine, 1904—Francis Foran
Long Island, 1903—Philip Power
Marticot Island, 1909—Philip J. Brown
Iron Island, 1904—Edward Francis
Dodding Head, Burin, 1856—William Day, John Darby
Lamaline, 1879—W. Cochrane
Green Island Fog Alarm, 1908—R. Forsey
Green Island Light, 1909—R. Forsey
Brunette Island, 1865—M. Sparrow.
Grand Bank, 1890—R. C. Forsey
Garnish, 1885—W. Reeves
Belleoram, 1873—R. Jensen
Rocky Point, 1873—A. Jensen
Sagona Fog Gun—M. Bungay
Pass Island, 1879—T. Gaulton
Gaultois, 1885—J. House
St. Jacques Island, 1905—T. Burke
Ramea Island, 1902—John Cheffey
Boar Island, 1874—E. Dicks
Ireland Island, 1886—Francis Reid
Rose Blanche Light and Alarm, 1904—J. Garcin
Rose Blanche Point Light, 1873—Bruce Cook
Isle aux Morts, 1902—J. Sartin
Channel Head, Port aux Basques, 1875—E. Pike
Channel Head Alarm, 1906—E. Pike
Port aux Basques Leading Lights, 1897—W. Vardy
Sandy Point, 1883—M. C. Messervy
Port au Port, 1909—Paul Ancoin
Frenchman's Head, 1901—John Hayes
Lobster Cove Head, 1897—William Young
Cow Head, 1901—Jesse Payne
Kepple Island, 1901—C. Pike
Red Bay, 1906—J. Yetman
St. Anthony, 1906—P. Patey
Inglee, 1906—N. Gillard
Jackson's Arm, 1906—George Head
Western Cove, 1906—J. Pearce
Seal Cove, 1906—H. T. Robinson
Double Island, Battle Harbor, 1905—William Belbin
White Point, 1905—Sam. Norman
Cape North, 1909—Kenneth Carter
Pack's Harbor, 1909—Pat. O'Toole
Cut Throat, 1909—R. Abbott

The undernamed Light Stations are equipped with International Code Signals—

Gull Island, Cape St. John
 Bacalhao Island, Notre Dame Bay
 Penguin Island
 Cape Bonavista
 Baccalieu Island (off Conception Bay)
 Cape Spear
 Ferryland Head
 Cape Pine
 Dódding Head
 Brunette Island
 Boar Island
 Lobster Cove Head
 Indian Tickle
 Pack's Harbor
 Long Point, Twillingate
 Wadham Island
 Cabot Island
 Green Island, Catalina
 Cape St. Francis
 Bay Bulls
 Powell's Head, Trepassey
 Cape St. Mary's
 Green Island
 Pass Island
 Channel Head
 Double Island
 Cape North
 Cut Throat

HARBOR MASTER'S OFFICE,

St. John's, Newfoundland,

January 2nd, 1910.

Sir—I have the honour to report that the number of ships arriving from ports outside the Colony, from the 1st of January, 1909, to the 31st of December, number 454, of which 257 were steamers and 197 sailing vessels—an increase over the preceding year of 15 steamers, and a decrease of 14 in the number of sailing vessels on which harbor dues are collected.

Masters and Mates

Examinations were held as required, and certificates of competency issued to four masters and five mates. A complete list of the number of valid certificates is hereto annexed. The holders of the greater number of these certificates reside outside the Colony, principally in the seaports of the United States.

Steamer Fiona

The steamer Fiona has been employed on revenue protection service for the greater portion of the year, and is now at Bay of Islands engaged in fishery protection service, a full report of which, I presume, will come from Inspector O'Reilly, who has charge of both these services.

Pilots and Pilotage

Regarding the pilotage system, there are twelve licensed pilots, who hitherto performed their duties in row boats, which the Commissioners found to be most unsatisfactory. The Commissioners then brought the matter to the notice of the Government, with a view to establishing a steam pilot service. The matter has received the endorsement of the Government, and an entirely new system of pilotage will be brought into effect during the present year, which will be of material advantage to the general trade of the Colony. Ships will not in future lay in the offing for days (as has been the case), but will be boarded by pilots off Cape Spear, and brought to port without unnecessary delay, thereby effecting a saving of money and time both to passengers and the general trade of the port.

I have the honour to be,

Sir,

Your obedient servant,

(Sgd.) EDWARD ENGLISH,

Harbor Master.

A. W. PICCOTT, ESQ.,
Minister of Marine and Fisheries.

Previous Issues of this List may be destroyed.

1910



NEWFOUNDLAND.

Particulars of Certificates of Competency

Which have been ISSUED at ST. JOHN'S, by His Excellency the Governor in Council, under the provisions of Her Majesty's Order in Council, dated May 14, 1877, and June 29, 1882, and VALID IN THE UNITED KINGDOM.

Certificates, the particulars of which are not shown, have been cancelled.

CERTIFICATES OF COMPETENCY.

No. of Certificate	NAME.	Grade.	DATE AND PLACE OF BIRTH.		DATE OF ISSUE.	REMARKS
			Date.	Place.		
2	Rudolph Michael Hoeberg.....	O.C.	1849	Hjorring, Denmark	July 2, 1877	
8	Andrew Joseph Neilson.....	do	1850	Copenhagen, Denmark.....	" 25, "	
9	William Morris Barnes	do	1850	St. John's, Newfoundland.....	" 31, "	Duplicate ; 12-9-98
10	James Joliffe.....	do	1850	Old Perlican, Newfoundland...	" 31, "	
12	Henry Ohlsen.....	do	1841	Sandjiford, Forway	Sep. 27, "	Duplicate ; 15-9-97
22	Michael Collins.....	do	1842	Harbor Grace, Newfoundland..	Nov. 30, "	
26	John Garland Snow.....	do	1850	St. John's Newfoundland.....	Dec. 8, "	
28	George James Spracklin.....	do	1852	Brigus, Newfoundland.....	" 8, "	
30	Alfred Brotherton.....	do	1850	Liverpool, England	Jan. 19, 1878	
39	Edward Cummins.....	O.M.	1852	St. John's, Newfoundland.....	April 11, "	
42	James Manning	O.C.	1843	do do	May 25, "	
49	George Manuel.....	do	1833	Catalina, do	Oct. 10, "	
51	Obediah Gilbert Joyce.....	do	1854	Carbonear, do	Dec. 12, "	
56	Jeremiah Leary.....	do	1847	Harbor Grace, do	June 21, 1879	
59	Charles Nichols.....	do	1851	Dublin, Ireland	Sep. 19, "	
67	Peter Neagle.....	O.M.	1852	St. John's, Newfoundland	Jan. 3, 1880	Triplicate ; 15-7-98
68	Robert Henry Parsons.....	O.C.	1850	Weymouth, England.....	" 26, "	
72	Robert French.....	do	1846	St. John's Newfoundland....	May 31, "	Duplicate ; 16-6-85
82	William Henry Parsons.....	O.M.	1850	do do	" 4, "	
87	Thomas Roil	O.C.	1855	do do	July 13, "	
90	William Henry Tucker.....	do	1851	Carbonear, Newfoundland	" 29, "	
91	Alexander Burns.....	O.M.	1840	Glasgow, Scotland	Aug. 29, "	Duplicate , 27-10-83
92	Richard Mealey.....	O.C.	1855	St. John's, Newfoundland	Oct. 3, 1881	
95	John Kendrick	do	1848	Brixham, England.....	" 25, "	
98	Joseph Gosse.....	do	1854	St. John's, Newfoundland	Feb. 9, 1882	
99	James Vigus	do	1846	Burin, do	" 9, "	Duplicate ; 15-10-84
101	Maurice Breen.....	O.M.	1850	Templeton, Ireland	Mar. 20, "	

APPENDIX.

CERTIFICATES OF COMPETENCY.—(Continued).

No. of Certificate	NAME	Grade	DATE AND PLACE OF BIRTH		DATE OF ISSUE	REMARKS
			Date	Place		
104	George Coysh	O.C.	1847	St. John's, Newfoundland.....	June 10, 1882	
112	William Smith.....	O.M.	1859	Cupids, do	Jan. 18, 1884	
113	Joseph Taylor.....	O.C.	1857	Carbonear do	Feb. 18, do	
115	James Martin Congdon.....	do	1849	Harbor Grace do	June 14, do	
116	Robert George Pike.....	do	1858	Harbor Grace do	do 14, do	
120	John Heafy	do	1849	St. John's, do	Sep. 27, do	Duplicate ; 24-5-86
122	Levi Morrow.....	O.M.	1862	Donas Cross, Wales.....	do 27, do	
123	Benjamin Smith.....	do	1857	Cupids, Newfoundland.....	Dec. 5, do	
124	William George Cross	O.C.	1858	Trinity do	do 12, do	
131	Louis Guillaume.....	O.M.	1862	Paris, France.....	April 10, 1885	
134	Edwin James Giles.....	O.C.	1856	Carbonear, Newfoundland.....	May 16, do	
137	Thomas Francis White	do	1857	St. John's do	July 11, do	
139	Josiah Gosse	O.M.	1864	Spaniard's Bay do	Nov. 12, do	
141	William Fitzgerald.....	O.C.	1858	Carbonear do	Dec. 23, do	
148	Edmund Daly.....	O.M.	1854	Harbor Grace do	May 7, 1886	
149	Patrick Donnelly	O.C.	1852	Carbonear do	do 28, do	
154	George Charles Webber.....	O.M.	1863	Harbor Grace do	Dec. 15, do	
159	Ferdinand Ludwig Iverson.....	do	1864	Apenrade, Denmark.....	Feb. 15, 1887	
164	John George Tune.....	do	1867	Poole, England.....	Nov. 15, do	
165	Arthur Wellsley Apsey.....	O.C.	1864	Carbonear, Newfoundland.....	Dec. 10, do	
168	Thomas Grant Bemister	do	1859	Carbonear do	April 21, 1888	
169	Abraham Kean	do	1852	Flower's Island do	May 23, do	
174	Thomas Morgan Brien.....	O.M.	1860	St. John's do	Jan. 30, 1889	
179	Caleb Clement Couch....	O.C.	1864	Brixham, England.....	April 17, do	Duplicate ; 14-3-07
180	Robert Frazer.....	do	1866	Liverpool, England	May 21, do	
182	Joseph Frederick Morris.....	O.M.	1864	Harbor Grace, Newfoundland...	July 12, do	
184	Michael Thomas Kehoe.....	O.C.	1858	Harbor Grace do ...	Aug. 1, do	

186	Job Vine.....	O.C.	1845	Trinity, Newfoundland.....	Sep. 29, 1889
190	William Charles Major	do	1865	Halifax, Nova Scotia.....	Mar. 29, 1890
193	John David Taylor.....	do	1850	Plymton, England	April 30, do
196	Robert Dixon Cave	do	1846	St. John's, Newfoundland.....	Nov. 13, do
198	John Jackman.....	do	1860	do do	Jan. 20, 1891
201	Joseph Patrick McDonald.....	do	1846	do do	April 20, do
202	Christopher Olsen.....	do	1858	Tonsberg, Norway.....	July 29, do
203	Peter Otteson.....	do	1855	Copenhagen, Denmark....	Sep. 9, do
205	Robert Austin Sheppard.....	do	1865	St. John's, Newfoundland	Oct. 15, do
206	Napoleon E. Holmes.....	do	1865	Pictou, Nova Scotia.....	do 22, do
207	Richard Hayward Taylor	do	1859	Carbonear, Newfoundland	do 23, do
209	Robert Morton Nelson Foote...	O.M.	1870	do do	Nov. 12, do
215	Richard Spence.....	do	1861	Trinity do	April 29, 1892
216	Patrick Delaney.....	O.C.	1846	Bay Roberts do	May 6, do
218	William Henry Hotville.....	do	1863	St. John's do	do 13 do
220	Patrick James Howard.....	do	1857	do do	July 8, do
222	Richard Laskey Foxworthy	do	1867	Plymton, England	Jan. 26, 1893
223	Richard Jones	do	1856	Aberyswith, Wales.....	Feb. 17, do
226	William J. Eagan.....	O.M.	1846	Trinity, Newfoundland.....	Mar. 24, do
227	Cyrus Frank Taylor.....	O.C.	1868	Harbor Grace do	April 7, do
231	Josiah Ephraim Chase.....	do	1860	Bath, England.....	June 29, do
235	John William McGrath.....	do	1866	Oderin, Newfoundland	Feb 23, 1894
236	James Mitchell.	do	1857	Dundee, Scotland	April 27, do
241	George Joshua LeMarquand,....	do	1870	St. Hellier's, Jersey.....	Sep. 21, do
242	Robert John Crocker	do	1862	Greenspond, Newfoundland....	Oct. 24, do
243	Sidney Fred. McDonnell.....	do	1869	Liverpool, England	Jan. 25, 1895
246	Isaac Robert Rendell	do	1870	Ship Cove, Newfoundland	Mar. 22, do
248	Robert Griffith Roberts.....	do	1867	Criccieth, Wales.....	June 10, 1895
251	Charles Edward Blackler.....	do	1871	St. John's, Newfoundland	Aug. 30, do
252	George Whelan.....	do	1871	Cupids do	Sep. 12, do
253	James Dalton.....	do	1866	Harbor Grace do	Mar. 26, 1896
257	Robert Arthur Jones	do	1874	Talsarnu, Wales.....	Aug. 28, do
258	Samuel John Coward.....	do	1869	St. Hellier's, Jersey.....	Oct. 1, do
264	Thomas Copeman.....	do	1898	Nottingham, England	Sep. 17, 1897
266	Joseph Turner.....	do	1873	St. Peter's, Jersey.....	Nov. 5, do
267	George Braithwaite.....	do	1866	Ulverston, England.....	Nov. 19, do

Duplicate; 21-11-95

CERTIFICATES OF COMPETENCY.—(Continued).

No. of Certificate	NAME	Grade	DATE AND PLACE OF BIRTH		DATE OF ISSUE	REMARKS
			Date	Place		
268	John W. Charde.....	1st M.	1873	Liverpool, England	Dec. 16, 1897	
270	William Henry Stevenson.....	O.M.	1871	Harbor Grace, Newfoundland...	do 23, do	
272	William J. Kennedy	do	1868	Carbonear do	April 28, 1898	
276	George J. Jackman.....	O.C.	1872	Renews do	Aug. 12, do	
277	Thomas Joseph Dalton.....	do	1866	Harbor Grace do	do 12, do	
278	Robert Badcock Giles.....	do	1856	Carbonear do	Sep. 16, do	
280	John Charles Snow.....	O.M.	1868	Kelligrews do	Nov. 4, do	
281	John Donnelly.....	O.C.	1861	Carbonear do	Jan. 7, 1899	
286	Silas Newton Halfyard	do	1867	Ochre Pit Cove do	Aug. 25, do	
288	Daniel Scanlon	do	1862	St. John's do	Sep. 2, do	
289	Isaac Evans.....	do	1875	Abeyraron, South Wales.....	Oct. 20, do	
291	William Giles Pike.....	do	1873	Carbonear, Newfoundland.....	Nov. 24, do	
292	Andrew Wilson.. ..	do	1868	Greenock, Scotland	do 24, do	
294	Thomas E. Clince.....	do	1871	Liverpool, England	Mar. 16, 1900	
298	Samuel Clarke Marshall	do	1868	Carbonear, Newfoundland.....	Oct. 19, do	
299	Edward Hartery.....	do	1866	Cape Broyle do	Dec. 18, do	
300	Patrick Joseph Dillon.....	do	1873	Mobile do	Jan. 18, 1901	Duplicate ; 21-2-1906
303	Charles Cross.....	do	1876	St. John's do	April 26, do	
304	Edward Wayte	do	1867	Greenock, Scotland	July 12, do	
305	John Francis Dalton.....	do	1872	Harbor Grace, Newfoundland...	do 19, do	
306	Thomas Fitzgerald.....	do	1869	Carbonear do ...	Aug. 23, do	
307	Henry Worcester Winsor.....	O.M.	1878	St. John's do	Sep. 20, do	
112	George Berg	O.C.	1873	Riga, Russia	Oct. 10, 1902	
314	George James	do	1866	London, England.....	Jan. 30, 1903	
318	William Henry Blackler.....	do	1868	St. John's, Newfoundland.....	Mar. 4, 1904	
320	Michael Connors.....	do	1870	Witless Bay do	April 6, do	Duplicate ; 7-10-1909
321	John Bute Haldane	do	1853	Liverpool, England	Jan. 12, 1905	

323	Henry Noseworthy.....	O.C.	1870	Pouch Cove, Newfoundland.....	Mar. 18, 1905
324	Edward English.....	M.S.S.	1880	St. John's do	do 18, do
325	Joseph W. Kean.....	do	1873	Flower's Island do	April 28, do
326	Thomas Florence Sullivan	O.C.	1877	St. John's do	July 27, do
328	George Hayes.....	O.M.	1876	Harbor Grace do	Aug. 10, do
329	John Murphy.....	O.C.	1868	Carbonear do	Sep. 27, do
330	James Newhook	do	1878	Trinity do	Mar. 19, 1906
331	Michael Connors.....	do	1878	Harbor Grace do	do do do
332	William Joseph Martin.....	do	1876	St. John's do	May 18, do
333	Charles Wesley Green.....	O.M.	1878	do do	June 30, do
334	Isaac Henry Cant	O.C.	1870	Louisburg, C B.....	July 27, do
335	Henrick Sorensen.....	2nd M	1881	Copenhagen, Denmark	Sep. 6, do
336	William James.....	O.M.	1883	Greenock, Scotland	do do do
339	Benjamin Tavernor	do	1880	Trinity, Newfoundland.....	Mar. 2, 1908
340	Lorenzo Stevensof.....	do	1884	St. John's do	June 19, do
341	George Ernscliffe Hiscock.....	do	1884	Trinity do	July 23, do
343	Alex. Daniel Livingstone.....	1st M	1877	Big Bras d'Or, Cape Breton.....	do 31, do
345	Charles Lewis McConney.....	O.M.	1887	Barbados, W.I.....	Oct. 2, do
346	Horatio Lowe McKay.....	O.C.	1881	Liverpool, England	Nov. 27, do
347	Malcolm McNeill.....	do	1884	St. John's, Newfoundland	Mar. 15, 1909
348	John Edward Tucker.....	O.M.	1882	Harbor Grace do	April 2, do
349	Enock Faulk.....	do	1884	Schonland, Norway.....	July 24, do
350	James Joseph Finn.....	O.C.	1883	St. John's, Newfoundland	Sep. 4, do
351	Daniel M. McDonald.....	M.S.S.	1877	Big Bras d'Or, Cape Breton.....	do 4, do
352	Asa Francis Davidson	do	1881	Milford Haven, Wales.....	do 10, do
353	James Edward Smith	o.m. s.s.	1886	Hansport, Nova Scotia	Oct. 8, do
354	Stanley Carter Duder	O.M.	1888	St. John's, Newfoundland.....	Dec. 24, do
355	Frederick Francis Cullen	1st M	1880	Charlottetown, P. E. I.....	do 24, do

St. John's, Newfoundland,
January, 1910.

EDWARD ENGLISH,
Examiner-in-Chief and Harbor Master.

St. John's, Newfoundland,

December 31st, 1909.

Sir—I have to report to you, for the information of the Government, upon the operations under the Act of 1908 for the "Encouragement of Ship-building" in Newfoundland, and generally upon other vessels coming under my observation, on behalf of your Government and Lloyd's Register of British and Foreign Shipping.

There appears every probability of the provisions of the said Act proving very satisfactory to the initiators and the Government, and the builders and owners of these vessels—the limited experience so far showing very great advantages; and the fact of having deputy surveyors resident at or near to where the vessels are being built must prove of first importance, assisting all parties concerned and assuring the Government that the vessels are well and substantially built, and in accordance with the rules, and the bounty well merited.

I am of the opinion that, when the deputy surveyors are well established, a certificate for payment of the bounty should be issued upon the report of such deputy surveyor being found satisfactory, and that for vessels under 45 tons the certificate should be issued without requiring the vessel to proceed to St. John's for any survey, owing to the expense of doing so.

To meet the requirements of the existing statutes, however, (and until altered, if considered advisable), vessels of 45 tons and over should be brought to St. John's for final survey, until it is considered that the deputy surveyors are fully qualified to make the necessary complete survey of the vessels, and a certificate could then be issued on such report, without the necessity of the vessels being brought to St. John's at all.

This is the method adopted by the classification societies of the ship-building countries of the world, and has proved quite satisfactory, and there seems to me no reason why Newfoundland should be any exception to so general a rule.

During the year 1909 forty schooners have been submitted for survey. Thirty-five of these vessels received bounty. Registered tonnage of these thirty-five vessels amounts to 1,554 tons. Seven claimed bounty under Schedule B, at \$3 per ton; nineteen under Schedule C, at \$5 per ton; and nine under Schedule D, at \$4 per ton, the bounty paid being \$8,711.60.

During the previous year—1908—forty vessels were surveyed, thirty-four of which received bounty, namely—nine under Schedule C and twenty-five under Schedule D. The tonnage of these 34 vessels was 1,700 tons, the actual bounty paid being \$7,012.07; showing that in 1909, 1,584 tons received \$8,711.60, whereas in 1908, 1,700 tons received \$7,011.07 or, in other words, the average value of the bounty per ton equals \$5.50 in 1909, and the value of the bounty per ton in 1908 equals \$4.12

Furthermore, from my personal observations, the builders of these seem very anxious to comply with the requirements of the schedules but, not unreasonably, they think that the rules require to be a little clearer in themselves, and better distributed, and look for great assistance in being able to ask the deputy surveyors on various points, when engaged on the actual building.

In addition to the above particulars, 164 vessels of all kinds have been surveyed, and twenty-one schooners have been examined in dry dock at this port.

Ninety-two steam vessels have been surveyed, forty-four of which were examined in dry dock, twenty-two of these being sealing steamers. Twenty-eight steamers have been specially surveyed, on account of damage, and repaired, and several sailing vessels of iron and wood.

I am, sir, yours faithfully,

(Signed) A. BOYD.

St. John's, Newfoundland,

December 31st, 1909.

Sir—I have the honour to submit my report for 1909 of my inspection of boilers.

Inspection of Steam Boilers

Visits of inspection	322
Internal and external inspection	211
Hydraulic tests applied	17
Hydrostatic tests applied	23

Results of These Visits

Boilers condemned as unsafe	4
Boilers found imperfect	26
Boilers made in the Colony	5
Boilers came under notice imported to the Colony..	11
Notices of inspection served	165
Certificates issued	232
Fees for inspection during the year	\$2612

I have the honour to be,

Sir,

Your obedient servant,

(Sgd.) ALEX. McLACHLAN,

Inspector of Boilers.

A. W. Piccott, Esquire,

Minister of Marine and Fisheries.

VESSELS ADDED TO REGISTRY DURING 1909.

NAME	Tons	WHERE BUILT	When Built
Morning Bloom.....	38	Little Bay, E.....	1908
Meta O.B.....	26	Placentia	1897
Bessie MacDonald.....	79	Grand Bank.....	1909
Gwennie Burdock.....	23	Fortune Bay	1908
Eliza Rose.....	19	do	1909
Western Queen.....	48	Marystown.....	do
L. C. Norman	49	Garnish	do
Frank Bennett.....	33	Fortune	do
Allan F. Rose.....	89	Belleoram..	do
John Harvey.....	99	do	do
Jessie Skinner.....	18	Fortune	do
Santa Claus	38	Rocky Bay.....	1908
Aura Lee	29	Beau Bois.....	1898
Millie H. Scott.....	38	Fortune Bay	1909
H. K. P.....	55	Ship Cove	do
Armenia	48	St. Jacques.....	do
Altruist	47	Safe Hr.....	1906
J. S. G.....	40	Trinity Bay.....	1909
Stella Belle.....	33	Luke's Arm.....	1908
J. G. Bailey.....	47	Smith Sound.....	1909
Red Clover	19	Carmanville	do
Little Spring Bard	22	Grates Cove.....	do
S.S. Tommie.....	21	St. John's.....	do
S.S. Sammy.....	3	Spaniard's Bay	do
Little Shamrock	32	Plate Cove	do
Boethuk S	51	Exploits	1908
C. J. Brennan	25	Placentia Bay	1909
T. J. Layman	44	Fortune do	do
Gozzard	19	Farmer's Arm.....	do
Besta.....	24	Burin.....	1877
W. H. B.....	8	Notre Dame Bay.....	1908
John Earle.....	45	Pilley's Island.....	do
Buster Brown	41	do do	do
S. M. Louis.....	26	Chance Harbor.....	1909
S.S. D.C.	3	Mortier Bay.....	do
S.S. Minoru.....	28	St. John's.....	do
S.S. Marjorie F.....	15	Glovertown	do
Uncle Bob	27	Deadmans Bay.....	1906
Mildred C.....	39	Green's Harbor	1908
Minnie Elizabeth	29	New Bay	do
O. K. M	27	Exploits	do
Diver Jack.....	69	Notre Dame Bay.....	do
C. L. B.	39	Exploits	1907
C. C. C.	24	Notre Dame Bay.....	1908
M. G. B.....	41	do do	do
Merry Widow	63	Exploits	1909
Vladivostock.....	8	Harbor LeCou.....	1886
A.M. Gladys.....	14	Fortune Bay	1903
Mary Maria.....	10	Unknown .....	.....
S.S. Netheray.....	16	Joe Batt's Arm.....	1909

VESSELS ADDED TO REGISTRY DURING 1909.

NAME	Tons	WHERE BUILT	When Built
Sarah Bearns.....	17	Harbor Mille.....	1904
Lily G.....	26	Bay D'Espoir	1909
Eldora May.....	13	Petites	1896
Change	55	Exploits	1909
Sylvia Ralph.....	39	Bonavista Bay.....	do
Maple.....	35	Ramea	do
Lettie B.....	48	Lawrencetown	do
Oakland	50	Exploits Bay.....	do
Bullbird	28	Exploits	do
Netta M. Prince.....	38	Bonavista Bay.....	do
A. W. S. Loder.....	34	Trinity do	do
Centenary	51	Green's Harbor	do
Eva L. May.....	11	Bay of Islands.....	1908
Maud Foot.....	24	Grand Bank.....	1909
Reginald Anstey.....	67	Little Bay Islands	do
Total, 65 Vessels.....	2,264		

Bay of Islands, Newfoundland,
December 8th, 1909.

Hon. Sir E. P. Morris, K.C., LL.D., Premier—

Sir—We beg leave to report as follows, re the experiment made in putting up fresh fish by the Solling method, and transporting the same to Montreal and other towns in Canada:—

We left St. John's on Friday, 22nd October, Captain Solling accompanying us. We joined the steamer *Fiona* at Placentia, and steamed west along the coast. We called at Burin, Burgeo, Rose Blanche and Channel, but the weather was stormy, and we did not get any fish until we arrived at Lark Harbor. On Monday, 1st November, we purchased some fresh fish from the fishermen at Lark Harbor, and it was carefully cleaned and put up by Captain Solling, according to his method. Some of these boxes of fish were sent to the Secretary of the Board of Trade at St. John's, and some were sent to different persons in Sydney. All the people who received this fish speak in the highest possible manner of it, and have sent letters asking for more. We kept some of the boxes on board the *Fiona* to see how long the fish would keep, using some of it on the fifth, eighth, tenth and twelfth day after it had been packed. The fish kept splendidly, and those used on the twelfth day were sweet and good. We also gave some of this same lot of fish to the residents of Birchy Cove, and they all spoke in the highest terms of it, and the method used for keeping the fish fresh.

On Saturday, 6th November, we boiled some lobsters, and packed them in this paper, and put them into a box with ice, to see how long they would keep. Some of these lobsters we took to Montreal and, after being packed for fourteen days, they were handed over to a Mr. Gatehouse, who pronounced them to be sweet and in perfect condition. We left some on board the steamer *Fiona*, with instructions that they were to be kept iced, and they kept in first-class condition for about twenty-six days. We also sent a small box to the Secretary of the Board of Trade at St. John's, but we have not heard how they turned out yet. The test that we made with the lobsters was most satisfactory. We got the lobsters alive, and boiled them on board the *Fiona*. We then rolled them nicely, and allowed them to cool, and then rolled them in the Solling paper, and put them into a box with ice over them and under them. When packed by this method, lobsters could be sent to the fish markets in England or the United States. The time of the year that our lobster fishery is open would be suitable for sending lobsters so packed to market. This fish should give good returns to the shipper.

We also packed some herring; some were gutted, and others put up as they came from the net. The herring that were gutted did not keep as well as those that were not. After having been wrapped up for eleven days, they were opened in Montreal, and were fresh and good for food. The blood had come out at the gills on some of them, and on that account they did not look in such good condition.

On Friday, 12th November, we purchased some fresh fish from the fishermen at Green Island, Bay of Islands. These fish were cleaned and dressed, and then wrapped in the Solling paper and put into boxes, and were treated exactly as those packed by Captain Solling. We took these fish to Montreal. We sent one case to Mr. James O'Neill, fish dealer, Toronto, and another was sent to Mr. Norman, Hamilton. Samples were also sent to Messrs. Leonard Brothers (wholesale fish dealers), Mr. Stenford, Mr. Gatehouse, Mr. O'Connor and all the fish dealers in Montreal, and some others were sent to the Queen's Hotel. We also had some brought to the Chamber of Commerce at Montreal. This fish kept splendidly, and was in excellent condition, and everybody who saw it pronounced it good and fresh. There is no question whatever about the fish keeping sweet and good for twelve days, as that was the length of time to which our test extended. We visited many of the fish markets in Montreal, Boston and other places, and found them stocked with large quantities of fresh fish. We also visited several cold storage plants, and found them stocked with fresh fish (frozen) of all kinds. Some of this fish had been in the stores for over two years.

Messrs. Leonard Brothers, Montreal, who are large wholesale fish dealers, informed us that their supply of fresh halibut came principally from the Pacific Coast, and that it sometimes sold at very low rates. Fresh cod is an article that, at times, sells at a low rate in Montreal, while haddock and many of the fresh water fish are highly prized, are in great demand, and bring good prices. Under the Solling method, our codfish could be sent to the United States, Canada and the British Isles in a fresh and good condition. It is claimed that fresh fish of any kind, when put up by this method, will retain its original flavor; and, when you consider the great effect careful handling, cleaning and then wrapping the fish in a paper that will not pulp, that will shed the ice water and keep out the air, must have on an article of food such as fresh fish, it will be readily acceded that the Solling method is a great improvement on the old method of putting fresh fish on ice, and allowing the fish to be soaked through with ice water, taking from it all its flavor and sweetness.

We learned from our little experience that the transportation of fresh fish, under present conditions, is surrounded with many difficulties. The transportation charges are so high that a cheap fish like cod would, we think, leave but a small margin of profit. In transporting small quantities of fresh fish, it requires to be forwarded by express. The express charge alone, from Sydney to Montreal, is about \$5 per hundred pounds at the present time, but arrangements can doubtless be made for a reduction sufficient to render business on a larger scale both practical and profitable.

There should, even at present rates, be a market for the more high priced fishes, such as salmon, turbot, halibut, trout, smelts and lobsters which, if developed, should prove remunerative.

Most of the fish dealers that we met agreed that the codfish caught in our waters are the very best that can be procured, and, especially so, for the many new methods now used in putting up fish, so as to make it a good article of food, and attractive to purchasers. The neat and attractive package oftentimes induces purchasers to buy this fish, when it would not sell

at all otherwise. We saw a good illustration of this in Gloucester in the Gorton Pew factories, where the packages and labels used are of the most attractive kind. Our Bay of Islands' herring made splendid bloaters, and every fish packed in the box bears a special tag, showing exactly what it is. Those people put up nothing but the best that can be had, and their goods bring excellent prices and always find a ready market.

We have the honour to be,

Sir,

Your obedient servants,

(Sgd.) A. W. PICCOTT,
Minister of Marine and Fisheries.

(Sgd.) JOSEPH OR'EILLY,
Inspector R. P. S.

Report of Judge of Labrador
Court, 1909.

Judge's Office, Court of Labrador, Newfoundland.

September 6th, 1909.

Report on Places Visited and Work Done by Me Officially

We left St. John's at midnight on July 26th, and after calling at Carbonear and Bay Roberts, where we took on board a pilot, left at 1 p.m. on the 27th. We called at Cape Rouge Harbor, Croq and Quirpon, on the French Shore, and arrived at Chateau, Labrador, on the evening of July 30th. Court was opened here by proclamation at 7.30 p.m., and the case of Samuel Stone vs. John Taylor, for breach of Sections 48 and 63 of the Fishery Rules, 1908, was tried. This case showed deliberate and wilful disregard of the law on the part of the defendant, entirely ignoring the rights of the plaintiff who, being a poor Labrador settler was, in the opinion of the defendant, a fit subject for oppression. I fined the defendant \$25, fine to be collected on his return to Newfoundland.

We left Chateau on July 31st, arrived at Battle Harbor the same evening, and proceeded to Ship Harbor, which place we reached at 7.30 p.m. Court was opened here on August 2nd, and the case of William French, of Caplin Bay, against Isaac Badcock, of Ship Cove, for breach of Sections 48 and 63 of Fishery Rules heard. Judgment was that Badcock should remove his trap forthwith, or in default pay a fine of \$10 and costs. The trap was immediately removed.

We left Ship Harbor on August 2nd, arriving at Hawk's Bay at 1 p.m., where we coaled. Left on August 3rd at 3.30 p.m., reaching Bolster's Rock at 4.30 p.m., where court was opened and the case of Thomas Turnbull vs. Thomas Shannahan, for breach of Fishery Rules, heard. Judgment was given in favor of the defendant.

Left Bolster's Rock on the morning of August 4th, and arrived at Brigus at 6 a.m. Court held here, and the case of Joseph Yetman vs. Mark Sheppard, for breach of Fishery Rules, heard. Judgment was given in favor of the complainant.

Left Brigus shortly after 11 a.m., anchored at Punch Bowl, leaving there at noon and arriving at Sandy Islands at 3 p.m. We made a short stay here, but as there was no business requiring attention, we proceeded to Domino, reaching there at 6 p.m. Held court at Domino that evening, and heard the following cases—

Robert Boone vs. Patrick Costigan and William Costigan for breach of Sections 48 and 63 of Fishery Rules.

Robert Boone vs. James Kennedy, for use of threatening language towards him.

In the former case, the court held that the trap berth in dispute belonged to the complainant; the latter case was dismissed.

Left Domino on August 4th for Indian Tickle, reaching there the same evening. No business there. Left Indian Tickle next morning, August 6th, at 11 a.m. for Cape North, where we stayed until 7 p.m., when we left for Grady, reaching there about 7.30 p.m. Left Grady on August 7th for Pack's Harbor. In the afternoon I held court here and heard the case of J. R. Dawson vs. Edward Learning, for debt. Judgment was given for the plaintiff for the full amount of his claim and costs. I also made enquiries here into the matter of certain traps which were lost during last fall's gale and which were supposed to have been recovered by certain residents of the coast. I took the evidence of the owners and postponed the further hearing until my return.

Left Pack's Harbor on August 8th for Cartwright, reaching there the same day. At Cartwright, a complaint was made by Mr. William Martin against Mr. E. R. Burgess, late Sub-Collector on Labrador, in connection with a Savings Bank deposit book and interest thereon. I took a deposition in connection with the same for further investigation. A complaint was also made for breaches of the Fishery Rules at Eagle River in connection with netting at the mouth of the river. I proceeded to Eagle River, a distance of twenty-five miles from Cartwright, and made enquiries with a view to further investigation and report.

Left Cartwright on August 10th and arrived at Indian Harbor at 11 a.m. Court held here in the afternoon and the following cases heard—

Nathaniel Bradbury vs. William John Morgan, and William Batton vs. William Fields. Both cases were for breaches of the Fishery Rules. Judgment was given for the defendant in each case.

Left Indian Harbor on August 11th for Cut Throat, where we landed lighthouse keeper and installed new light, after which we went to Great Hölten. I opened court here the following morning at nine o'clock and heard the case of William Hiscock vs. Daniel Shea, for desertion. Judgment of the court was that Shea should return to Hiscock's service, and in default he was sentenced to thirty days in the penitentiary at St. John's on arriving there.

On August 12th, we returned to Indian Harbor and put Albert Penney, one of our seaman, who was suffering from a carbuncle, in hospital.

Left Indian Harbor on August 13th, arriving at Hopedale same night. I did not hold court there, intending to do so on my return trip.

On August 14th, left Hopedale for Ford's Harbor. I did not hold court here, but made some enquiries in connection with Ford and the Hudson Bay Company concerning title to certain land. I shall further investigate this matter.

Left Ford's Harbor on August 15th for Nain, reaching there the same evening. Opened court there on the following day by proclamation in the Mission schoolhouse. Court was attended by His Lordship Bishop Martin, all the representatives of the Mission, and the resident Esquimaux. Several matters of trade between the Esquimaux and the Mission Stores were investigated in court in the presence of the parties and amicable settlements made. No matter for litigation coming up, and no process being asked for, the court rose at 4 p.m.

We remained at Nain until August 18th, awaiting the arrival of the mail steamer. On that day, we went up to Voisey's Bay, a distance of about 31 miles from Nain, and procured a statement from one George Voisey in reference to the boundary dispute, returning to Nain next morning.

Left again on August 22nd, after the arrival of the Dromedary, and proceeded to Okak. Court was held here on the 23rd, at ten o'clock, in the Mission House. No criminal or civil business coming before the court, I took occasion to address the missionaries and some one hundred and fifty natives who were present at some length on various matters pertaining to their mode of life, their business dealings and the social and sanitary conditions existing, which in some respects I found most deplorable and crying out for immediate reform. The court then adjourned.

Left the same evening for Cape Mugford, a distance of about ninety miles from Nain, where we remained all night. The following morning, after interviewing the captains of some twenty schooners which were fishing there, we went to Davis Inlet, arriving there in the afternoon. Shortly after arriving I opened court and investigated a rumor then current (and which had been suggested to me by Dr. Grenfell at Nain), to the effect that a girl named Sarah Jane Webb, a servant in the employ of Robert Guy, Manager of the Hudson Bay Company's post, had some months before given birth to an illegitimate child and had concealed and secretly disposed of its body. The depositions of three witnesses, viz—Lavenia Mary Dicker, Augusta Monami and Sarah Oliver, were taken in relation to the matter, after which we proceeded to Jack Lane's Bay, a settlement some 25 miles inland from Davis Inlet, and there took the deposition of an important witness named Eliza Anne Bromfield, who was a servant with Guy at the time the child was supposed to have been born. A copy of these depositions I am forwarding in my official report to the Attorney General. The girl Webb has since left Davis Inlet, in company with Guy and his wife, and is at present residing in Twillingate. I shall visit there on our homeward journey and arrest her, and after further proceeding with the matter will hand her over to the custody of the magistrate to be further dealt with by the Crown.

From Davis Inlet we proceeded to Hopedale and held court there that evening. No business came before the court, but I took occasion to address the missionaries and natives present on the same lines as at Okak.

Left Hopedale on August 27th for Macouvik. On the way we stopped at Islik, where court was held and the following matters disposed of—

Bishop vs. Lucy. This was an action for \$40, amount due on purchase money of fishing boat. Judgment was given for the plaintiff for the full amount of his claim and costs.

William Abel vs. J. T. Sheppard, Agent for the Newfoundland and Labrador Fish and Oil Company. This was a claim for \$40, balance of wages as keeper of Company's stores under an agreement. This case was heard in part, and further hearing adjourned till the defendant's arrival.

Joseph Lucy vs. James Nowlan. The plaintiff, who is an Esquimaux and resides at Labrador, sold a fishing boat to the defendant, who is a planter, belonging to Catalina, for the sum of \$40, and did not receive any payment. The case was heard in part and the further hearing postponed. Reached Macouvik at 7 p.m. the same evening and opened court the following morning at 9.30 in the Mission schoolhouse. No civil or criminal business came before the court for adjudication. I addressed the natives and missionary present on general matters.

We left Macouvik next day and proceeded to Cape Harrison; reached there that evening. On Monday, August 30th, went on shore for the purpose of making an examination as to the practicability of erecting a Marconi wireless station on a hill on the north side of the harbor some seven hundred feet high. The Minister of Marine and Fisheries, the captain and myself made observations and found that communication could be carried on between Cape Harrison and Indian Harbor. I will be in a position to report fully on this matter when I return to St. John's.

Left Cape Harrison at noon for Indian Harbor, arriving there in the evening. Complaints were made here by some of Charles Jerritt's crews in relation to bad butter and other food. I issued a summons against Jerritt and had the parties before me next morning. Jerritt stated that the men had refused to work, but matters were arranged amicably by Jerritt giving them better food and they agreeing to return to work.

Dr. Grenfell, who arrived that evening, reported that last year he had fined a man named Moore \$10 for assault, and that the fine had not been paid. Payment of the same was arranged for.

Left Indian Harbor on August 31st, calling at Smoky and Domino, and arriving at Hawk's Harbor the next morning, where we coaled and then proceeded to Batteau. Court was opened here at nine o'clock on the morning of Saturday, September 4th, and two cases heard. Richard Penney complained that William Dyson had, on July 5th, hauled his codtrap leader and moorings from his trap berth off American Point and left them on the shore, and claimed the sum of \$50 as damages for trespass. After the hearing of this case, the plaintiff withdrew any claim for damages, and the defendant was allowed to go with a strong reprimand.

John Thompson sued John Phippard for \$100, damages for trespass to his property in wrongfully taking possession of certain lands and building a house and stage thereon. After the hearing of several witnesses, it was adjudged that the land was owned by the plaintiff, that the buildings were to be removed forthwith, and that the defendant was to pay \$5 and costs

as damages. Subsequently, an arrangement was made by which the defendant was allowed to retain his house and stage on the land, he agreeing to pay a yearly rental to the plaintiff.

Left Batteau on September 4th for Hamilton Inlet, calling at Grady, Smoky and Indian Harbor.

While at Nain I secured deposition from the Right Rev. C. A. Martin, Bishop in charge of the Moravian Mission there, and Rev. Christian Schmitt, Trade Superintendent of the Mission, in connection with the enquiry into the dispute between Newfoundland and Canada as to our territorial rights on the Labrador. These depositions will be of great value in connection with this enquiry. I also procured from Bishop Martin a copy of the original records of the Mission, and letters from various governors, which will also be of importance. I have also procured depositions in this connection from Henry Webb, Adam Kopek and Abram Finger, all residents of Nain; George Voisey, of Voisey's Bay, about 31 miles from Nain and about 56 miles from the sea coast; William Ford, of Black Island; Samuel Bromfield, of Jack Lane's Bay; Edward Mitchell, of Adlatuk Bay, near Hopedale; and John Winter, of Hopedale.

In this connection I might state that I am proceeding up Hamilton Inlet some 150 miles from the sea coast, and will take the depositions of the older residents and settlers on all important points.

I have the honour to be,

Sir,

Your obedient servant,

(Signed) F. J. MORRIS,
Judge Labrador Court.

Hon. Sir E. P. Morris, K.C., Premier,
St. John's, Newfoundland,

Judge's Office, Twillingate,
Court of Labrador, Nfld.,
September 30th, 1909.

Sir—My last official report forwarded to you closed on September 6th. Since then the court has been engaged in the following matters—

Court was held at Indian Harbor on September 8th, when the following matters were disposed of—

Norman B. Stewart vs. John Mosdell. This action was taken by the plaintiff, who is the doctor in charge of the hospital at Indian Harbor, against Mosdell for the theft of certain wood which had been cut for the hospital. The defendant admitted taking the wood, but pleaded that he

thought it was Government wood and did not know that it belonged to the hospital. At the request of the plaintiff, the court did not impose any fine, but let the defendant off with a strong reprimand on condition that he would immediately return the wood, which he did forthwith.

George Meadon vs. Joseph Moores. Plaintiff charged the defendant with having taken certain goods from a wreck which he had purchased the previous season. The defendant offered to pay the plaintiff the sum of \$7.50 in settlement, which offer the plaintiff accepted. Judgment was given accordingly.

Left Indian Harbor on the afternoon of September 8th for Rigolet, arriving there on the afternoon of the 9th. Court was formally opened here, but no business coming before it, it adjourned. On the following morning we went up to Snook's Cove, a settlement about nine miles from Rigolet, and took depositions from Joseph Michelin and Thomas Blake in reference to the Labrador Boundary Dispute; thence proceeded to North West River, where I took a deposition from Joseph Goudy in reference to boundary dispute. From North West River we went to Mud Lake; there being no business requiring attention here, court was not held, and we returned to Rigolet, arriving there September 12th.

September 13th we went to Rattler's Bight. Information was laid here by Head Constable Sheppard that Stephen James Newell, of Winter's Cove, Groais Water Bay, Labrador, unlawfully and carnally knew one Sarah Maud Oliver, of Winter's Cove, in and about May, 1908, the said Sarah Maud Oliver being then above the age of thirteen and under the age of sixteen years. The deposition of Sarah Maud Oliver was taken by me, and fully proved the charge, she stating that she was delivered of a child on the 26th of February, 1909, and that the father of the child was Stephen James Newell, an unmarried man of about twenty-three or twenty-four years of age. On consideration, however, I found that I could not proceed with the case, as under 4 Ed. VII., Cap. 15, Sec. 27, so far as the above charge was concerned, the information must be laid within six months of the commission of the offence. I consequently did not proceed any further with this matter, but took a complaint from the girl Oliver that Newell had seduced her and she had given birth to an illegitimate child of which he was the father, and issued a warrant for his arrest. When brought before the court, he admitted the offence. I affiliated the child upon him and he entered into a recognizance and a written agreement to pay a yearly amount towards the support of the child.

Charles Bromfield vs. Roderick Williams and Charles Allan. This was an action for \$162.50, being half the price of a silver fox skin, which had been killed by Bromfield and Williams over a year ago. Allan was joined as a defendant because he had not paid an order for the amount which Williams had made out on him. After considering all the evidence, the court gave judgment for plaintiff for the full amount of his claim and costs.

Left Rattler's Bight on September 14th for Bluff Head. Information being received that a man named Joseph Lloyd was solemnizing the marriage rites without a license, I had Lloyd, who is a man of about sixty-five years of age, brought before court. He admitted having married two parties, using the Church of England service in each case. The court pointed out

to him the seriousness of the offence, and the penalty subscribed by law for parties guilty of it, but as under the Act action had to be taken before the Supreme Court, this court had no jurisdiction to try the charge.

Left Bluff Head on September 15th for Pack's Harbor. Here the court made enquiry into a drowning accident which had occurred there on August 31st. Four men—William Saunders, Richard Hearn, Caleb Bird and George Dicker—left Cartwright on August 31st in a schooner of about thirty tons burden for American Point to get a load of wood for the Hudson Bay Co. On arriving at American Point, a strong breeze of wind coming in from the south-west, they put out two anchors, but fearing that the schooner would drive on shore, they launched their boat, intending to row ashore. A sea capsized the boat and all the men went into the water. Three of them—Saunders, Hearn and Bird—got hold of the boat, but were washed off and drowned. The fourth—Dicker—caught two oars and was washed on shore by a wave. The bodies of the drowned men were recovered on September 7th. They were very much disfigured. They were sent to Cartwright for burial. All the men were married and some had families. They were servants in the employ of the Hudson Bay Company.

Left Pack's Harbor on September 16th for Domino. Court held here. John Dyson asked for process against Giles Taylor and Captain Becquet. He stated that he had shipped some thirty-one quintals of fish to defendants, who had agreed to pay him the current price of this year for same. After the fish had been put on board the defendant's vessel, the Madeline, they had refused to pay him more than last year's price. After full enquiry, the court held that the defendants were bound to pay the plaintiff this year's current price. An order for the same was obtained, and the amount collected by the bailiff and paid over to the plaintiff.

Albert Elson, of Spotted Islands, asked for process against James LeDrew, of Cupids, Conception Bay, for the sum of \$40, balance of wages due since 1905. Process could not be served, as LeDrew had previously left for St. John's. The matter was therefore adjourned.

From Domino we proceeded to Hawk's Harbor to coal. Leaving Hawk's Harbor on September 18th, we visited Spear Harbor and Battle Harbor, also Assizes Harbor, where an enquiry was held in connection with the loss of the schooner Olinda, Stanley Bursey, master, owned by William M. Winsor, of Exploits. She went on shore on or about August 10th last, after everything moveable had been taken out of her, with the exception of salt. There being no one there who could give any reliable information, further enquiry was deferred until my arrival in St. John's.

On September 27th we went to Blanc Sablon, and on the following morning formally opened court in one of Messrs. Job Brothers & Company's stores. There being no business requiring the attention of the court, I addressed the parties assembled on different matters of interest, including the Treaty law with the Americans, the Customs Act and the Boundary question. The court then adjourned. Information was received here of two breaches of the 52nd Section of the Fishery Rules and Regulations by Captain George Barbour, and we proceeded to Forteau Bay, where George Mercer, Fishery Warden, and the complainant in one case was taken on

board. We next called at L'Anse au Loup, where we took on board Absalom Short, the other complainant, and proceeded to Battle Harbor, where process was issued against Captain Barbour. The bailiff proceeded to serve the summonses, but found that he had sailed for St. John's the previous evening. This case was consequently deferred until I reach St. John's when, upon the arrival of the prosecutors, the matter will be brought before Judge Conroy.

Left Battle Harbor on September 28th, arriving at Twillingate, via St. Anthony, on the 29th, where I proceeded on shore to arrest Sarah Jane Webb, on charge of concealment of birth and secretly disposing of the body of her child. This morning at ten o'clock I had the prisoner before me at the court house here. There were present Acting Magistrate William J. Scott and Mr. C. D. Mayne, J.P. On the charge being read to the accused, she pleaded not guilty. I then committed her for trial to the next term of the Supreme Court and issued my warrant of commitment to Head Constable Patten, keeper of the gaol, who took the prisoner in charge and confined her in the gaol to await instruction from the Department of Justice.

As almost the whole of the fishing population engaged in this year's operations on the Labrador have left the coast, and there being nothing calling for the attention of the court amongst the resident population, there is no necessity for me to return there, and I am leaving for St. John's from this port.

I have, etc.,

(Signed) F. J. MORRIS,

Judge Labrador Court.

Hon. Sir E. P. Morris, K.C., Kt.,
Premier.

Judge's Office, Battle Harbor,
Court of Labrador, Nfld.,
September 28th, 1909.

Sir—In accordance with your request for a report on the working of the wireless telegraph system on Labrador, with a view to the Government's improving same, I have interviewed the principal business men and planters carrying on the fishery business on the Labrador Coast during the summer season, and from personal observation and investigation I have arrived at the following conclusions, which I have the honour to submit for the consideration of the Government.

It is of first importance to have direct connection between the wireless station at Battle Harbor, Labrador, and Newfoundland. This could be accomplished by having the land wires extended to St. Anthony and a wireless station erected on St. Anthony Head to connect with Belle Isle

station and Battle Harbor, or direct with Battle Harbor, which is quite practicable, as there is no intervening land between Battle Harbor and St. Anthony Head to prevent a wireless connection.

The present Marconi system operating in the Straits of Belle Isle and on the Labrador comprises the following stations—Point Amour, Belle Isle, Battle Harbor, American Tickle, Venison Island, Domino and Indian Harbor, which latter is the furthest station north. At present sending a message from Battle Harbor to St. John's the following intervening stations will have to be picked up—Belle Isle, Point Amour, Point Riche, then across the Gulf to Heath Point, Anticosti, then back to Cape Ray, and then on to St. John's. There is certainly room for improvement here.

In the circuit between Battle Harbor and Indian Harbor the American Tickle station could easily be dispensed with, as it is very rarely used. From Indian Harbor the system might be extended north by placing a station on the high hill on Ironbound Island, another at Cape Harrigan, and one at Ford's Harbor. This latter place, being out on the seaboard, is a most important port of call for the floating fishermen on their way north in the early summer months in search of fish to Cape Mugford, the Ticks and the fishing grounds in that vicinity.

This extension would give the Labrador coast, from Battle Harbor to Ford's Harbor, six stations, and in my opinion it would be immensely more valuable to Newfoundland trade and the fishermen on the Labrador coast for fishery news and information than is the present chain.

I have, etc.,

(Signed) F. J. MORRIS,
Judge Labrador Court.

Hon. R. Watson, Colonial Secretary.

Judge's Office, Battle Harbor,
Court of Labrador, Nfld.,
September 28th, 1909.

Your Excellency—I have the honour to submit to Your Excellency a report of the passage of the Circuit Court at Labrador during the months of July, August and September of the present year, together with some general observations.

This being Your Excellency's initial year as Governor of Newfoundland, and the Labrador being its chief dependency (though up to the present time almost wholly unknown to the outside world), I have presumed to incorporate into this report a few facts relative to its early history.

Historians tell us the first European authentically known to have seen the eastern shores of America was Biarn, the Norseman, who, in A.D. 990, sailed south-east from Greenland and, skirting the shores of Labrador and

Newfoundland, proceeded southward, probably as far as Nova Scotia. In A.D. 1,000, Lief, the son of Eric the Red, the first settler in Greenland, followed Biarn's track and landed on the coast of Labrador which, from its desolate and rocky character, he called Helluland (Strong Land). John Cabot, from Bristol, in 1497, in search of a western passage to Cathay, sighted the coast of Labrador, and in the following year his son, Sebastian, sailed from England and skirted the whole of the Labrador coast to Cape Chidley.

In 1669, King Charles granted a charter to certain parties, under the title of "Governor and company of adventurers trading from England to Hudson Bay," and in the following year the first permanent English settlement was established on Hudson Bay. In 1769, the Moravian Missionaries first settled at Nain and formed the nucleus of the present mission. From the records which the Rev. Bishop Martin, head of this Society, showed me when at Nain, the original grant of 100,000 acres of land on Labrador was issued to the Society on May 3rd, 1769. This grant was from the Governor of Newfoundland. In 1774, the Governor of Newfoundland increased this grant by 200,000 acres.

About the same time—1770—Major Cartwright formed a settlement at Cape Charles. He also brought a number of people from England to engage in the salmon fishery and trade with the natives. A post was established in Hamilton Inlet by a Quebec Company in 1785.

The eastern coast of the Labrador peninsula extends north-north-east from the Straits of Belle Isle to Cape Chidley, a distance of about seven hundred miles, or from Latitude 52 to Latitude 60, fronting the North Atlantic; the northern boundary, from Cape Chidley to Cape Wolstenholme, at the entrance of Hudson Bay, in a straight line, is nearly five hundred miles long, and runs about west-north-west in direction, fronting the southern shore of Hudson Bay, including Ungava Bay. The total area embraced within these boundaries is approximately 511,000 square miles.

The Atlantic coast is irregular, having many long and narrow bays. Hamilton Inlet is the largest and longest, extending inland over one hundred and fifty miles. Amongst others, Laudwic, Kaipokok and Seglik Bays are from thirty to fifty miles deep. They are surrounded by hills that rise straight from the water, the whole varying from one thousand to four thousand feet. The depth of the water in the inlets varies from ten to one hundred fathoms.

According to the census of 1901, the population of the Labrador, from Blanc Sablon to Cape Chidley, is 3,947, including about 1,000 Esquimaux, leaving a resident white population of about 2,947. In 1901, 10,876 men, 1,622 women and 554 children from Newfoundland were engaged in the prosecution of the Labrador fishery, with about two thousand sail of schooners and other crafts. From enquiry, I am of the opinion that this number has considerably increased during the succeeding years.

In 1907, there were shipped from the Labrador coast 289,493 quintals of codfish, valued at \$1,013,229. In 1908, there were shipped 288,883 quintals, valued at \$779,858.40. The shortage in the quantity caught only amounts to 657 quintals, but the low price paid for the fish in 1908 accounts for the

very large decrease in point of value. This year, unfortunately, the catch will not amount to more than one-half that of last year, but the better price paid the fishermen this season will go far to relieve the situation and prevent what was first looked upon as disaster.

There were also shipped from the Labrador last year other commodities, such as salmon, trout, cod oil, seal oil, whale bone, lumber, etc., aggregating in value \$41,390.

On the Atlantic coast the white settlers northward from the Straits of Belle Isle to Sandwich Bay are principally English speaking, some coming from Newfoundland and others being descendants of English fishermen who came out from the Old Country over a hundred years ago, and carried on the salmon, trout and herring fisheries. Most of these married Esquimaux women, and their descendants now permanently reside on the coast and are called "Labrador men." Their principal means of support is derived from the salmon, cod and trout fisheries carried on during the summer, and furring and sealing during the winter and spring months. This season, owing to the fisheries being so poor, many people are even now in straitened circumstances and will require assistance to tide them over the coming winter. I have reported the existing conditions to the Government.

The climate of Labrador runs from temperate, on the south coast, to Arctic, in the Hudson Straits, and the soil is not at all adapted to agriculture north of Belle Isle, although at the head of Hamilton Inlet and at the Moravian Mission stations—Hopedale and Nain—potato, cabbage, turnip and other root crops were growing when we visited these places. Owing to the absence of grass or hay, there are only two cows on the coast, and these are kept by Mr. Thevenet, agent for Revillon Freres, at Northwest River, Hamilton Inlet.

Revillon Freres, who do a large general business, have established posts at nearly every point at which the Hudson Bay Company are carrying on their trade. It is very desirable, in the interests of the settlers, that competition should enter into the trade relations up to recently existing between the people of the coast and the Hudson Bay Company and Moravian Mission Stores, who have had a monopoly of the trade north of Indian Harbor. Many complaints were made to me in reference to the exorbitant prices charged for food and other necessaries purchased at these stores. I have before me a planter's account for the years 1906-7, and in looking over it I find such prices as the following—Tea, 65 cents per pound; Molasses, 75 cents per gallon; Flour, \$8.50 to \$9 per barrel; Biscuit, \$6.50 to \$7 per bag; Pork, 18 cents to 20 cents per pound; Kerosene Oil, 50 cents to 55 cents per gallon; Tobacco, 90 cents to \$1.20 per pound.

These articles are no better (if as good) as the ordinary articles supplied by the Newfoundland merchants to their fishermen dealers, although the prices, in most cases, are from 25 to 75 per cent. higher. On the other hand, the planter does not always receive full value for the fruit of his labors, all of which he is compelled from necessity to put off at the trading posts at which he deals. More competition and trade intercourse with the outside world is very much needed, and is the only remedy I can see for relieving existing conditions.

Since 1763, the southern and eastern coasts of Labrador were placed under the jurisdiction of the Government of Newfoundland, and after the Treaty of Paris was ratified (i.e., March 10th, 1763) a new commission was issued to Governor Graves, appointing him "Governor and Commander in Chief in and over the Island of Newfoundland and all the Coast of Labrador from the entrance to Hudson's Straits to the River St. John." In August, 1765, Governor Sir Hugh Palliser issued regulations putting in force the Act 10 and 11, William IV., Cap. 25, which constituted the first code of laws put in force on Labrador. The first court of surrogate commission was held on Labrador by Sir Thomas Adams, under the Governor's proclamation or commission, dated 1765. In 1808, the then Governor of Newfoundland wrote the Imperial authorities urging upon them the great necessity of annexing Labrador to the Government of Newfoundland, as heretofore, and asking to have it included in the new Judicature Act, then about to be enacted. In June, 1824, the Act 5, Geo. IV., Cap. 67, was passed, instituting the Supreme Court of Newfoundland. This Act also specially provided for the institution of a court of civil jurisdiction on the coast of Labrador. This court was a court of record, with summary jurisdiction. Captain Paterson, R.N., was the first Judge of the Labrador Court and under his commission, of date January 2nd, 1826, his jurisdiction is defined as "From the entrance of Hudson's Straits to a line to be drawn due north and south from Anse Sablon, on the said coast, to the fifty-second degree of north latitude." A Court of Sessions was also established on Labrador in that year. In 1834, the Labrador Court was abolished by an Act of the Legislature. In 1863, the Legislature passed an Act establishing the Court of Civil and Criminal Jurisdiction of Labrador as we have it to-day, providing that it should be a Court of Record and should be presided over by a Judge appointed by the Governor in Council. In that year, Judge Sweetland was appointed Judge of the Court of Labrador, with the same territorial jurisdiction as Judge Paterson. Judge Pinsent succeeded him, and continued in office until 1874. Since then, Magistrates and Justices of the Peace have visited the coast every summer.

During recent years (especially since the territorial boundary dispute between this Colony and Canada has become acute), the necessity of continuing the sessions of the Court of Labrador was convincing, and on the 23rd of July last I received my commission as Judge of the Court of Labrador, and sailed from St. John's on the cruiser *Fiona* on the 26th, arriving at Chateau on July 30th, where I opened court by proclamation, and from that point proceeded north to Cape Mugford, visiting all the principal settlements along the coast. In each place I opened court and heard and determined the several issues brought before me.

The following places were visited going north, and in some places called at two and three times, as necessity arose, on our return south—Chateau, Henley, Battle Harbor, Ship Harbor, Spear Harbor, Hawk Harbor, Venison Island, Batteau, Macouvik, Bolster's Rock, Splitting Knife, Cut Throat, Domino, Spotted Islands, Indian Tickle, Grady, Cartwright, Winsor's Harbor, Pack's Harbor, Griffen's Harbor, Hamilton Inlet, Rigolet, Northwest River, Mud Lake, Rattler's Bight, Indian Harbor, Smoky Tickle, Voisey's Bay, Davis Inlet, Lane's Bay, Illak, Bluff Head, Cape Harrison, Hopedale, Ford's Harbor, Nain, Okak, Mugford Tickle, Blanc Sablon, Forteau, L'Anse au Loup (Straits of Belle Isle).

The docket of legal cases brought up by process of court and adjudicated upon by me was as follows—Two indictable offences—one against a man at Rattler's Bight for having carnal knowledge of a girl under the age of sixteen years; the other against a young woman at Davis Inlet who, being delivered of a child, did secretly dispose of its body; one of bastardy and affiliation; one of assault; one for sureties of the peace; one for desertion from the fishery; three for larceny; two for trespass to land; two for solemnization of marriage without license; two enquiries into the loss and stranding of fishing vessels on the coast; five of debt; two for wages; two of dispute between masters and fishermen—refusal to work on the part of the men, and refusal to supply provisions on the part of the masters; one for breach of agreement; eight for violations of Sections 48 and 63 of the Fishery Rules and Regulations; and one for breach of Section 52 of Fishery Rules and Regulations.

I have pleasure in reporting to Your Excellency that the general conduct and behaviour both of the residents of Labrador and those visiting the coast during the fishing season only is, on the whole, peaceable and very creditable. Considering the thousands of fishermen who are there engaged, it is remarkable that so few of serious crimes, breaches of the peace, or other minor offences, are committed. During my trip north I have not heard of any violent behaviour, nor any serious assault, even in the fight for trap berths, which was waged so determinedly during the opening weeks of the fishing season. These conditions reflect the greatest credit on the law-abiding character of our people.

In the matter of the dispute between Newfoundland and Canada over the territorial boundaries of the Labrador, I took some fourteen depositions from some of the oldest inhabitants residing at the heads of the bays and inlets, in some cases a distance of 50, 80, 100 and 150 miles from the sea-coast. All asserted that they had, during their lifetime, been subject to and obeyed the laws of Newfoundland, and paid revenue to the Government, and never heard of any claim for jurisdiction put forth by Canada. I have sent these affidavits to the Attorney General. They will, in my opinion, be of considerable value when the Colony's case comes up for argument before the Privy Council. Two able and exhaustive reports have been made upon this subject by His Excellency Sir William MacGregor and His Grace Archbishop Howley.

I was also asked by the Government to make enquiries into and report upon the working of the wireless telegraph system on the Labrador, with a view that the same might be improved. I have sent a report to the Government, and I am strongly of opinion that it is of the first importance to have direct connection between the wireless and our own telegraph system. This could be accomplished by a connection being made between Battle Harbor, Labrador, which is the farthest south Marconi station on St. Anthony Head, French Shore, which could speak easily with Battle Harbor and Belle Isle, and there being nothing but water between St. Anthony Head and LaScie, it could easily speak with that point also. Indian Harbor is the farthest station north at present, but I understand it is the intention of the Government to take the stations still further north, and I have recommended the most important places as being the high hill on Ironbound Islands, Cape Harrigan, Fanny's Harbor and Ford's Harbor on to Paul's Island. If, instead of the present five stations which end at

Indian Harbor, five stations reached as far north as Ford's Harbor, communication would then be established with a harbor which is by far the greatest used port for northern fishermen going north in the early summer in search of fish. If a station were erected there, it would then be quite easy to connect with Cape Mugford. That would give the Labrador coast six stations, and would be immensely more valuable to Newfoundland and its fishermen for fishery news and information than is the present chain.

The mail service, as it is at present carried out, is not giving satisfaction. By reason of the increasing number of people engaged in the prosecution of the Labrador fisheries, and the growing importance of the Labrador from a business and tourist traffic point of view, it is impossible for one steamer to visit all the numerous ports of call (amounting in all to about sixty) from St. John's to Nain and return in the time prescribed in the schedule. To have the service a success, a smaller boat should be put on, connecting with the Invermore, and running from Emily Harbor north to Cape Mugford or Seglik. This would be of the greatest advantage to the "floating" fishermen, who represent a large proportion of those engaged in the industry, and who go north, in some cases, to Chidley to secure their voyages. By a second steamer being put on the route, the southern and northern parts of the coast would be kept in fortnightly communication, one with the other, during the whole fishing season, and many thousand quintals of fish would be secured to our fishermen which are now lost to them owing to the present very imperfect mail service.

The system of running winter mails on the Labrador between Blanc Sablon and Cartwright also requires immediate attention. I have reported in detail on this matter to the Governor in Council.

I have been accompanied on the circuit ship by A. W. Piccott, Esq., Minister of Marine and Fisheries, who has made careful enquiries into all matters pertaining to the fisheries carried on along the coast and who, by reason of a practical knowledge extending over many years, is especially qualified to deal with the subject. He has also given special attention to the methods employed in the prosecution of the inland fisheries. On this point I might say that in several places we found that it was a common occurrence for the rivers and streams to be netted at their mouths, and in some cases for miles up the rivers. It appears that this practice has been in vogue for years, and the wonder is that these fine rivers have not ere this become depleted and our valuable salmon and trout industries become extinct. There being no inland fishery rules or regulations in force on Labrador, I was unable to deal with these matters, but the Minister of Marine and Fisheries will submit amendments to the Fishery Board at St. John's, and next season the laws in force in Newfoundland will apply to Labrador and offenders in this respect will be punished. It is also his intention to have fishery wardens stationed right along the coast, who will police the salmon and trout streams and thus prevent violations of the law.

Another matter of very serious import to the local fishermen from Battle Harbor to Indian Harbor was brought before the court by the fishermen at Batteau. It appears that during recent years, early in the month of September, a large number of American, Canadian and Newfoundland bankers come in from the Grand Banks. They anchor in the different harbors at night, and sail out in the mornings to the near fishing grounds

and set out huge fleets of trawls, covering every available fishery berth, to the exclusion of the local fishermen. The people fishing on this part of the coast feel this intrusion very keenly, as this practice considerably affects their livelihood, and petitions were presented during the late session of the Legislature on this subject. The Minister of Marine and Fisheries promised the people to introduce a measure prohibiting the use of trawls on this part of the coast by bankers until after the first of October in each year. This will meet the difficulty.

I cannot close this report without referring to the Royal National Mission to Deep Sea Fishermen, in operation on the Labrador Coast under the superintendence of Dr. W. T. Grenfell. This Mission, which has its headquarters in St. Anthony, on the French Shore, has been operating on the Labrador Coast since 1893. There is an hospital at Battle Harbor and another at Indian Harbor, and two, I understand, on the French Shore. The Battle Harbor Mission is in charge of Dr. Grieve, and that at Indian Harbor in charge of Dr. Stewart. Dr. Grenfell, in his steamer, the Ss Strathcona, assisted by Dr. Little, superintends the whole work of the Mission. These two hospitals must have admitted for medical and surgical treatment over one hundred and fifty patients during this season. There have been on the coast during the summer Drs. Grenfell, Little, Stewart, Wakefield, Grieve and Brown, and two ear and throat specialists, Drs. Musson and Clarke. These men, holding as they do the highest certificates in medicine and surgery from the best universities of England and the United States, and confining their ministrations principally, if not entirely, to the sick and needy on the coast without fee or reward, it is needless for me to say that their presence here has been fraught with great good.

I have, etc.,

(Signed) F. J. MORRIS,

Judge Labrador Court.

His Excellency Sir Ralph Williams, K.C.M.G.,
Governor.

Report of the Medical Superin-
tendent Lunatic Asylum,
1909.

Report of Medical Superintendent, Lunatic Asylum, 1909.

January, 1910.

Sir—I have the honour to submit to you my report for the year ending December 31st, 1909—

At the beginning of the year there were 126 male and 114 female patients.

There were admitted during the year 135 patients—73 men and 62 women. This has been the largest number admitted into the institution in any one year, the nearest approach to this being in the year 1905, when 128 patients—71 men and 57 women—were admitted.

An interesting fact in connection with these figures is that 1905 was also a year following a general election, and tends to prove that any public excitement has a tendency to increase the number of the insane.

The number discharged as recovered or improved has also been large—44 men and 37 women.

Our death rate has been much higher than usual. This has been partly due to the after consequences of a severe outbreak of grippe, which attacked the inmates towards the end of 1908. Another cause has been the tendency to send into the institution feeble and worn-out persons who have become a burden to their relatives more from failure of their mental powers than from actual insanity. There were 51 deaths—30 men and 21 women.

The principal cause of death has been consumption. The insane are particularly liable to contract this disease, and their debilitated condition offers a poor resistance to it, and I would earnestly recommend the building of a separate ward where these cases might be treated apart from the other patients, as it is almost impossible to prevent some of the patients, especially amongst the men, from spitting about, though the attendants are constantly on the watch to prevent it.

During the year the work of the institution has gone on quietly and progressed favorably. The constant use of paint and wash brushes, the building of a new ice house, the repair of the walks, drains and fences, the making and repairing of all the boots and shoes of the inmates, the making of mats, brushes and knitting of twine and carpentry work has given employment to the men, together with the daily general cleaning of the wards and corridors.

The women have been fully employed making and repairing all the underclothing, stockings, dresses and other garments, and the laundry has given a large amount of employment.

Our laundry is, I am sorry to say, very unsuitable for the amount of work to be got through. For one item, we have over 1,600 sheets to wash during the month, and our drying room is most inadequate for the purpose and is a constant source of worry, as it was built at a time when there were only about fifty patients, and now as we have over 240, it is not equal to the requirements and a new one is urgently needed.

The changes in our staff during the year have been the taking on of a new matron, Miss F. Field, who entered on her duties on the 8th of March last. Her kindness to and quiet firmness with the patients has won their regard, and her strict attention to her duties and the way in which she has managed her department has gained her the respect of the staff and proved very satisfactory.

I would recommend to your consideration the head attendant on the male side, Mr. S. Butler. He has been most attentive to his steadily increasing duties, and I would be glad if you would recommend the Government to increase his salary.

The farm work done during the year has been fairly satisfactory. The potato, cabbage and hay crops have been much better than usual. The turnips were not so good, and our supply of pigs was not equal to the demand. We hope to have a larger stock next year.

Entertainments have been held frequently during the year and have been much enjoyed by the patients, and our thanks are due to those friends who have so kindly assisted at them.

I wish also to thank the Board of Works for their readiness to accept and act on any suggestion for the good of the institution.

I also beg to thank the clergymen of the different denominations for their kindness in visiting and attention to the spiritual wants of the inmates.

I remain, Sir, thanking you for your kindly support and assistance during the year,

Your obedient servant,

JOHN G. DUNCAN.

William Woodford, Esq., M.H.A.,
Minister of Public Works.

Report of the Registrar General of Births,
Marriages and Deaths,

For the Year ended December 31st, 1909.

Report of the Registrar General of Births, Marriages, and Deaths, for the year ended December 31st, 1909.

Registrar General's Office,
St. John's, Newfoundland,
March 28th, 1910.

Sir—I have the honour to submit the Annual Report of Births, Marriages and Deaths for the year ended December 31st, 1909.

The total registration made during the year were 12,593—Births, 7,182; Marriages, 1,728; and Deaths, 3,683. The Births registered exceeded the number of the previous year by 483; the Marriages decreased 34; and there is a decrease in the total Deaths of 459.

The Deaths from Tuberculosis of the Lungs decreased 66. This decrease has extended over eleven districts, the largest decreases being in Bay de Verde (20), Trinity (18), Bonavista (17), St. Barbe (16), Fortune Bay (7), and Burin (9). There is a slight increase in the figures for the other seven districts, including St. John's East and West (4), and Placentia and St. Mary's (20).

The Infantile Mortality continues to increase, though not to the same extent as in the year 1908.

Complete returns were received from all the districts except three, viz—Twillingate, Saint Barbe and Fortune Bay. Five Registering Officers, viz—Rev. R. F. Mercer, Harbor Breton; Rev. J. H. Bull, Exploits, Rev. W. K. Pitcher, Griquet; Rev. H. G. Coffin, Nipper's Harbor; and Rev. F. D. Cotton, Farmer's Arm, failed to furnish returns.

To the adoption of the International Classification of Causes of Death, which has been in use for the last half of the past year, must be attributed the large reduction in "unknown" causes, and with the new regulations recently enforced in St. John's, upon the recommendation of the Tuberculosis Commission, making it compulsory to procure a certificate from a Registered Medical Practitioner, stating the cause of death in every case, together with the fact that all the Outport Medical Practitioners are willing to co-operate by certifying the specific cause of death, there is every reason to believe that in future the Registration of Deaths will be in accordance with the International Classifications.

The figures for the Electoral Districts of St. John's—Divided into the city proper and suburbs with extern settlements are here given—

	Popu- lation.	Death Rate per 1,000.							
	Estim'd 1909.	1902	1903	1904	1905	1906	1907	1908	1909
Districts	43,485	22.73	21.92	23.45	21.23	25.25	21.07	22.95	21.96
City	32,099	26.08	24.09	25.78	23.35	27.00	22.92	27.06	24.67
Suburbs, etc.....	11,386	13.17	15.76	16.82	15.19	20.00	15.80	11.26	14.31

The natural growth of the population in the districts and City of St. John's for the past eight years has been added to the population as given in the census of 1901 and, therefore, the population on December 31st, 1909, was estimated to be as shown in the above table.

THE DEATH RATES BY DISTRICTS.

District.	Popu- lation.	Rates per 1,000.						
		1903	1904	1905	1906	1907	1908	1909
1 St. John's, E. & W.....	39,995	21.92	23.45	21.23	25.25	21.07	22.95	21.96
2 Harbor Main.....	9,500	17.26	14.42	16.52	23.47	16.42	12.73	14.10
3 Port-de-Grave	7,445	20.28	24.04	23.37	26.73	17.86	20.55	18.40
4 Harbor Grace.....	12,671	18.23	16.73	21.62	24.30	20.36	20.20	17.91
5 Carbonear	5,024	16.12	15.52	19.90	23.68	18.31	17.31	20.30
6 Bay-de-Verde.....	9,827	22.28	21.88	21.06	26.25	21.47	24.83	18.31
7 Trinity	20,695	16.86	19.23	16.81	22.37	19.81	21.11	14.88
8 Bonavista	20,557	17.17	14.74	18.19	20.38	18.00	19.55	15.61
9 Fogo	7,570	17.30	12.42	19.81	18.89	17.17	16.51	12.94
10 Twillingate	19,453	14.23	14.65	13.62	14.85	16.09	13.62	11.11
11 St. Barbe.....	8,134	16.22	12.29	12.04	15.98	15.00	16.59	12.90
12 St. George.....	9,100	13.62	11.98	14.83	18.02	13.08	11.86	13.40
13 Burgeo and LaPoile.....	7,011	16.40	14.40	17.25	14.83	16.55	16.26	11.26
14 Fortune Bay.....	8,762	12.21	13.35	11.98	15.18	12.67	13.12	9.13
15 Burin	10,402	19.80	15.38	19.80	22.59	22.98	17.59	15.28
16 Placentia and St. Mary's	15,194	14.28	12.83	13.29	16.91	15.99	13.29	17.37
17 Ferryland	5,697	21.06	17.20	18.60	16.15	17.03	14.57	16.30
18 Labrador	3,947	18.74	20.52	13.68	16.72	26.60	24.06	25.59

Comparative figures of the principal causes of Death for past Ten Years.

Cause.	1900	1901	1902	1903	1904	1905	1906	1907	1908	1909
Tuberculosis	636	654	710	769	698	804	933	801	802	736
Infantile Convulsions.....	219	219	285	277	280	309	333	265	126	115
Congenital Debility.....	217	359	398	572	566	529	472	458	808	844
Old Age	337	362	392	491	460	442	461	408	443	354
Measles... ..	6	23	97	1	1	1	177	3	15	12
Influenza	72	103	78	136	52	131	65	71	114	58
Whooping Cough.....	280	198	11	7	44	41	127	145	7	48
Diphtheria and Croup.....	109	140	163	141	90	61	39	39	14	12
Pneumonia	52	69	77	104	116	116	261	166	169	108
Bronchitis	67	99	98	97	122	93	129	104	83	69
Cancer	77	85	70	80	42	42	115	110	127	123
Paralysis, Apop., Fits	112	106	105	142	130	127	146	135	138	146

The Rates per 1,000 for the past Ten Years.

	1900	1901	1902	1903	1904	1905	1906	1907	1908	1909
Births ..	31.42	30.91	31.55	31.21	30.58	31.73	29.62	29.50	28.26	30.01
Marriages	8.63	7.85	8.04	7.75	8.13	7.78	8.01	7.88	7.43	7.24
Deaths	16.78	17.54	17.03	17.64	16.70	17.03	20.13	17.60	17.47	15.43

Population, Newfoundland and Labrador, Dec. 31st, 1908.....	237,048
Add difference between Births and Deaths for the year ended December 31st, 1909	3,499
	240,547
Loss by emigration year ended December 31st, 1909	1,933
	238,614

I have the honour to be,

Sir,

Your obedient servant,

(Signed) E.. DOYLE,
Registrar General.

The Honourable Robert Watson,
Colonial Secretary.

TABLE I.—Denominational Returns of Births, Marriages

DISTRICTS	CHURCH OF ENGLAND							ROMAN CATHOLIC							METHO-			
	Births			No. of Persons Married	Deaths			Births			No. of Persons Married	Deaths			Births			No. of Persrns Married
	Male	Female	Total		Male	Female	Total	Male	Female	Total		Male	Female	Total	Male	Female	Total	
St. John's E.W	169	173	342	220	86	103	189	389	378	767	379	284	278	562	134	137	271	141
Harbor Main..	51	40	91	49	31	20	51	98	86	184	67	44	37	81	4	.....	4	12
Port-de-Grave	46	56	102	17	22	22	44	42	23	65	24	22	22	44	31	44	75	31
Harbor Grace	161	120	281	90	83	71	154	36	30	66	36	7	16	23	25	19	44	22
Carbonear	14	15	29	16	6	6	12	20	21	41	14	15	16	31	31	41	72	44
Bay-de-Verde	17	16	33	7	1	8	9	55	55	110	30	23	17	40	111	89	200	77
Trinity	184	154	338	140	94	80	174	11	15	26	12	3	2	5	125	120	245	124
Bonavista	141	127	268	130	66	66	132	45	51	96	46	34	37	71	122	145	267	158
Fogo	42	34	76	53	20	19	39	17	14	31	27	7	2	9	42	41	83	72
Twillingate ...	31	41	72	63	28	18	46	23	16	39	16	5	2	7	190	162	352	194
St. Barbe	59	68	127	65	22	21	43	28	37	65	29	17	13	30	53	50	103	40
St. George.....	32	34	66	49	15	15	30	116	110	226	72	47	40	87	15	14	29	7
Burg & LaPoile	98	96	194	86	39	31	70	.....	.....	.....	1	.....	.....	.....	16	17	33	21
Fortune Bay ..	95	77	172	85	25	29	54	24	29	53	27	12	11	23	10	3	13	9
Burin.....	47	51	98	32	20	21	41	85	82	167	95	22	20	42	63	61	124	67
Pla. St. Mary's	19	22	41	29	9	12	21	178	208	386	181	101	124	225	19	15	34	14
Ferryland.....	.....	.....	.....	.....	.....	.....	.....	103	71	174	52	50	43	93	.....	.....	.....	.....
Labrador.....	9	8	17	12	8	5	13	4	5	9	4	3	.....	3	5	8	13	15
Totals.....	1215	1132	2347	1143	575	547	1122	1274	1231	2505	1112	696	680	1376	996	966	1962	1048

and Deaths for the Year Ended December 31st, 1909

DIST			PRESBYTERIAN				CONGREGATIONAL				SALVATION ARMY				OTHER DENOM.																
Deaths			Births			No. of Persons Married	Deaths			Births			No. Per. Marr'd	Deaths			Births			No. of Persons Married	Deaths										
Male	Female	Total	Male	Female	Total		Male	Female	Total	Male	Female	Total		Male	Female	Total	Male	Female	Total		Male	Female	Total	Male	Female	Total					
86	76	162	11	13	24	8	8	6	14	6	4	10	2	2	5	7	11	14	25	8	10	8	18	1	6	7	2	...	3	3	
1	1	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
23	25	48	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4	1	5	...	1	...	1	...	...	...	...	...	...	...
25	16	41	1	3	4	1	1	2	3	...	...	...	...	...	...	...	4	6	10	...	3	3	6	...	...	...	...	...	...	...
28	30	58	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	2	5	6	...	1	1	...	...	...	...	...	...	...
71	70	131	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
59	54	113	...	...	...	...	...	...	...	...	...	...	...	...	...	...	13	12	25	14	9	7	16	...	...	...	...	...	...	...
50	58	108	...	...	...	...	...	...	...	...	...	...	...	...	...	...	31	16	47	16	6	4	10	...	...	...	...	...	...	...
20	24	44	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	7	10	4	1	5	6	...	...	...	...	...	...	...
61	76	137	2	2	4	...	...	1	1	...	...	...	...	...	...	...	46	27	73	33	14	12	26	...	...	...	...	...	...	...
12	17	29	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4	7	11	...	1	2	3	...	...	...	...	...	...	...
2	1	3	4	1	5	1	1	1	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...
4	4	8	...	...	...	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	5	6	11	1	2	...	2	7	5	12	6	1	...	1	...	...	...	...	...	...	...
35	31	66	...	...	...	...	...	...	...	...	...	...	...	...	...	...	7	13	20	2	4	6	10	...	...	...	...	...	...	...
8	7	15	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	5	8	...	3	...	3	...	...	...	...	...	...	...
...
3	1	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
478	491	969	18	19	37	10	11	10	21	11	10	21	3	4	5	9	136	115	251	89	54	48	102	33	26	59	50	48	36	84	

*These Births, Marriages and Deaths were reported by the Moravian Missionaries.

TABLE 2.—Registration Returns of Births, Marriages

DISTRICTS	BIRTHS			No. of Persons Married	DEATHS			DEATHS ARRAN. AS							
	Male	Female	Total		Male	Female	Total	Birth to 1 Year	1 Year to 5 Years	5 Years to 10 Years	10 Years to 15 Years	15 Years to 20 Years	20 Years to 30 Years	30 Years to 40 Years	40 Years to 50 Years
St. John's, E. & W.....	721	725	1446	760	476	479	955	321	119	23	19	37	59	48	56
Harbor Main.....	153	126	279	128	77	58	135	45	13	6	4	3	9	6	5
Port-de-Grave	123	124	247	72	68	69	137	37	14	2	6	7	5	6	5
Harbor Grace.....	227	178	405	150	119	108	227	74	11	5	4	10	26	13	9
Carbonear.....	68	79	147	80	49	53	102	22	6	.....	7	3	6	6	2
Bay de Verde.....	183	160	343	114	35	85	180	48	20	6	4	7	15	10	8
Trinity	333	301	634	290	165	143	308	81	36	7	6	19	35	19	15
Bonavista.....	339	339	678	350	156	165	321	78	29	13	9	9	50	30	18
Fogo	104	96	200	156	48	50	98	28	4	3	1	3	17	6	5
Twillingate	292	248	540	306	108	109	217	47	29	9	8	10	27	15	14
St. Barbe ..	144	162	306	134	52	53	105	31	11	7	4	4	9	17	2
St. George.....	167	159	326	130	65	57	122	36	10	2	10	5	14	11	9
Burgeo & LaPoile.....	114	113	227	108	44	35	79	27	4	1	3	7	9	6	9
Fortune Bay	141	120	261	128	40	40	80	24	7	1	1	3	10	4	8
Burin	202	207	409	196	81	78	159	42	16	3	1	9	13	16	10
Placentia & St. Mary's	219	250	469	224	121	143	264	48	25	7	7	14	34	20	14
Ferryland	103	71	174	52	50	43	93	14	8	4	3	4	9	6	4
Labrador.....	50	41	91	78	62	39	101	29	12	4	4	4	9	8	9
Totals.....	3683	3499	7182	3456	1866	1817	3683	1032	374	103	101	158	356	247	202

and Deaths for the Year Ended December 31st, 1909

REGARDS AGE.

50 Years to 60 Years	60 Years to 70 Years	70 Years to 80 Years	80 Years to 90 Years	90 Years to 100 Years	100 Upwards	Not given	TOTAL	Illegitimate	Twins	Triplets
63	84	81	38	6	...	1	955	44	10	1
9	11	15	5	1	...	3	135	4	3	...
9	10	29	5	2	...	...	137	3	3	...
11	24	27	11	2	...	...	227	2	6	2
8	11	18	12	1	...	...	102	...	...	...
9	19	19	14	1	...	...	180	6	5	...
23	27	20	18	1	...	1	308	11	14	...
16	25	25	12	6	...	1	321	8	11	...
4	13	7	5	1	...	1	98	10	2	...
11	11	22	13	...	...	1	217	14	18	...
4	8	4	4	...	...	...	105	7	1	...
6	3	8	7	1	...	...	122	7	...	1
2	8	1	1	1	...	...	79	6	4	...
3	5	10	3	1	...	...	80	2	6	...
6	19	18	6	...	...	...	159	3	7	...
17	30	30	14	3	...	1	264	6	4	...
2	6	15	14	4	...	...	93	2	2	...
8	7	6	1	...	...	...	101	1	1	...
211	321	355	183	31		9	3683	136	97	4

TABLE III.

Totals and Rates.

	Per 1,000 of 238,600 Population 30-01	7.24	15.43
	do	do	do
	do	do	do
	do	do	do
Total	7182	1728	3683
Female	3499	...	1817
Male	3683	...	1866
Births			
Marriages			
Deaths			

TABLE 4.—Total Deaths by Individual Diseases by Districts, Year Ended December 31st.

CAUSES OF DEATH.	DISTRICTS.													Total	GRAND TOTAL				
	St. John's, E. & W.	Harbor Main	Port de Grave	Harbor Grace	Carbonear	Bay de Verde	Trinity	Bonavista	Fogo	Twillingate	St. Barbe	St. George's	Burgeo & LaPoile			Fortune Bay	Burin	Pl. & St. Mary's	Ferryland	Labrador
GENERAÆ DISEASES:																			
(A. EPIDEMIC DISEASES)																			
Typhoid Fever	10	1	1	1	1	4	7	3	7						2	1			37
Malarial Fever																			
Small Pox																			
Measles	2						3	2	2	2	1								12
Scarlet Fever	3						2		1	1	3				1		1		12
Whooping Cough	9	10	3	1		1		1	3	3					14	2			48
Diphtheria and Croup	5	1	1	1	1	1									1				12
Influenza	1	3	1	1		10	2	5	3	1	6		7		7		11		58
Dysentery								1								1			2
Erysipelas	2	1		1	1				1				1		1		1		9
Other Epidemic Diseases	1										3								4
(B. OTHER GEN. DISEASES)																			
Septicaemia	1					3			2										6
Tuberculosis of lungs	154	25	19	53	17	32	83	61	23	48	20	20	19	11	39	71	23	18	736
do larynx																			
do Meningitis																			
Abdominal Tuberculosis	4	1		1		2					1			1	1		1		12
Pott's Disease																			
Tuberculosis Abscess				1															1
White Swelling										1	1								2
Tuberculosis of other organs	1																		1
General Tuberculosis	1																		1
Scrofula							1											3	4
Venereal Diseases	2																	5	7
Cancer of Mouth	1	2	1		1		3	1	1		1					1			12
do Stomach and liver	10	3	2	3	3	3	2	3	4		1	2	5	1	2				47
do Intestines	1	1		1	1			2						1					7
do Genital organs				1							1	1				1			4
do Breast	2	1		1				1								1			6
do Skin																			
do Unspecified	15	4	3	2		3	2			1	4	2	2	5	3	1			47
Tumors	1	1				1			2	2	2								9
Rheumatism	4	1	1			1			1	1	1								10
Diabetes	3		1	1	1	2								1	1	2			12
Anaemia, leukaemia	2		1			1	1												5
Alcoholism																			
Chronic poisonings	1																		1
Other general diseases	3	2																	5
NERVOUS SYSTEM:																			
Encephalitis																			
Meningitis	11	2		2	2	1	4	4	1	2	2		2	3	4				40
Locomotor Ataxia																			
Other diseases spinal cord	3			1			2			1			1	1	1				10
Apoplexy	10			2	1	1	2			2			1			2	1		22

TABLE 4.—Total Deaths by Individual Diseases by Districts, Year Ended December 31st.

CAUSES OF DEATH.	DISTRICTS.															Total	GRAND TOTAL		
	St. John's, E.&W.	Harbor Main	Port de Grave	Harbor Grace	Carbonear	Bay de Verde	Trinity	Bonavista	Fogo	Twillingate	St. Barbe	St. George	Burgeo & LaPoile	Fortune Bay	Burin			Plac. & St. Mary's	Ferryland	Labrador
NERVOUS SYSTEM (Con.)																			
Paralysis	22	8	7	8	8	4	10	7	4	13	2	2	3	6	9	7	..	120	
General paralysis of insane ..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1
Other forms mental disease ..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	2
Other diseases of brain	13	1	..	2	..	..	4	3	2	1	5	..	1	3	3	1	3	42
Epilepsy .....	..	1	..	..	..	..	1	1	..	..	1	..	..	..	..	..	..	4
Convulsions	31	2	4	6	..	5	7	12	3	13	4	..	5	2	10	4	5	115	
Tetanus	2	..	1	..	1	..	..	..	..	..	..	..	..	..	1	..	..	5
Other diseases nervous sys. ..	1	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2
CIRCULATORY SYS.:																			
Pericarditis.....	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1
Endocarditis	13	..	..	..	..	..	..	1	..	1	..	..	..	..	..	..	..	15
Heart disease.....	29	2	5	5	8	5	1	3	1	3	2	1	6	4	..	1	1	77	
Angina Pectoris.....	..	..	..	..	..	1	1	2	..	..	1	..	..	..	..	..	..	5
Diseases of arteries .....	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	1
Embolism and Thrombosis ..	..	..	..	..	..	1	..	..	..	..	..	..	..	1	..	..	..	2
Other diseases circul'ry sys. ..	1	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	1	4
RESPIRATORY SYS.:																			
Diseases of Larynx	1	..	..	..	..	..	..	..	..	..	..	..	..	1	1	1	..	4
Acute Bronchitis	21	2	2	4	2	3	3	2	..	7	..	..	1	2	2	..	2	53
Chronic Bronchitis	7	1	..	1	1	1	..	2	..	..	..	..	..	..	3	..	..	16
Broncho-Pneumonia	1	..	..	4	..	..	..	..	..	..	..	..	..	..	..	..	..	5
Pneumonia	33	1	8	..	1	10	11	8	3	5	1	3	3	2	7	3	1	103	
Pleurisy	2	..	3	..	..	..	2	1	..	..	2	..	..	..	2	..	2	14
Asthma and Emphysema ...	1	..	..	1	..	1	..	..	..	..	1	..	..	..	3	4	..	11
Hemorrhage of lungs .....	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	2
Other diseases resp. system ..	5	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	6
DIGESTIVE SYSTEM:																			
Ulcer of stomach	2	..	..	..	..	..	..	..	1	..	..	..	..	..	1	..	1	5
Gastritis .....	..	..	..	..	..	..	1	..	..	..	1	..	..	..	1	..	1	4
Other diseases of stomach ...	1	..	..	1	..	..	..	..	..	..	..	..	..	..	3	..	..	5
Diarrhoea and Enteritis	30	..	..	..	..	1	1	2	..	1	..	2	1	5	2	..	..	45
do do 2 yrs and over	7	..	..	..	1	1	4	11	..	1	..	..	1	1	1	..	..	28
Hernia .....	..	..	..	..	2	..	1	..	..	..	..	..	..	..	..	..	..	3
Obstruction of Intestines	2	..	..	..	1	..	..	2	2	3	1	..	..	4	..	..	1	16
Other diseases of Intestines ..	3	3	..	..	2	..	1	3	..	1	..	..	..	..	..	..	1	14
Acute yellow atrophy of liver ..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1
Cirrhosis of liver	4	..	..	..	..	..	..	1	..	..	..	..	..	1	..	..	..	6
Other diseases of liver.....	..	..	..	1	..	1	..	..	..	..	..	..	..	..	..	..	2	4
Diseases of Spleen.....	1	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	2
Peritonitis, non-puerperal ...	8	..	1	5	1	2	..	3	..	..	..	..	..	1	1	..	..	22
Appendicitis	1	..	..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	3
Other dis's of digestive sv's...	3	..	..	..	..	..	..	1	..	1	..	..	1	3	2	1	..	12
GENTO-URINARY SYS.:																			
Acute Nephritis.....	14	..	..	..	1	1	..	3	1	..	..	2	1	..	1	1	..	25
Bright's disease	13	..	1	..	..	..	..	1	1	2	..	1	..	..	1	..	1	21

TABLE 4.—Total Deaths by Individual Diseases by Districts, Year Ended December 31st.

CAUSES OF DEATH.	DISTRICTS.														Total	GRAND TOTAL			
	St. John's, E. & W.	Harbor Main	Port de Grave	Harbor Grace	Carbonear	Bay de Verde	Trinity	Bonavista	Fogo	Twillingate	St. Barbe	St. George	Burgeo & LaPoile	Fortune Bay			Burin	Pl. & St. Mary's	Ferryland	Labrador
GENTO-URINARY SYS.:																			
(Continued)																			
Other diseases of kidneys ...	7	2		2		1		5		3		1	1			2			24
Diseases of bladder				1		1									1				3
PUERPERAL STATE:																			
Puerperal Septicaemia.....	4			1			4	5		1	1	1		1	1	2	1		22
do Convulsions																		3	3
Other causes	1			1	1	1	2	2		2	3	1	1	3	1	1		1	21
DISEASES OF SKIN:																			
Abscess		1					1	1										1	4
Other diseases of skin	1																	1	2
LOCOMOTOR SYSTEM:																			
Diseases of the joints		2						1		1						1		1	6
Diseases of locomotor system	1												1						2
EARLY INFANCY:																			
Premature birth	34	7	7	2		5	5	1		1	2	3				2		2	71
Congenital debility	231	32	23	65	22	43	67	68	21	34	25	24	24	17	23	34	11	9	773
OLD AGE:																			
	83	14	16	21	11	23	27	28	11	17	5	12	3	11	18	30	17	7	354
VIOLENCE AND OTHER EXTERNAL CAUSES:																			
Suicides	1																		1
Fractures and dislocations...	1					3						1	2			1			10
Burns and scalds	1			1					1	2	2					3			10
Drowning	6	3	1			1	3	18	2	2	3	5		1	4	5	1	5	60
Other accidental poisonings	1																		1
Other accident'l traumatisms	2	2		1	2	2		1		2	1	2				1		1	17
Injuries at birth												1							1
ILL-DEFINED DISEASES:																			
Dropsy	4	1	1			3	4	5			1	2	1	1	1	7	3		34
Heart failure	18	2	4	8	2	5	7	7	2	9	2	1				7	5		79
Other ill-defined causes	14	2		2	1	1	10	5	1	4	4	5		3	1	7	1	1	62
Unknown causes	5	5	4	5	2	2	5	12	2	6	2	5	1	1	2	7			66
STILL BIRTHS:																			
	5	1	1	1			5	1	1		1	2			3		1	8	30
	955	135	137	227	102	180	308	321	98	217	105	122	79	80	159	264	93	101	3683

Annual Report
Reid Newfoundland Company.

Annual Report Reid Newfoundland Company.

Reid Newfoundland Company,
Railway and Steamship Lines,
General Superintendent's Office,
St. John's, N. F., Jany. 8, 1910.

Sir—As requested in your letter of 6th instant, we send herewith Annual Returns Nos. 1, 2, 3, 4, 5, 6, 7, 8, 9, 11a, 11b, 11c, 11d, 12 and 13 in accordance with Schedule "E" in Contract of 1901; also Accident Returns from January 1st to June 30th, 1909.

I have, etc.,
(Signed) R. G. REID,
General Superintendent.

Hon. Robert Watson,
Colonial Secretary,
City.

Reid Newfoundland Company,
Railway and Steamship Lines,
General Superintendent's Office,
St. John's, N. F., Jany. 10, 1910.

Sir—I send herewith Local Freight Class Tariff No. 23 and Local Passenger Tariff No. 17, in accordance with Return No. 10, Schedule "E" in 1901 Contract; also copy of Canadian Classification No. 14.

I have, etc.,
(Signed) R. G. REID,
General Superintendent.

Hon. Robert Watson,
Colonial Secretary,
City.

NEWFOUNDLAND

St. John's,

To wit—

I, Hector McNeil, of St. John's, Auditor of the Reid Newfoundland Company, make oath and say that the several matters and things contained in the statements hereto attached, marked Schedule "E," numbers 1, 2, 3, 4, 6, 8, 9, 11a, 11b, 11c, 11d and 12 are correct and true to the best of my knowledge and belief.

(Signed) HECTOR McNEIL.

Sworn at St. John's this 8th day
of January, A. D. 1910.

Before me,

(Signed) A. W. KNIGHT,
Justice of the Peace.

Reid Newfoundland Company,
Railway and Steamship Lines,
General Superintendent's Office,
St. John's, N. F., Jany. 7, 1910.

Hon. Robert Watson,
Colonial Secretary—

Sir—We furnish the following information in accordance with Schedule "E" in Contract of 1901—

For period between June 30th, 1908, and June 30th, 1909—

No. 1

CAPITAL ACCOUNT

	Authorized	Subscribed	Paid Up	Interest or Dv'nd
Total Ordinary Share Capital	\$25,000,000	\$15,000,000	\$15,000,000	Nil
Preference Share Capital	Nil	Nil	Nil	Nil
Total Amount of Bonds	Nil	Nil	Nil	Nil
Total Capital	\$25,000,000	\$15,000,000	\$15,000,000	

I have, etc.,

(Signed) R. G. REID,
General Superintendent.

Reid Newfoundland Company,
 Railway and Steamship Lines,
 General Superintendent's Office,
 St. John's, N. F., Jany. 7, 1910.

Hon. Robert Watson,
 Colonial Secretary—

Sir—We furnish the following information in accordance with Schedule
 "E" in Contract of 1901—

For period between June 30th, 1908, and June 30th, 1909—

No. 2

BONDS, ETC., NEGOTIATED

Amounts	Rate of Interest	Date	Price
Nil	Nil	Nil	Nil

I have, etc.,

(Signed)

R. G. REID,
 General Superintendent.

Reid Newfoundland Company,
 Railway and Steamship Lines,
 General Superintendent's Office,
 St. John's, N. F., Jany. 7, 1910.

Hon. Robert Watson,
 Colonial Secretary—

Sir—We furnish the following information in accordance with Schedule
 "E" in Contract of 1901—

For period between June 30th, 1908, and June 30th, 1909—

No. 3

SALES OF LAND BY THE CONTRACTOR

Acres Sold	Price	Amount
Nil	—	—

I have, etc.,

(Signed)

R. G. REID,
 General Superintendent.

Reid Newfoundland Company,
Railway and Steamship Lines,
General Superintendent's Office,
St. John's, N. F., Jany. 7, 1910.

Hon. Robert Watson,
Colonial Secretary—

Sir—We furnish the following information in accordance with Schedule
“E” in Contract of 1901—

For period between June 30th, 1908, and June 30th, 1909—

No. 4

FLOATING DEBT

Amount	Rate of Interest	Remarks
Nil	Nil	Nil

I have, etc.,
(Signed) R. G. REID,
General Superintendent.

Reid Newfoundland Company,
Railway and Steamship Lines,
General Superintendent's Office,
St. John's, N. F., Jany. 7, 1910.

Hon. Robert Watson,
Colonial Secretary—

Sir—We furnish the following information in accordance with Schedule
“E” in Contract of 1901—

For period between June 30th, 1908, and June 30th, 1909—

No. 6

COST OF RAILWAY AND ROLLING STOCK

Cost of Grading, Masonry, Building Stations, etc.; Cost of Rolling
Stock of all kinds, including Workshops—\$15,600 per mile.

I have, etc.,
(Signed) R. G. REID,
General Superintendent.

No. 7

July 1st, 1908, to June 30th, 1909.

1 Edwd. VII. Return made under Section 25, Nfld. Railway (Amdt.) Act,
Cap. 6

1—Miles run by passenger trains	206,854
2—Miles run by freight trains	62,997
3—Miles run by mixed trains	261,741
4—Total miles run by trains	531,592
5—Total miles run by engines	598,695
6—Number of passengers	178,691
7—Total number of tons of freight	130,976½
8—Average speed of passenger trains	18 miles per hour
9—Average speed of freight trains	12 miles an hour

Characteristics of Road—No. 5

Length of main line—St. John's to Port aux Basques.....	545.65
Length of branch—Brigus Junction to Carbonear	38.42
Length of branch—Whitbourne to Tilton	21.62
Length of branch—Placentia Junction to Placentia	20.00
Length of branch—Notre Dame Junction to Lewisporte	9.34
Length of total mileage worked	635.03
Length of road laid with steel rails	635.03
Length of sidings	25 miles
Weight of rail per yard, main line—steel	50 lbs.
Weight of rail per yard, Broad Cove Branch—steel N.....	35 lbs.
Number of engine houses and shops	11
Number of engines	25
Number of first class passenger cars	19
Number of second class and emigrant cars	15
Number of baggage, mail and express cars	6
Number of cattle and box freight cars	82
Number of platform cars	230
Number of coal cars	37
Nature of fastenings to secure joints to rail.....	2 fish plates and 4 bolts
Number of level road crossings without watchmen.....	185
Number of overhead bridges	1
Height of overhead bridges above rail level	18 feet
Number of junction with branch lines	8
Radius of sharpest curve	409 feet
Number of feet per mile of heaviest gradient	132

Reid Newfoundland Company,
 Railway and Steamship Lines,
 General Superintendent's Office,
 St. John's, N. F., Jany. 7, 1910.

Hon. Robert Watson,
 Colonial Secretary—

Sir—We furnish the following information in accordance with Schedule
 "E" in Contract of 1901—

For period between June 30th, 1908, and June 30th, 1909—

No. 8

DESCRIPTION OF FREIGHT

1.—Flour Barrels	20,202,500 lbs.
2.—Live Stock	1,831,120 lbs.
3.—Lumber	57,694,450 lbs.
4.—Fish	13,594,120 lbs.
5.—Manufactured Goods	5,551,200 lbs.
6.—Other Articles	151,149,436 lbs.
	<hr/>
Total	250,022,826 lbs.
	<hr/>

I have, etc.,

(Signed) R. G. REID,

General Superintendent.

Reid Newfoundland Company,
 Railway and Steamship Lines,
 General Superintendent's Office,
 St. John's, N. F., Jany. 7, 1910.

Hon. Robert Watson,
 Colonial Secretary—

Sir—We furnish the following information in accordance with Schedule
 "E" in Contract of 1901—

For period between June 30th, 1908, and June 30th, 1909—

No. 9

EARNINGS

1.—Passenger Traffic	\$260,518.54
2.—Freight	195,310.04
3.—Mails	42,000.00
4.—Other Sources	43,951.06
Total	<u>\$541,779.64</u>

I have, etc.,

(Signed) R. G. REID,
 General Superintendent.

Reid Newfoundland Company,
 Railway and Steamship Lines,
 General Superintendent's Office,
 St. John's, N. F., Jany. 7, 1910.

Hon. Robert Watson,
 Colonial Secretary—

Sir—We furnish the following information in accordance with Schedule
 "E" in Contract of 1901—

For period between June 30th, 1908, and June 30th, 1909—

No. 11a

OPERATING EXPENSES—MAINTENANCE OF LINE, BUILDINGS,
 ETC.

1.—Wages	\$86,821.39
2.—Cost of Rails and Fastenings	2,350.49
3.—Ballasting	4,272.34
4.—Repairs to Bridges, etc.	6,884.84
5.—Repairs to and Renewal of Buildings	1,204.92
6.—Repairs to Fences	4,616.14
7.—Clearing Snow	6,927.43
8.—Engineering Superintendence	2,233.62
Repairs to Wharves	4,756.57
Repairs to Telegraphs	1,132.48
Renewal of Ties	22,594.47
	Total
	\$143,794.69

I have, etc.,

(Signed)

R. G. REID,
 General Superintendent.

Reid Newfoundland Company,
 Railway and Steamship Lines,
 General Superintendent's Office,
 St. John's, N. F., Jany. 7, 1910.

Hon. Robert Watson,
 Colonial Secretary—

Sir—We furnish the following information in accordance with Schedule
 "E" in Contract of 1901—

For period between June 30th, 1908, and June 30th, 1909—

No. 11b

OPERATING EXPENSES—WORKING AND REPAIRS OF ENGINES

1.—Wages of Engineers, Firemen and Wipers.....	\$31,164.77
2.—Cost of Fuel	108,043.45
3.—Repairs to Engines and Tenders	31,144.45
4.—Oil and Waste for Locomotives	3,071.02
5.—Pumping Engines	2,342.40
6.—Repairs to Tools and Machinery	42.96
Superintendence	1,682.55
Total	<u>\$177,491.60</u>

I have, etc.,
 (Signed) R. G. REID,
 General Superintendent.

Reid Newfoundland Company,
 Railway and Steamship Lines,
 General Superintendent's Office,
 St. John's, N. F., Jany. 7, 1910.

Hon. Robert Watson,
 Colonial Secretary—

Sir—We furnish the following information in accordance with Schedule
 "E" in Contract of 1901—

For period between June 30th, 1908, and June 30th, 1909—

No. 11c

OPERATING EXPENSES—REPAIRS OF CARS

1.—Wages and Material for Repairs of Passenger Cars.....	\$16,168.27
2.—Wages and Material for Repairs of Freight Cars and Snow Ploughs	11,570.07
3.—Superintendence	900.00
	<hr/>
Total	\$28,638.34
	<hr/>

I have, etc.,

(Signed) R. G. REID,

General Superintendent.

Reid Newfoundland Company,
 Railway and Steamship Lines,
 General Superintendent's Office,
 St. John's, N. F., Jany. 7, 1910.

Hon. Robert Watson,
 Colonial Secretary—

Sir—We furnish the following information in accordance with Schedule
 "E" in Contract of 1901—

For period between June 30th, 1908, and June 30th, 1909—

No. 11d

OPERATING EXPENSES—GENERAL

1.—Office Expenses	\$4,528.78
2.—Agents and Station Service	44,550.81
3.—Conductors and Trainmen	20,815.70
4.—Compensation for Injuries	588.30
5.—Loss and Damage to Freight	872.12
6.—Cattle Killed	903.99
7.—Ferries, etc.	
8.—Foreign Agencies	
9.—Station Supplies, Fuel and Light	11,939.13
10.—Other General Expenses	8,400.48
Advertising	10,015.34
Train Supplies and Expenses	14,412.11
Telegraph Expenses	17,150.55
Wrecking	367.80
Switchmen and Watchmen	882.30
Stationery and Printing	3,824.95
Salaries of Officers and Expenses	44,999.88
Salaries of Clerks	29,151.98
Legal Expenses	22,241.46
Dining and Sleeping Cars	20,016.02
News Agents	10,389.00
Total	<u>\$266,050.70</u>

I have, etc.,

(Signed) R. G. REID,

General Superintendent.

Reid Newfoundland Company,
 Railway and Steamship Lines,
 General Superintendent's Office,
 St. John's, N. F., Jany. 7, 1910.

Hon. Robert Watson,
 Colonial Secretary—

Sir—We furnish the following information in accordance with Schedule
 "E" in Contract of 1901—

For period between June 30th, 1908, and June 30th, 1909—

No. 12

SUMMARY OF OPERATING EXPENSES

A	\$143,794.69
B	177,491.60
C	28,638.34
D	266,050.70
	<hr/>
Total Cost of Operating	\$615,875.33
	<hr/>

I have, etc.,

(Signed)

R. G. REID,
 General Superintendent.

No. 13

1 Edwd. VII., Nfld. Railway (Amendment) Act, Cap. 6.

July 1st to December 31st, 1908

ACCIDENTS

CAUSE OF ACCIDENTS.	PASSENGERS.		EMPLOYEES.		OTHERS.	
	Killed	Injured	Killed	Injured	Killed	Injured
Fell from Cars or Engines.....
Jumping off when in motion.....	3	.....	.....	.....	.....
Walking or being on Track
Putting Arms or Heads out of windows..
Coupling Cars	3	.....	.....
Collisions
Explosions
Striking bridges.....
Total	3	.....	3	.....	.....

No. 13

1 Edwd. VII., Nfld. Railway (Amendment) Act, Cap. 6.

July 1st to December 31st, 1908

The following is a statement of the date of each accident, the place where it occurred, the cause of the accident, the extent of the injury to each person injured and the name of each person.

Date.	Name and Place	Nature and Cause of Accident.
Oct. 7	W. G. Dalton Lewisporte	Jumping off cars; cut right leg. Laid up one month
Nov. 6	John Lynch..... East Badger Brk.	Jumped off hand car and injured one knee. Laid up three weeks.
Nov. 19	P. Frank..... Port aux Basques	Body squeezed between cars while coupling. Laid off few days.
Nov. 30	George Pitcher..... Clareville	Left hand caught while coupling cars. Thumb and two fingers am- putated.
Nov. 30	M. J. Barron..... Lewisporte	One finger of left hand caught while coupling cars. Laid off few days.
Dec. 2	Bernard Forristal..... Clarke's Beach	Jumped off train, wheels ran over left leg, fracturing same badly.

St. John's

S S

I, Albert Pretty, of St. John's, Newfoundland, Chief Despatcher of the Reid Newfoundland Company, make oath say that the matter contained in the paper writing hereto annexed is correct and true to the best of my knowledge and belief.

(Signed) ALBERT PRETTY.

Sworn at St. John's this 11th day
of June, A. D., 1909.

(Signed) J. J. FLANNERY,
Justice of the Peace.

No. 13

1 Edwd. VII., Nfld. Railway (Amendment) Act, Cap. 6.

Jany. 1st to December 31st, 1909

ACCIDENTS

CAUSE OF ACCIDENTS.	PASSENGERS.		EMPLOYEES.		OTHERS	
	Killed	Injured	Killed	Injured	Killed	Injured
Fell from Cars or Engines.....	1	.....	.....
Jumping off when in motion.....	1	.....	.....	.....	.....
Walking or being on track.....
Putting Arms or Heads out of windows..	1	.....	.....	.....	.....
Coupling Cars	1	.....	.....
Collisions.....
Explosions
Striking Bridges
Total	2	.....	2	.....	.....

No. 13

1 Edwd. VII., Nfld. Railway (Amendment) Act, Cap. 6.

Jany. 1st to June 30th, 1909

The following is a statement of the date of each accident, the place where it occurred, the cause of the accident, the extent of the injury to each person injured and the name of each person.

Date.	Name and Place	Nature and Cause of Accident.
Mar. 14	Thos. Butler..... Two miles west Cook's Brook water shute	Top of head cut by striking snow going through cut, account hav- ing his head out of car window.
" 26	James Fox..... One mile east Norris Arm	Two slight cuts on head, jumped from train while insane.
April 8	J. T. Murphy Norris Arm	Fell from car when train stopped suddenly; forehead and nose cut and slight bruise on leg; laid up four days.
June 1	J. Maher..... Spaniard's Bay	One finger squeezed while coupling cars. Laid off few days.

St. John's
S. S.

I, Albert Pretty, of St. John's, Newfoundland, Chief Despatcher of the Reid Newfoundland Company, make oath say that the matter contained in the paper writing hereto annexed is correct and true to the best of my knowledge and belief.

(Signed) ALBERT PRETTY.

Sworn at St. John's this 8th day
of January, A. D. 1910.

Before me,

(Signed) A. W. KNIGHT,
Justice of the Peace.

January 1st to June 30th, 1909

1 Edwd. VII., Return Made Under Section 25 Nfld. Railway (Amendment)
Act, Cap. 6

- April 3rd—Two loaded box cars, one loaded coal car and caboose on No. 5 train left track one and a half miles east of Rantem; one truck of one box car turned across track, truck disabled; other cars slightly damaged. No apparent cause. Delayed 22 hours replacing cars and repairing track. Time—1 a.m.
- April 11th—Car Terra Nova on down passenger special left track and turned over on side six poles west of 132nd mile; one truck slightly damaged; track damaged for eight rail lengths. Cause not ascertained. Delayed four hours and thirty minutes. Time—4.10 a.m.
- April 17th—Colonist and Dining Car No. 1 train derailed two miles west of Crabbes and turned over on their side; king pin broken and other slight damages to dining car; one truck of Colonist car damaged and sides scraped; track torn up for two car lengths. Train delayed one hour. Cars left behind. Could not ascertain cause. Time—1.45 a.m.
- April 18th—Rear truck of second class car on up special left track one mile east of Port Blandford water shute. Truck damaged considerably. Track damaged for five rail lengths. No apparent cause. Delayed five hours and thirty minutes. Time—10.15 a.m.
- April 23rd—Front truck of sleeping car Placentia on No. 1 train derailed on curve at west end of Cook's Brook Siding. Truck totally disabled. Very slight damage to track. Apparently caused by soft track. Train delayed thirty minutes. Car left behind. Time—9 p.m.
- April 25th—Engine 61 and two loaded flat cars on down special derailed one hundred yards east of the North-west Bridge, Port Blandford. Caused apparently by bad flange on pony wheel of engine. No damage to engine or cars. Track damaged for three car lengths. Delayed nine hours. Time—9.30 p.m.

May 19th—Rear truck of sleeping car on No. 1 train left track six miles east of Bishop Falls Bridge. Truck damaged considerably. Track damaged ten rail lengths. Caused apparently by soft track. Delayed two hours. Time—11.30 a.m.

June 11th—Front truck of car Terra Nova on No. 1 train at 140th mile. Track torn up for six rail lengths. No damage to car. No apparent cause. Delayed four hours and thirty minutes. Time—1.45 a.m.

St. John's
S. S.

I, Albert Pretty, of St. John's, Newfoundland, Chief Despatcher of the Reid Newfoundland Company, make oath say that the matter contained in the paper writing hereto annexed is correct and true to the best of my knowledge and belief.

Sworn at St. John's this 8th day
of January, A. D. 1910.

(Signed) ALBERT PRETTY.

Before me,

(Signed) A. W. KNIGHT,
Justice of the Peace.

Budget Speech of Hon. M. P. Cashin,

Tuesday March 8th. 1910.

BUDGET SPEECH, House of Assembly, Tuesday, March 8th, 1910.

MR. CHAIRMAN:— In moving the House into Committee of the Whole on Ways and Means for the purpose of submitting to you my second Budget, it affords me much pleasure to be able to congratulate this House and this country upon the very marked degree of prosperity enjoyed by our Island Home to-day—a degree of prosperity that far transcends any ever yet attained by her.

As you are aware, Mr. Chairman, the consideration of the Colony's financial affairs which is discussed in the Budget involves a review of its fiscal operations for three years—the year that is past, the year that is in progress, and the year that is to come. In other words, the year which ended on the 30th of June, 1909, the transactions of which have been finalized; the year which is ending on the 30th June, 1910, of which eight months have now elapsed, so that it is possible to form a fairly close approximate of how it will result; and the year that will end on the 30th of June, 1911, for which supplies were recently voted by this House, through the medium of the "Estimates" adopted last month.

As my previous Budget Speech was made on the 8th of June, 1909, or within three weeks of the expiration of the fiscal year then current, and as it was thus possible for me to enter very fully into all the details of the receipts and expenditures for that twelve months, it will be unnecessary to go over the ground again now, especially as the details must be fresh in the minds of honourable members and the circumstances of that year fully remembered by them.

I shall, therefore, content myself with reviewing the situation which is presented in this current fiscal year, the state of the finances, commerce and industries of the country to-day, and its prospects for the future; and outline briefly what I think will be the result of the fiscal operations for the current twelve months, and my expectations for the twelve months that will begin on the 1st of July next.

Before entering into a detailed review of our fiscal affairs, I will take occasion to say that, whereas in my Budget Speech in June last I estimated the revenue for the current fiscal year ending on the 30th June next at three million dollars, in round figures, I now find that as a result of the operations of the past eight months and as an outcome of the increased prosperity of the Colony, the revenue will likely exceed this amount by another \$250,000, making a total current revenue of \$3,250,000, or over \$450,000 more than was realized for the twelve months which ended with the 30th of June, 1909, while the expenditure for the same period I estimate at \$2,994,000, which will leave a surplus of \$256,000.

These figures represent a betterment in the Colony's financial condition that has never been approached, not to say equalled, in its fiscal history since Responsible Government was granted. In round figures, this increase of revenue represents a sum nearly one-eighth more than was obtained for the previous 12 months, and justifies the confidence of those who maintain that this island is one of the richest and most productive of the overseas possessions of the British Empire.

As an evidence of how the conditions of trade and commerce in this Colony have improved, I might further state that the total Customs Revenue for the eight months which ended last Monday week, the 28th of February, showed an increase of \$125,000 over the same period for the previous year, an average increase of nearly \$16,000 a month. Inasmuch as this increase in Customs Revenue was attained, nearly altogether, for the period before the Government's railway policy and other progressive measures were formulated, and as it is universally admitted that, as a result of the steadily improving outlook in business, the development in industries, and the progress of new enterprises, the imports during the spring will be largely enhanced, I consider that I am warranted in estimating an increase of \$20,000 for each of the remaining months—March, April, May and June—which will give a total increase of Customs Revenue for this year of, say, \$200,000 over that of 1908-09.

As evidence supporting that conclusion, I might point out that preparations are being made by the trade for an unusually large spring import, and, that, with opening of navigation, the pulp and paper mills at Grand Falls and Bishop Falls will be receiving large shipments of materials for use in their various operations, in addition to which there will be a continuance of the normal increase that has been noted for the past eight months.

The following table shows the amount of revenue received from import Customs duties for the first quarter, half year and eight months in each fiscal year of the past decade.

	1st quarter	1-2 year	8 months.
1900-1	\$447,863	\$1,008,942	\$1,170,997
1901-2	511,316	1,109,839	1,261,467
1902-3	496,874	1,114,998	1,257,226
1903-4	594,066	1,227,939	1,418,617
	1st quarter	1-2 year	8 months.
1904-5	616,066	1,243,562	1,403,406
1905-6	558,094	1,209,514	1,440,018
1906-7	587,107	1,227,466	1,500,956
1907-8	605,883	1,298,908	1,553,897
1908-9	654,928	1,357,437	1,600,764
1909-0	634,117	1,404,241	1,726,050

It will be seen from a study of these figures that the increase in the Customs revenue from duties on imports has shown an almost unbroken advance and that the large increase the present year emphasized the same upward tendency that has shown itself during the whole period under review.

But the increase of revenue is not confined to the Custom House alone, nor is it manifested merely in the matter of duties on imports.

The revenue from other sources also exhibits a large ratio of increase. For instance, the revenue of the Department of Agriculture and Mines will almost treble itself.

The circumstances attending the collection of revenue in that Department are worth detailing. When this Government assumed office, it found sums amounting to \$18,793 outstanding, due by various parties for Crown Land rentals. The practice of the Department then was to approve pulp licenses for woodlands, which allowed grantees to hold them for twelve months without pay-

ing fees, and this was found a convenient means by many of endeavouring to dispose of them in the meantime, as they had a year's grace in which to do their trafficking. We introduced a new, and we think more judicious policy, in the interest of the Colony, and have since our accession, granted only timber licenses, which allow the grantees but thirty days' grace, and if the fees are not paid then the lands return to the Crown and are available to others. As a result of this policy, there is a constant competition in forest areas in this Colony and on Labrador, where-to, we have opened up large areas to applicants on the same terms. Including \$9,830 of the \$18,793 outstanding last June, of which we have enforced payment the revenue of the Department for eight months is just \$120,000, as against \$53,700 for the whole of last year, and \$59,300, 1906-7, the largest year in the history of that Department up to the present time. The following table shows the increase:—

STATEMENT OF CROWN LAND REVENUE.

	1908-9	1909-10
For 8 months	\$39,099	\$149,369
For 12 months	53,700	(estimated) 150,000

As this Crown Lands revenue has averaged \$15,000 a month for the eight months of this year, my estimate of but half that average for the remaining four months cannot be called excessive.

The figures of the Postal and Telegraph Departments are equally interesting, as will be seen by the following:—

Comparative Statement of Revenue for Periods Ended 28th February, 1909, and 28th February, 1910.

	Post Office	Telegraphs	Totals
1910	\$51,003.83	\$37,899.21	\$88,603.04
1909	47,341.19	33,046.65	80,387.84
Increase	<u>\$3,662.64</u>	<u>\$4,852.56</u>	<u>\$8,515.20</u>

From this it will be observed that there is a substantial increase in the revenue of both the Postal and the Telegraph branches, and that the increase in the Post Office is in spite of the postage rates to the United States having been reduced by this Government last April from five cents to two cents. Seeing that there are still four months of the fiscal year to elapse, one may reasonably anticipate an increase of \$12,000 in revenue of these two departments for the whole fiscal year; when the increase in the Postal Department was only \$1,526, while that in the Telegraph Department was \$12,801, largely due, no doubt, to the increased business occasioned by the two general elections. This year, as will be seen, the increase in the postal revenue should be about \$5,000, or more than three times as much as last year, in spite of the reduction in the American postage rates, and the increase in the Telegraph Departments should be about \$7,000, from the purely normal development of business, even with last year's abnormal increase included.

While I am on the subject of the Post Office revenue, I might digress for a moment to touch upon the matter of increase in the Money Order business, than which there is no better index of the condition of the Colony, because the

number and value of these orders show what our people are earning and sending to their families. The Post Office Department supplies me with the following:—

Increase in value of Money Orders issued during twelve months ending June 30th, 1909; over previous twelve months	\$68,062.00
Increase in value of Money Orders December 31, 1909, over six months ending Dec. 31st, '08	158,282.00

In other words, the increase the past six months is much more than twice as great as it was for the whole of the last fiscal year.

In regard to the miscellaneous general revenue, under which head may be grouped the receipts from all sources, except Customs, Postal, Telegraphs and Crown Lands, it is impossible to supply an estimate for the half year, or for the eight months, which could in any way indicate the likely receipts altogether, as many of the amounts, such as Cable, Bank, Express Company and other taxes, are paid but once a year; but the total receipts from these sources for the past fiscal year were \$170,400, and we will likely receive this year \$330,000, making an increase of \$160,000 over last year.

Every source of revenue, it is therefore quite clear, has substantially increased as the result of the flood-tide of prosperity which is everywhere manifest, and I find myself in the fortunate position, as Minister of Finance, of seeing my estimates of revenue exceeded in every instance and a surplus assured to the Colony that is without comparison in its annuals, under the normal workings of the tariff in force.

Another table of figures which should prove of no slight interest exhibits the increase in the revenue, the imports and the exports, as compared with twelve years ago, and six years ago, the figures supplied for this year being, of course, estimated, but conservatively estimated. The reason I have gone back twelve years is because the fiscal year 1897-8 is that which saw the passing of the famous Reid Contract, that has been so much discussed in this House and in this country ever since, and a comparison of the conditions then existing with those which prevail to-day, will, I think, be the best evidence of how the Colony has progressed during that period, while by including the figures of six years ago, it becomes possible to prove how steady the onward progress of Newfoundland has been. The figures are as follows:—

	1897-98	1902-3	1909-10
Revenue	\$1,541,420	\$2,193,526	\$3,256,000
Imports	5,188,863	8,479,944	12,500,000
Exports	5,226,933	9,976,504	13,200,000

This table shows that during the past twelve years the revenue of this Colony has increased over one hundred per cent, or more than doubled itself, though there has been a reduction in taxation to the amount of \$270,000 a year by the removal of the duties from necessaries of life, such as flour, molasses, kerosene oil and the appliances used in the pursuit of their occupation by fishermen, farmers and miners. During the same twelve years the imports have shown a still greater increase, the figures making a total nearly once and a half as great, or one hundred and fifty per cent. This amazing result has accrued though the population has increased only about ten per cent, in the same period.

It is customary to remark that the exports of a country represent its earning power, but this statement is only partly true, because it takes no account of what the people consume at home. But it is true inasmuch as if a country's ex-

ports are increasing, its prosperity is increasing also, since the countries to which the exports are sent have to pay a large amount back to the country from which the exports are despatched. Therefore, when the figures show that the exports of the Colony have increased in twelve years from slightly over five million dollars to over thirteen million dollars, it means that the people of this Colony have received much more than double the amount for the fishery products, the minerals, the timber, and the other articles which are shipped from the Colony, than they did twelve years ago, and are that much more prosperous. Reduced to tabular form, the comparison works out thus:—

	Exports	Population	Per capita Value of Exports
1897-98	\$5,226,933	215,000	\$24.31
1902-03	9,976,504	225,000	44.34
1909-10	13,200,000	240,000	55.00

These figures do not take into account what is produced and consumed locally. For instance, our people obtain much of their food from the sea, and the fish thus consumed is not calculated in this estimate. They obtain lumber for building their homes, their vessels and their fishing establishments, and this likewise is not counted. The agricultural produce, amounting to nearly four million dollars per year, is also not taken into account, and the manufactures which represent another two millions annually, are left out of the calculation as well.

With regards to Exports for the current year, I might say that my estimate of \$13,200,000 takes into account the fact that, assuming our export of fish for the twelve months to be 1,500,000 quintals, that product will be increased in value \$1.00 a quintal as compared with the previous year. There will also be a large quantity of pulp and paper exported this year, and how that will help to swell the value of our exports may be realized from the fact that two cords of wood, which are required to make a ton of paper, are worth only about six or eight dollars, while the same material manufactured into paper is worth \$40.00 per ton.

This factor in increasing the value of our exports will, of course, be a much larger one for the next fiscal year than for the present year, as the manufacture of paper and pulp at Grand Falls was not begun until Christmas, and therefore, will only make a six months' showing, for a partial employment of the machinery, while for the year beginning on the 1st of July, there will be a twelve months' production of all the machines to be taken into account, and probably an output from Bishop Falls as well. I also include in my estimate of exports the fact that preparations are now being made for an enlarged operation by the mining companies at Bell Island, necessitated by an important addition to the steel mills at Sydney, which will increase the consumption of ore there by one-fifth, and by the fact that owing to the large sales of iron ore abroad, there will be a brisker demand for this commodity henceforth. This will operate to some extent in the current year, and, like the pulp and paper, will form a very substantial factor in the consideration of the coming year's exports.

We turn now to the matter of Imports, which are a still better test of the prosperity of the people, inasmuch as they represent the partial purchasing power of a people, or, in other words, show that the people have money wherewith to purchase them from the manufacturers abroad. The fact that the duties paid on imports during the past eight months have increased by more than \$125,000, must conclusively prove the increased prosperity of this country to-day. Certain

articles of import, like flour, molasses, kerosene oil and other indispensable necessities of life for the masses of our people, enjoy free import, and, therefore, do not help to swell the total of the Customs receipts. Accordingly, when it is remembered that such an enormous increase in Customs duties has been secured during eight months from dutiable goods, the conclusion is inevitable that there has been a very marked increase in the importation of these articles.

There has never been in the history of the Colony a year in which, under the normal operations of the tariff in existence, any such increase in the duties of imports has been attained, and therefore, it is only logical and reasonable to conclude that the Customs Returns at the end of June will show that there has never been anything like the increase in the value of the imports admitted into the Colony during the same period.

A table exhibiting the increase in the value of our imports works out thus:—

Year	Imports	Population	Per capital value of imports
1897-98	\$5,188,863	215,000	\$24.14
1902-03	8,479,544	225,000	37.69
1909-10	12,500,000	240,000	50.20

The conclusion which I have ventured to put forward with regard to the present prosperity of the Colony's affairs, based upon the foregoing facts, are supported by the views of the Newfoundland Board of Trade, from the annual report of which, published recently, I extract the following paragraphs:—

“ It is a source of much gratification to the Council to be able to report a condition of prosperity prevailing in St. John's and the Colony generally of a most satisfactory character. Engagements have been promptly met.

“ The money market has been in an easy condition by reason of the facility with which the realization of the country's produce has proceeded.

“ The financial condition of the Colony at large is perhaps the best during the last twelve years. Many people have been able to set apart a considerable portion of their earnings as permanent savings.

“ As matters look at present, the year 1910 promises to be one of exceptional prosperity to Newfoundland, and with a fair, average fishery there is no reason to suppose that any other result can occur.

“ Trade has quickly recovered from a short period of depression and it is extremely gratifying to know that there is now a considerable surplus in the Treasury, both from the duties and other regular sources of income.”

The Bank and Investment statistics further attest the prosperous condition of the Colony at present. The deposits in the Colonial Savings Bank on the 31st of December, '09, amounted to \$2,642,010, and those in the Savings Bank Departments of the three Canadian Banks doing business in the Colony on May 31st

'09, amounted to \$2,809,083. The total of the deposits in the four Savings Banks is, therefore, \$272,223 over last year's figures. In addition, the three Canadian banks have on their books as deposits bearing interest, and consequently properly to be regarded as savings; the sum of \$3,586,398, an increase of \$242,704 over last year's figures. Our people have, therefore, savings invested in these banks to the amount of \$8,967,493, as against \$8,452,462 last year, an increase of \$515,031, which sum has been placed at interest by depositors in all these banks during the year. The value of the debentures and bonds of the Colony which are held in Newfoundland to-day is \$3,089,424, an increase of \$165,165 in a year, and the reserve or re-insurance value of life insurance policies to protect policy-holders is now \$1,148,747, an increase of \$134,747. In other words, our people have invested a sum of almost \$815,000 the past year by means of deposits in the banks the purchase of debentures and the effecting of life insurance, and the grand total of these investments is now over \$13,000,000. It has also been reliably stated recently that around this Colony our people have taken into their possession during the past fifteen years, since the Canadian banks were established here, a sum of \$3,000,000 in gold, which, of course, is kept as savings without interest. To this there might also be added a further sum of \$1,000,000 to represent silver and notes similarly hoarded. If to this there be added the investments of our people in local industries and investments abroad, it is no exaggeration to say that the savings of the people of Newfoundland to-day total \$20,000,000.

To understand what this means it is only necessary for me to point out that fifteen years ago, before the Canadian banks came here, the deposits in the Newfoundland Savings Bank were only \$3,000,000, and to-day they are almost as large. Then there were no Canadian savings banks and there are in the three of these to-day another \$2,800,000. The deposits in the Commercial and Union Banks were \$2,000,000 then, while the deposits in the three Canadian banks to-day are \$3,516,398. The amount of debentures held in the country then was considerably less than \$1,000,000. To-day it is \$3,000,000 and while life insurance statistics are not available, it is not unreasonable to assume that the same ratio prevailed, and that the savings of the people of this country to-day are three times what they were in 1894.

Returning to the study of the figures of revenue and expenditure, it should not be forgotten that not alone has the revenue increased some sixty per cent. during the past ten years; but that it has made this increase in spite of reductions in the tariff, amounting to \$270,000 a year, and that even with these reductions in the tariff, the aggregate of the surpluses of revenue over expenditure in each year of the past decade amounted to \$906,841 or \$90,000 a year, and if the expected surplus of the current year be added to this figure, it increases the average to \$100,000 annually for the past eleven years. Out of these surpluses, nearly one-quarter of a million dollars has been taken and added to the cash reserve at the Bank of Montreal, which now stands at \$500,000, the Colony's provision against the proverbial rainy day, which, however, shows less prospect of besetting us now than ever before. Of the remaining \$150,000 of the surplus funds virtually half a million dollars was expended during the ten years, providing grants for roads and marine works in excess of the annual votes for such services and the remainder in additions to the votes for other public services.

During the past twelve years, votes for education, hospitals, asylums and other charitable institutions, and for steamship subsidies, postal and telegraph departments, have doubled themselves, and the appropriations for the other departments of the public service have been considerably augmented as well.

As against a revenue of \$3,256 000 for the current fiscal year, I estimate that the expenditure will be as follows:—

Supply as voted last session	\$2,942,000
Supplementary Supply to be voted to-morrow	102,000
	<hr/>
Total	\$3,044,000
Less dropped balances, say	50,000
	<hr/>
	\$2,994,000
	<hr/>

The Supplemental Supply, which I shall submit to the House to-morrow, will include \$21,000 for additional steam subsidies; \$16,000 for telegraph extension, \$5,000 for expenses in connection with The Hague arbitration, and a similar sum for the increase in the maintenance of hospitals and asylums, owing to the higher cost of food, which figures will aggregate \$47,000, or nearly half of the amount, the remainder being distributed over the whole of the other departments of the public service.

Although we have been accustomed to pride ourselves on the prosperity which the Colony has enjoyed of late years, the revenue of the current fiscal period has been so great and the expenditure so moderate, that we are able to look forward with all reasonable assurance to a surplus, greater by far than any ever achieved by our predecessors in any twelve months of their administration, and what is better, Mr. Chairman, there seems no reason to doubt, at the present juncture, that the Colony will enjoy a similar gratifying condition of prosperity and surpluses equally great, if not still greater, during the years that are to come.

A gratifying feature of the present situation is that while the cod-fishery has continued to form a constant and almost unvarying factor in our exports, representing annually some sixty-six per cent. of the total, and that while our subsidiary fisheries have also been maintaining their proportion, the diversifying of our industries through the opening of mines, the increase in agriculture, the establishment of pulp and paper mills and the enlargement of our local manufactures is annually combining to lessen, gradually and certainly, the absolute dependence of our people upon the fisheries, which was, perhaps, the greatest drawback to our progress in the past. These new industries now provide a sure and profitable means of employment for thousands of working men the whole year round, and there is nothing more certain than that the near future will witness a still greater enlargement of these sources of employment and provide a permanent occupation at good wages for still larger armies of our working people. When we view the changing conditions of industries in other lands, and the fluctuations to which the pursuits of the people of other countries are subject, as compared with the conditions that prevail in our Island Home, we have every cause for congratulation that in her fisheries Newfoundland possesses an occupation for her people that gives them almost a unique position of stability from an economic standpoint and that in her other industries, such as Bell Island mines, Grand Falls pulp mills, local manufactures, etc., the conditions are such that they can be relied upon with certainty to maintain comfortably and competently a large proportion of our people.

The improvement in the financial condition of the Colony, which the foregoing facts and figures represent, namely, the increase in revenue, in imports, and in exports; the increase in savings and investments, and the increase in trade generally, constitute the basis for the deliberate and unqualified assertion that, as the Board of Trade has remarked, the prosperity of this country is greater than at any time for the past twenty years, and not alone that, but it is apparent, also, that the revenue this year, the like of which has never been approached in the previous history of this Colony, has increased very largely because of the fact that from the date of this Government's taking the conduct of public affairs into its hands, it began to deal with them in such a fashion as to promptly satisfy even many of its erstwhile opponents that it intended to inaugurate a progressive and vigorous policy, which would redound to the material advantage of this Newfoundland of ours.

The present highly satisfactory condition of this country's affairs may be properly regarded as a direct result of the policy of progress inaugurated here nearly thirty years ago by the late Sir William Whiteway, the practical fruits of which came to be gathered after the starting of the construction of the cross-country railway in 1890. Since then the Colony has built nearly six hundred and fifty miles of railway line, opening up an interior, the possibilities of which are indicated by such establishments as the Harmsworth mills, at Grand Falls, and the Albert Reed mills, at Bishop Falls. The seaboard has been provided with a flotilla of twelve splendid steamers, including those which will be provided for the Fogo and Fortune Bay service. All of these boats are superior to any of their kind found in Eastern Canada. Some two thousand five hundred miles of telegraph line have been constructed, nearly fifty lighthouses have been erected, and in every department of our administrative establishment there has been vastly greater provision made for the more liberal and efficient conduct thereof. For instance, the Prime Minister in his speech here a few days ago, pointed out that in twenty years the appropriation for education has increased from \$118,000 to \$311,000. The appropriations made for public works have also largely increased, and everything is being done consistent with the dictates of prudence to improve the public service and facilitate the people of the country in the conduct of its public affairs.

The time seems appropriate just now, Mr. Chairman, to call attention to the prospects of the development of Labrador, which are becoming daily more apparent. Thirty years ago, when the late Sir William Whiteway advocated the railway policy, he was scouted by many as a visionary, and any one who would have then predicted the progress we have since made, or the industrial or other developments that have come to pass here, would, I am afraid, have been locked up as a harmless lunatic. Until recently, Labrador was considered a land of snow and ice, capable of producing nothing except the annual harvest of codfish secured along its seaboard. A different impression of Labrador is now being gained. It is coming to be known, both at home and abroad, as a land of vast mineral and forest possibilities. Mining prospectors and woodland cruisers are giving it constantly greater attention. Large areas of forest country there have been taken up, extensive mining development is promised, and I think it is not extravagant to predict that before many years we shall see large numbers of men employed in the forests of Labrador, cutting wood for Labrador pulp and paper mills, and other large forces of men bringing to the surface the mineral wealth of the region for conversion into commercial commodities.

The Funded Public Debt of the Colony at the commencement of the financial year 1908-9 was		\$22,662,942.65
To this was added during that year the following amount, under Act 5 Ed. VII., Cap. 1, for extinction of temporary loans and exchange of debentures for bonds at 4 per cent.		133,750.00
		<u>\$22,796,692.65</u>
And deducted under the several Acts affected by the conversion of debentures to bonds at 4 per cent.		38,695.00
		<u>\$22,757,997.65</u>
Leaving the net debt on July 1st, 1909, at		\$22,757,977.65
From this debt must be deducted the following, viz:—		
Net Debt on June 30th, 1909, as above		\$22,757,977.65
Less owed the Colony by St. John's Municipal Council	\$1,200,891.22	
Script of Harbor Grace Water Company's Stock held by Government	13,700.00	
Paid off by the operation of the Sinking Fund, established under 56 Vic., Cap. 13, as on June 30th, 1909	459,184.60	1,673,775.82
		<u>\$21,084,221.43</u>
Leaving actual debt at		\$21,084,221.43

Estimating our population at 240,000, our per capita debt is \$87.85.

The present position of the Surplus Trust Fund is as follows—

Dr.

Total received 1901-2 to 1907-8 (both years inclusive)..... \$462,931.29

Cr.

Expended on Roads to June 30th, 1908	\$178,910.93
do Lighthouse Construction	45,000.00
do Harbor Improvements	10,000.00
do Carbonear Government Building	7,500.00
do Extension Marconi System	14,000.00
do New Postal Telegraph Offices	10,000.00
do Outport Court Houses	5,847.82
do Finishing Fever Hospital	3,000.00
do Construction New Museum (part cost)	30,000.00
do Extension General Hospital (part cost)	30,254.48

do	Marine Works	45,234.61
do	Encouragement Herring Fishery	19,248.80
do	General Election, 1908	40,328.59
do	To cover Short Estimate, 1908-9	6,786.92
		\$446,112.15
	Balance	16,819.14
		\$462,931.29

During the next fiscal year, beginning on the first day of July, I look forward to a degree of prosperity without comparison in this island's history. I consider that it will be the most progressive and productive ever known, and that it will yield a revenue considerably greater than that of the current year. The building of the branch railway to Bonavista Bay will provide constant employment for the next six or eight months, at a high rate of wages, for a large number of men, whose purchasing power will be greatly stimulated thereby, a circumstance that should reflect itself in an increased revenue, due to the duties on the additional imports that they will consume.

Our arrangement with the Bell Island companies will give us an additional sum of \$75,000. The imports of the materials required by the pulp mills and other new industries should yield an extra revenue of \$25,000, so that these items alone can give us, say, \$100,000, not to speak of the natural increase in revenue which may be expected as a result of good times.

Making all due allowances therefore for any unforeseen contingency which may disturb our financial equilibrium, I feel confident in estimating a revenue for the next fiscal year of \$3,300,000 and we having voted \$3,055,000 as "Supply" for that year, I estimate a surplus of at least \$250,000 at the 30th of June, 1911.

The reasons why, Mr. Chairman, I hold the opinion that we shall witness an unexampled condition of prosperity in this Colony during the next fiscal year, I think it may now be well to state here.

In the first place, there is a feeling in the country that it is on the upgrade, there is a confidence among business people of all classes, there is a universal desire to assist in developing the resources of the island, people are investing their savings in various ways, all branches of business and trade are brisk, men with means are prepared to speculate—of course, I use this term in its conservative term—and all the evidence is in the direction of prosperity. For instance, the Cloonial Savings Bank secured deposits of nearly \$40,000 more during the month of January this year than for the same month last year, and liberal dividends have been paid by nearly every local industry. In this city preparations are being made for extensive building operations and the enlargement of industrial concerns, and in the outports the tendency is in the same direction. Coupled with these encouraging conditions, in what may be termed permanent enterprises, comes the fact that the Government has provided for the building of a branch railway each year during the next five years, and this will, as already pointed out, call for the employment of some two or three thousand men during the whole summer.

Another aspect of the matter is that by the construction of these railways, large and prosperous settlements will be brought into close communication with the capital, valuable farming, mining and lumbering districts will be opened up, people will settle along the lines of these branch railways, greater facilities will be offered in the conveyance of freight and passengers, and the tremendous advance which this country has made during the past twenty years, through the agency of the trunk line of railway across the country, will be duplicated by the result of the construction and operation of these branch lines through the several districts they will traverse. To-day, moreover, the Colony's position from a financial standpoint is more encouraging than ever, and the building of the branch railways will, I feel confident, be accomplished without effecting even a slight temporary disturbance of the gratifying condition of affairs which now faces us, but, on the contrary, there will be a marked improvement.

It must be remembered, too, that we have secured the operation of these branches practically free of charge to the Colony. It is true, we have given land in payment therefor, but this land can never be taken away by the owner, nor can he develop it without the country profiting. We can, therefore, point with pride to the result of our arrangement with the railway contractor, and we have the further gratifying knowledge that what we give him for the carriage of the mails over these branches we get back in the duty he pays on the coal he imports to operate his railway system.

As you are aware, Mr. Chairman, an agreement has been reached by which the Bell Island companies between them contribute seven and one-half cents a ton annually on their output of ore, an arrangement which will yield the Colony \$75,000 annually for the next ten years, a sum which will in a large degree assist in solving the problem of railway construction and the maintenance of the Colony's finances on a sound basis. It is unnecessary that I should refer at length to this arrangement, as it has already been very fully discussed, and has met with the unequivocal endorsement of the people of this country of all classes and of all shades of politics. The companies concerned met the representations of the Government in a spirit that merits the strongest commendation. They recognized the fairness and reasonableness of the proposition which the Government put before them, and their voluntary acquiescence is the best evidence that the country was entitled to a liberal return upon the natural products which were being obtained from Bell Island for the past ten years.

Another factor that has contributed in no small degree towards advancing the general prosperity of the country is the pulp and paper industry, which we now see in operation at Grand Falls, and the construction of the kindred mills at Bishop Falls, while I trust that they, in their turn, will be succeeded by other enterprises of the same character in different parts of the Colony. The establishment of the industry at Grand Falls is a direct logical outcome of the railway policy of the late Sir William Whiteway, which the Leader of this Government, myself, and one or two others, alone, of the members in the Legislature to-day, including the Rt. Hon. Leader of the Opposition, supported in the 90's, and our justification for this support of the railway policy is the fact that such enterprises could never have been established but for the building of a railroad through the interior. In this fact and in the benefits that have flown from the railway policy are to be found the justification for the policy of the present Government, in extending

the branch railways, as proposed by our recent enactment, and I hope that the Legislature of fifteen years hence will be able to derive the same satisfaction from the extensions of to-day as we are now able to derive from the fruition of this policy in the mammoth enterprises that are taking shape in the interior of this Colony.

It must be a source of satisfaction to every member of this House, regardless of his political convictions or party alliances, to find that the utility of the forest resources of Newfoundland for the purpose of making pulp and paper has been so triumphantly vindicated by the recent successful manufacture of paper at the Harmsworth mills. The burst of indignation with which the venomous attack of an American newspaper on that enterprise was received last autumn shows how keenly the public felt, and how bitterly they resented the attempt that was being made to injure that enterprise, and it is, therefore, all the more gratifying to find that it has been found possible to make pulp and paper of excellent quality out of the wood and that all question of the commercial and mechanical success of this undertaking is now at an end.

The enterprises at Grand Falls and Bishop Falls will mean the creation of two inland towns, the establishment of two prosperous communities where armies of workers will be permanently employed, where imports will be in large demand, and where, in course of time, farming settlements will grow up and by the supplying of these places with vegetables and other foodstuffs another army of people will obtain a comfortable livelihood.

I am further influenced to the conviction that the next fiscal year will witness a steadily advancing prosperity in this island by the co-operation of the Government and the newly-established Board of Trade in opening up new markets for our fish and generally in providing far more satisfactory conditions as regards the whole fishery trade of the Colony. Already endeavours are being made to secure new markets in Brazil, in Europe, and in the West Indies. The question of cold storage has been taken up, and we hope to see a policy developed which will provide this now indispensable adjunct to the successful handling of good fishes. The Solling process is an evidence of what it is possible to do and there are vast potentialities in the direction of thus marketing a good part of our fishery products, and especially our more delicate and more well-flavored fishes, which it is not too much to hope the Government and the Board of Trade may succeed in bringing about.

In August last, His Majesty's Government appointed a commission, consisting of representatives of Great Britain, Canada and the West Indies, to investigate the trade relations of these portions of the Empire. The Government of this Colony expressed a desire to be heard in regard to this matter, seeing it had important trade relations both with Canada and the United States which might be affected by any action taken by these countries. His Majesty's Government acquiesced in this desire and arranged that evidence on behalf of the Colony should be tendered before the Commission. The Board of Trade in this city took the matter up also, and made representation to the Government, with the result that a commission, consisting of Hon. Mr. Bishop, Hon. Mr. Crosbie and myself were appointed to confer with a commission of the Board of Trade, consisting of Hon. John Harvey, Mr. A. F. Goodridge and Mr. A. E. Hickman, and as a result of the conference between us, it was arranged that I should prepare a statement of the Colony's case.

This I did, and as it was necessary that it should be formally rendered in evidence, the Government delegated me to proceed to the West Indies and appear before the Commission. I did so, and a copy of the memorandum which I then handed in will be found on the table of honourable members. As it enters into the subject very fully, I do not intend to amplify the matter at present, further than to say that I am satisfied that improved transportation facilities would probably result in the development of trade with the West Indies, and as to the problem of reciprocity between the various West Indian colonies and the Dominion of Canada, it is not improbable that some satisfactory outcome may be reached, and it may be taken as certain that in such an event Newfoundland will be invited to participate in any arrangement that may be arrived at.

I desire to avail of the opportunity to express, on behalf of this Colony, its thanks to His Majesty's Government for the prompt and full recognition of the Colony's claim to be heard in regard to this matter, to the Canadian Government, for the friendly spirit in which our claim was acquiesced to; to Lord Balfour of Burleigh and his colleagues for their kindly endeavours to facilitate me in every way; to Sir Sydney Oliver, Governor of Jamaica, and the officials of that Colony for their hospitality; and to His Excellency Sir Ralph Williams, our own Governor, for the keen interest he took in the matter, and his sincere desire to promote the object in view.

Having reviewed thus fully, and, I hope, satisfactorily to the House and the country, the fiscal situation for this year and for next year, I turn to our proposals for amending the Revenue Act.

We propose a drawback on sugar equal to the amount of the duty paid upon it, when such sugar has been used in the manufacture of preserves or other articles exported from the Colony. This drawback will only be paid after the exportation, and under rules and regulations to be made by the Governor in Council.

We propose to add to the free list "galvanized block straps, bottom cushions for sheaves for blocks, and galvanized sheaves for blocks, when imported by blockmakers," and this involves a formal addition of the letters "N.O.P." to item 17 in the Revenue Act, which now imposes a duty of thirty per cent. on imported galvanized blocks and sheaves.

We propose to amend item 19, which allows the import at present of "brin for making bags or coverings for bread, rope or nails," so as to allow its import at this rate of duty when used for such purposes in any other manufactures, and this involves striking out of item 19 the words "bread, rope or nails."

We propose to provide in item 29 for the taxing of motor boats imported here by inserting the words "boats or launches propelled by electricity or other mechanical power," which will in future bear a duty of thirty-five per cent. The section at present covers canoes, skiffs, yachts, pleasure boats and steam launches, and now that motor boats are coming into use, it becomes necessary to include them.

Representations having been made to us that cotton duck, used by fishermen in their work, was being applied by other people to a variety of different purposes, we propose to amend item 31 by providing that "canvas of the weight of six oz. cotton duck and upwards," which is used almost exclusively by fishermen, shall be admitted in future at the rate of five per cent., and by adding another proviso that when under the weight of six oz. cotton duck shall pay ad valorem thirty-five per cent.

It has also been represented to us that confectionery is imported in fancy boxes, which boxes are quite costly, and no duty is charged thereon, so we propose to amend item 49 by adding the words "confectionery when imported in fancy packages, including the value of the package, ad valorem, forty per cent."

To encourage the manufacture of dories in this Colony, the rate of duty imposed upon lumber for such purpose was placed at one dollar per thousand feet, but by an inadvertance the provision was not made to include such lumber when planed, the result being that unplaned dory lumber, after being imported and paying a duty of one dollar per thousand, costs four dollars for planing. Dory makers, therefore, asked that this lumber when planed be admitted at the same rate, and we propose to insert the word "planed" in the first section of item 96, so as to effect this.

In item 97, we propose inserting after the word "typewriters" the words "comptometers or adding machines," which are now being admitted here, and will in future pay thirty-five per cent. duty.

After the fire in St. John's in 1892, physicians, surgeons and dentists represented to the Government that their equipments had been destroyed, and asked for the remission of duty thereon, which was granted. Recently mechanics and other workingmen, who have to pay duty on the tools used by them in their trades, have represented to the Government that it is unfair that they should be so taxed, while medical men obtain free entry for their instruments, and the Government, therefore, think that "surgical and dental instruments (not being furniture), surgical needles, clinical thermometers, cat-gut and silk sutures, and galvanized batteries, when imported by doctors for use in their profession, shall in future pay twenty-five per cent," and in view of the general prosperity of the island, we think the medical men should see no unfairness in the proposal.

At present, certain kinds of pressed nails and pressed spikes of all kinds, and galvanized cut nails and spikes, which are used in building boats and dories, have to pay a duty of practically one cent a pound, while other kind of nails pay three-eighths of a cent a pound. We propose to amend Section 106 by transferring these nails used in boat building from the category paying the higher rate of duty to the category paying the lower rate of duty.

At present "all construction material and machinery, when the same cannot be made in this Colony, for paper and pulp mills, both for original installation and the further extension of the same, but not in substitution for old" is granted free import, but only for the Harmsworth or Anglo-Newfoundland Development Company. We propose to amend item 168 by extending this provision to any other pulp companies, such as the Albert

Reed Company, and we also propose putting on the free list in the same fashion "machinery for the original installation of saw mills, provided that the persons requiring to import these articles are approved by the Governor in Council." We also propose to grant free import "to materials imported by manufacturers for the construction of such machinery as is at present admitted into this Colony, free of duty, which free importation to be permitted, subject to regulations made by the Governor in Council."

At present, artificial limbs are granted free entry. We propose to amend that concession to other articles of that class. We will amend item 169 accordingly.

Item 174 will be amended, as already stated, to allow galvanized iron requisites, when imported by block-makers, free entry.

We also propose to grant free entry to casings and copings and locks for timber for dories, and to admit Solling paper and cartons or wrappers for enclosing local manufacturers' goods; and material for installing wireless telegraphy on board of ships engaged in the trade and fishery of this Colony.

We propose to amend Schedule 3 to the Revenue Act, which deals with goods the import of which is prohibited, by adding a new section which will prohibit absolutely the importation of used clothes of all kinds for sale. We believe the time has come when every class of people in this country should be protected from the humiliation of wearing cast-off clothes of people elsewhere, and also from the danger of the spread of disease, which such a practice implies. While on this subject, I will avail of the opportunity, Mr. Chairman, to state to the House and to the country that the Government realizes, too, that the time has also come to effect another radical reform. Hundreds of our people, wealthy enough to travel abroad once or twice a year, are in the habit of availing of these tours to purchase large quantities of clothes for the use of themselves and their families, and to bring these back and secure free entry for them as personal effects. We propose to allow a limit of \$50, only, for such incidental articles as it may be necessary for such people to purchase abroad, and to require them to pay duty on everything else they bring back. The great mass of people of this country who are not able to travel abroad have to pay a duty averaging forty per cent. on nearly everything they wear, and we believe it is only fair to them that their wealthy neighbors should contribute to the revenue of this Colony in the same fashion, and that the mere accident of affluent people being able to take trips abroad annually should not exempt them from taxation, which their poorer neighbors have to pay. Thousands of dollars have been lost to the Treasury every year through the non-enforcement of such a provision in the law as we now intend to carry out.

The final amendment which we propose this year deals with Schedule 4 to the Revenue Act, which covers articles on which excise duty is collected. Heretofore cigars have not been manufactured in this country, but as they are now being so manufactured, we propose a section by which an excise duty of fifty cents a pound shall be charged thereon.

Statement of Expenditure of the
Colony of Newfoundland,

For the Financial Year ended 30th June, 1909, as per Summary Heads.

Statement of Expenditure of the Colony of Newfoundland, for the Financial Year ended the 30th June, 1909, as per Summary Heads.

Summary Head.	Grants under Acts including Supplementary Act and Loan Balances.	Expenditure.	Grants Exceeded.	Grants Unexpended
I.—Int. on Public Debt, Sinking Fund, etc.	\$871,512.25	\$872,071.90	\$559.65	
II.—Civil Government	151,723.33	141,419.36		\$10,303.97
III.—Pensions	12,856.00	9,567.70		3,288.30
IV.—Administration of Justice.	194,912.68	190,137.33		4,775.35
V.—Legislation	34,315.00	32,141.07		2,173.93
VI.—Education	268,123.66	268,013.04		110.62
VII.—Public Charities	319,964.00	301,731.21		18,232.79
VIII.—Lighthouses, Signal Stations, etc.	73,651.00	71,868.18		1,782.82
IX.—Agriculture and Mines, including Land Surveys	35,920.00	29,551.83		6,368.17
X.—Marine and Fisheries	119,503.90	106,566.68		12,937.22
XI.—Roads, Bridges, Ferries, Railways, etc.	178,503.78	179,389.20	885.42	
XII.—Post Office	459,620.00	459,423.87		196.13
XIII.—Customs	156,841.00	153,395.77		3,445.23
XIV.—Contingencies	17,498.56	16,326.02		1,142.54
XV.—Elections	41,092.57	41,092.57		
XVI.—Coal Duties and Water Rates	66,700.00	61,145.23		5,554.77
Audit Act		14,997.73	14,997.73	
Total Current Expenditure.	\$3,002,737.73	\$2,947,868.69	\$16,442.80	\$71,311.84
Surrendered to Treasury		54,869.04		16,442.80
		\$3,002,737.73		\$71,311.84
	\$3,002,737.73	\$2,947,868.69	\$16,442.80	\$71,331.84
*Loan Act 9th Ed. VII., Cap. 3.				
General Hospital and Museum	\$75,646.00	\$44,221.57		\$31,424.43
Loan Act 61 Vic. Cap. 10, Market House	10,000.00			10,000.00
Loan Act 61-2-3 Vic. Cap. 3, Ag. Bonus	12,596.13	8,675.66		3,920.47
Surplus Trust				
Marine Works		28,670.58		
Public Works	139,609.13	46,503.90		16,819.14
Deficit Acct., 1908-9		**6,786.92		
Elections, 1909		40,328.59		
	\$3,240,088.93	\$3,116,268.99	\$16,442.80	\$133,475.88

*Of the \$140,000 provided for this service by Loan Act, 1909, \$64,354 was expended in 1907-8.

**Not included in total.

J. S. KEATING, D. M. F.

Statement of Expenditure by Sub-Head.

Head and Sub-Head of Service.	*Grant including Supplementary Act and Transfers.	Expenditure.	Grant Exceeded	Grant Unexpended
I.—Int., &c., on P. Debt				
Interest	\$831,772.25	\$834,732.72	\$2,960.47	
Management	12,000.00	9,599.18		\$2,400.82
Sinking Fund	27,740.00	27,740.00		
II.—Civil Government				
Salaries:—				
Government House	2,560.00	2,560.00		
Colonial Secy's Office	7,040.00	7,021.25		18.75
Regis. Births, etc.	1,500.00	1,498.46		1.54
Dept. of Justice	2,800.00	2,800.00		
Dept. Agriculture and Mines..	11,750.00	11,058.00		692.00
Dept. Marine and Fisheries ..	10,573.33	9,867.00		706.33
Dept. Public Works	8,600.00	8,599.88		.12
Dept. Auditor General	2,450.00	2,450.00		
Dept. Govt. Engineer	4,863.33	4,863.33		
Contingencies, viz:—				
Government House	3,000.00	2,463.86		536.14
Dept. Colonial Secretary	20,500.00	20,317.95		182.05
Dept. of Justice	1,825.00	1,831.73	6.73	
Dept. of Finance	3,390.00	3,188.74		201.26
Dept. Agriculture and Mines..	1,935.00	1,752.46		182.54
Dept. Marine and Fisheries ..	1,900.00	1,900.00		
Dept. Public Works	4,850.00	4,552.71		297.29
Dept. Auditor General	700.00	661.52		38.48
Dept. Govt. Engineer	2,136.67	674.60		1,462.07
Fuel and Light, Public Buildings	10,950.00	10,145.68		804.32
Ins. and Kprs., Public Bldgs. ..	6,400.00	6,157.69		242.31
Repairs, Public Buildings	12,250.00	7,604.50		4,645.50
Salaries under Statutes, viz:—				
Departmental Officers	26,000.00	26,000.00		
Members Board of Works	600.00	300.00		300.00
III.—Pensions				
As per Act	12,856.00	9,567.70		3,288.30

*In cases where grants for Sub-Heads have proved to be under-estimated, transfers have been made from some Sub-Head, under the same Summary Head, the grant for which has been over-estimated. The transfers are ordered by the Treasury Board with the approval of the Comptroller and Auditor-General. In no case, however, are such transference permitted from one Summary Head to another except from the grant for General Contengencies, and then only by Order-in-Council and from Special Grants to Marine Works, and vice versa.

Statement of Expenditure by Sub-Head—(Continued).

Head and Sub-Head of Service.	*Grant including Supplementary Act and Transfers.	Expenditure.	Grant Exceeded.	Grant Unexpended
IV.—Adminis. of Justice				
Supreme Court, viz:—				
Salaries	8,262.00	8,257.00		5.00
Contingencies	2,905.00	2,912.01	7.01	
Registration				
Fuel, Light and Supplies	5,500.00	5,086.98		413.02
District Courts, viz:—				
Salaries	2,353.00	2,291.67		58.33
Contingencies	1,100.00	1,091.70		8.30
Magistracy, viz:—				
Salaries	18,671.00	18,068.50		602.50
Contingencies	1,100.00	1,091.70		8.30
Constabulary, viz:—				
Salaries: Central Office	49,377.75	47,177.59		2,200.16
Supplies, etc.	120.00	17.46		102.54
Supplies—Uniforms	3,100.00	4,312.64	1,212.64	
Repairs	3,100.00	3,181.93	81.93	
Rent Outport Barracks	1,000.00	738.00		262.00
Conveyance	500.00	552.04	52.04	
Contingencies	1,030.00	1,030.00		
Forage	1,200.00	21.60		1,178.40
Fuel and Light	1,800.00	587.91		1,212.09
Lodging Allowances	1,920.00	2,168.00	248.00	
Annuities	2,639.00	2,931.68	292.00	
Fire Department, viz:—				
Forage	2,800.00	2,802.75	2.75	
Salaries	13,106.25	13,510.34	404.09	
Supplies—Uniforms	800.00	751.45		48.55
Repairs	1,300.00	1,293.63		6.37
Additional Aid	850.00	1,195.18	345.18	
Fuel and Light	1,800.00	2,584.00	784.00	
Contingencies	500.00	499.87		.13
Insurance of Men	100.00	103.00	3.00	
Machinery	2,200.00	2,249.42	49.42	
Medical Attendance	500.00	500.00		
St. John's Penitentiary, viz:—				
Salaries	4,976.00	4,976.00		
Industries	11,400.00	11,363.76		36.24
Contingencies	100.00	141.23	41.23	
St. John's Penitentiary, viz:—				
Supplies	4,600.00	4,577.33		22.67
Fuel and Light	1,100.00	1,095.58		4.42
Repairs	600.00	680.05	80.85	
Court Houses and Gaols, viz:—				
Salaries	1,293.00	1,287.41		5.59
Fuel and Light	2,200.00	1,746.87		453.13

Statement of Expenditure by Sub-Head—(Continued).

Head and Sub-Head of Service.	*Grant including Supplementary Act and Transfers.	Expenditure.	Grant Exceeded.	Grant Unexpended
Supplies	3,750.00	3,745.00		5.00
Local Constables' Salaries	1,242.00	1,101.12		140.88
Miscellaneous, viz:—				
Prosecutions	7,500.00	7,337.49		162.51
Enquiries and Inquests	350.00	340.17		9.83
Registration of Jurors	750.00	729.05		20.95
Inquests	500.00	495.07		4.93
Salaries under Statute, viz:—				
Supreme Court Act	13,000.00	13,000.00		
Special Salaries Act	1,500.00	1,500.00		
District Court Act	3,600.00	3,200.00		400.00
V.—Legislation				
Legislative Council, viz:—				
Salaries	4,735.00	4,680.00		55.00
Printing	1,450.00	957.00		499.00
Contingencies	385.00	476.75	91.75	
House of Assembly, viz:—				
Salaries	13,750.00	14,100.00	350.00	
Printing	4,700.00	4,258.65		441.35
Contingencies	1,870.00	3,301.11	1,431.11	
General, viz:—				
Salaries, Printing and Library	5,475.00	2,471.33		3,003.57
Fuel and Light	750.00	750.49	.49	
Attendance				
Repairs	1,200.00	1,151.74		48.26
VI.—Education				
Sundry Services, viz:—				
Extra Grant	960.78	960.78		
Teachers' Pension Fund	1,300.00	1,278.92		21.08
Contingencies	1,370.33	1,289.12		81.21
Augmentation and Sup. Schools	57,531.95	57,531.95		
Education under Statute, viz:—				
Scholarships	600.00	600.00		
Pension	300.00	300.00		
Grants to Boards	132,977.83	132,977.83		
Destitute Places	20,238.61	20,238.61		
Higher Education	10,372.11	10,371.11		
Pupil Teachers	8,750.05	8,750.05		
Encouragement Teachers				
Industrial	3,767.61	3,767.61		
Colleges	13,312.63	13,312.63		
Inspectors	7,880.00	7,880.00		
Additional Inspection	1,261.75	1,254.42		7.33
Council Higher Education	7,500.00	7,500.00		
Repairs	3,100.00	2,164.15		935.85

Statement of Expenditure by Sub-Head—(Continued).

Head and Sub-Head of Service.	*Grant including Supplementary Act and Transfers.	Expenditure.	Grant Exceeded.	Grant Unexpended
Salaries, St. John's	3,800.00	3,787.50		12.50
Salaries, Outports	3,682.00	3,481.98		200.02
VII.—Public Charities				
Relief of Poor Proper, viz:—				
Medical Attendance	9,749.00	9,963.90	214.90	
Permanent and Casual Poor..	116,800.00	116,880.97	80.97	
Orphanages	10,540.00	10,236.48		303.52
Pauper Lunatics	1,200.00	1,375.38	175.38	
Conveyance	1,000.00	1,183.17	183.17	
Labrador Sick Fishermen	1,800.00	1,281.35		518.65
Extraordinary	3,500.00	3,493.34		6.66
Contingencies	705.00	578.04		126.96
Rent	471.00	442.50		28.50
Shipwrecked Crews	6,300.00	6,452.77	152.77	
Smallpox	21,000.00	19,745.63		1,254.37
Charitable Societies	10,062.00	9,261.32		800.68
Lunatic Asylum, viz:—				
Salaries	9,422.00	9,343.78		78.22
Contingencies	300.00	254.60		45.44
Supplies	19,000.00	21,450.08	2,450.08	
Fuel and Light	4,500.00	4,028.16		471.84
Repairs	4,850.00	5,307.71	457.71	
General Hospital, viz:—				
Salaries	10,826.00	6,681.66		4,144.34
Contingencies	200.00	137.15		62.85
Maintenance	33,000.00	20,207.91		12,792.09
Repairs	1,000.00	1,717.03	717.03	
Fuel and Light	5,600.00	5,394.85		205.15
Poor Asylum, viz:—				
Salaries	2,276.00	2,276.00		
Contingencies	110.00	81.12		28.88
Maintenance	10,550.00	10,373.32		176.68
Repairs	1,000.00	747.10		252.90
Fuel and Light	1,500.00	1,676.44	176.44	
Fever Hosp. Maintenance..				
Fuel and Light	9,538.00	9,339.85		198.15
Salaries, St. John's	3,250.00	3,260.00	10.00	
Contingencies, St. John's	1,053.00	1,136.54	83.64	
Twillingate Hospital	80.00	37.30		42.70
Conveyance, St. John's	600.00	616.85	16.85	
General (Outports)	5,000.00	4,244.54		755.46
Labrador	2,500.00	2,390.93		109.07
Repairs Lazaretto	400.00	389.92		10.08
Maintenance	2,500.00	2,207.89		292.11
Fuel and Light	300.00	266.05		33.95

Statement of Expenditure by Sub-Head—(Continued).

Head and Sub-Head of Service.	*Grant including Supplementary Act and Transfers.	Expenditure.	Grant Exceeded.	Grant Unexpended
VIII.—Light Houses, etc.				
Salaries	35,083.00	34,420.68		662.22
Maintenance and Repairs	35,130.00	35,108.56		21.44
Contingencies	300.00	299.62		.38
Block House, viz:—				
Salaries	600.00	600.00		
Ammunition	450.00	448.43		1.57
Fog Gun, viz:—				
Salaries	100.00	60.00		40.00
Ammunition	1,000.00	275.45		724.55
Noon Gun, viz:—				
Salaries	48.00	48.00		
Ammunition	290.00	97.09		192.91
Chronometer Time	100.00	100.00		
Telephone Services	500.00	360.35		139.65
Gas Light, Queen's Wharf ...	50.00	50.00		
IX.—Agriculture & Mines				
Petty Surveys	1,500.00	1,331.87		168.13
Sheep Preservation	1,200.00	61.63		58.37
Coal Exploration	4,500.00	4,284.09		215.91
Agricultural Farm	20,000.00	14,075.59		5,924.41
Supplies	9,800.00	9,798.65		1.35
X.—Marine & Fisheries				
Protection Fisheries, viz:—				
Salaries	5,002.00	5,000.20		1.80
Dildo Hatchery	1,250.00	135.00		1,115.00
Herring Fishing Protection ..	800.00	205.00		595.00
Expenses Ss Fiona	30,480.00	30,476.05		3.95
Mechanical Engineer	300.00	300.00		
Public Wharves	1,000.00	959.24		40.76
Contingencies	1,035.00	812.82		222.18
Harbor Master and Boatman ..	500.00	487.74		12.26
Examiners Masters and Mates..	553.00	552.57		.43
Marine Works	14,577.22	14,577.22		
Repairs Wharf and King's Wharf	17,486.68	17,486.66		
Cold Storage for Bait	5,000.00	849.43		4,150.57
Bounty on Ships Built	9,520.00	5,754.00		4,366.00
Enforcement of Bait Laws and				
Distribution of Bait	2,000.00	1,288.47		711.13
Lobster Labels	1,500.00	1,326.90		173.10
Meteorological Service	4,000.00	2,455.39		1,544.61
Fog Alarms and Lighthouses ...	10,000.00	10,000.00		
Lighthouse Construction	11,500.00	11,500.00		
Dredging	3,000.00	2,999.97		.03

Statement of Expenditure by Sub-Head—(Continued).

Head and Sub-Head of Service.	*Grant including Supplementary Act and Transfers.	Expenditure.	Grant Exceeded	Grant Unexpended
XI.—Roads, Bridges, Ferries, Railway & Telegraphs				
Local and Main Roads	159,457.78	160,633.00	1,175.22	
Salaries, Inspectors and Halfway Housekeepers	702.00	702.00		
Ferries,	10,094.00	9,804.20		289.80
Lighting and Cleaning St. John's Streets	8,250.00	8,250.00		
Coal Duties and Water Rates . .	66,700.00	61,145.23		5,554.77
XII.—Postal Department				
Salaries, G. P. Office and St. John's Office	20,670.00	20,665.05		4.95
Salaries, Travelling P. Office and Outport P. Master	26,474.00	26,382.09		91.91
Salaries, Labrador	1,000.00	1,006.00	6.00	
Salaries, Couriers	41,846.00	41,840.52		5.48
Subsidies, viz:—				
Ocean Mail Steamers and Additional Services	31,014.00	27,815.80		3,198.20
Coastal Mail Steamers	172,050.00	175,340.00	3,290.00	
Railway	42,000.00	42,000.00		
Telegraphs including Marconi. Contingencies	102,566.00	102,466.43		99.57
	22,000.00	21,907.98		1,387.75
XIII.—Customs				
Salaries St. John's Tidewaiters and Boatmen	46,974.00	45,586.25		1,387.75
Contingencies, St. John's	11,585.00	15,618.53	4,033.53	
Salaries, Sub-Collectors O.P., Preventive Officers O.P., Tidewaiters and Boatmen	45,517.00	44,177.60		1,339.40
Boats and Boat Hire, O.P.	490.00	340.05		149.95
Bank Fishers' Insurance Fund . .	1,000.00	640.00		360.00
Office and Office Rent, O.P.	1,085.00	1,250.74	165.74	
Percentage on Light Dues	800.00	757.43		42.59
Percentage on Duties O.P.	14,000.00	8,306.60		5,693.40
Survey Coastwise Occl. Service . .	400.00	650.00	250.00	
Contingencies O.P.	6,050.00	7,641.50	1,591.50	
Customs Refunds	18,000.00	18,814.16	804.16	
Revenue Protection, South-west Coast	6,090.00	3,745.57		2,344.43
Fines and Forfeitures	2,000.00	1,218.41		781.59
Labrador Service	1,000.00	2,264.60	1,264.40	
G. Bank & Fortune Hr. Boards . .	1,850.00	1,394.53		455.47
XIV.—General Contingencies				
General Contingencies	17,498.56	16,356.02		1,142.54

Statement of Expenditure by Sub-Head—(Concluded).

Head and Sub-Head of Service.	*Grant including Supplementary Act and Transfers.	Expenditure.	Grant Exceeded.	Grant Unexpended
XV.—Elections (1908)				
Sundry Payments	41,092.57	41,092.57		
Audit Act, Sec 32 (b) Accountant of Contingencies		14,997.73		
	<u>\$3,002,737.73</u>	<u>\$2,947,868.69</u>	<u>\$40,741.11</u>	<u>\$91,610.15</u>
*Loan Act 9th Ed. VII., Cap. 3.. General Hospital and Museum	\$75,646.00	\$44,221.57		\$31,424.43
'Loan Act 61 Vic. Cap. 10, Market House	10,000.00			10,000.00
Loan Act 61-2-3 Vic. Cap. 3, Ag. Bonus	12,596.13	8,675.66		3,920.47
Surplus Trust				
Marine Works		28,670.58		
Public Works	139,609.13	46,503.90		16,819.14
Deficit Acct., 1908-9		**6,786.92		
Elections, 1909		40,328.59		
	<u>\$3,240,088.93</u>	<u>\$3,116,268.99</u>	<u>\$16,442.80</u>	<u>\$133,475.88</u>

*Of the \$140,000 provided for this service by Loan Act, 1909, \$64,354 was expended in 1907-8.

**This amount was drawn by direct cheque from last year's balance Surplus Trust Fund to cover the difference between the actual deficit and the sum provided by Loan Act, 1909, to cover shortage in revenue for 1908-09. That must not be included in additions for total gross expenditure.

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