

ANNUAL REPORT

OF THE

DEPARTMENT

OF

MARINE AND FISHERIES,

FOR THE YEAR ENDING 30TH JUNE, 1869.

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1870

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FOR THE

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To His Excellency the Right Honorable Sir JOHN YOUNG, Baronet, one of Her Majesty's Most Honorable Privy Council, Knight Grand Cross of the Most Honorable Order of the Bath, Knight Grand Cross of the Most Distinguished Order of St. Michael and St. George, Governor General of Canada, &c., &c., &c.

MAY IT PLEASE YOUR EXCELLENCY,—

I have the honor to submit herewith a Report of the transactions of the Department of Marine and Fisheries for the financial year ending 30th June, 1869, for the information of Your Excellency and the Legislature of Canada.

The lighthouses and floating lights of the Dominion of Canada, on the 30th June, 1869, numbered 221, and four fog whistles or trumpets, and the aggregate cost of maintenance of these lights and whistles, with the signal stations, humane establishment, buoys, and beacons for the financial year ending on that day, including salaries and contingencies of the two Trinity Houses, the necessary staff of officers to manage the business in New Brunswick and Nova Scotia, the salaries of keepers, cost of oil, repairs, fuel, and other stores, amounted to \$203,496.27.

The lighthouses and floating lights in Ontario and Quebec above Montreal, are managed direct by this Department, and the salaries paid by cheques, sent from the office at Ottawa, while the more immediate oversight of these lights is entrusted to a Superintendent, who travels about from place to place, attending to the necessary repairs, which are constantly being required, and furnishing them with the requisite supplies to keep them in efficient working order. The supervision of this officer extends from the Lighthouse at the Pier at the entrance of the Lachine Canal to the Lighthouse on St. Ignace Island in Lake Superior, a distance of coast equal to 1,500 miles. In this district there were, on the 30th June, 1869, sixty seven lights, of which five were floating, maintained by the General Government, under

the control of this Department, in addition to which there are several harbour lights on the Lakes, which are sustained and managed by the local authorities. The number of light-keepers was 54, with 6 assistants.

At the following mentioned Stations, two lighthouses are placed under the charge of of one Keeper, viz: at the lower entrance to the Beauharnois Canal, at Gananoque Narrows and Jack Straw Shoals, at Spectacle Shoal and Red Horse Rock, at the entrance of Presqu'-Isle Harbor, at Burlington Bay, at Port Colborne, at the entrance of the River Thames, at Killarney, and at Little Current.

At Grosse's Point, the upper entrance of the Beauharnois Canal, there are are four minor lights, with a keeper and assistant-keeper.

At each of the following mentioned Stations, viz: Gull Island, Point Pelee, Light, Chantry Island, Isle of Covcs and Nottawasaga Island, there are two keepers appointed, and paid by the Government, but I am of opinion that at nearly all of these stations, the service could be quite as efficiently performed by one keeper, and I have accordingly recommended to Council certain changes in this respect, which will result in a considerable saving as soon as the necessary arrangements can be made to carry these recommendations into effect.

The salaries and allowances of the these lighthouse keepers, average from \$200 to \$560, while the assistant-keepers receive from \$175 to \$325.

On revising the salaries of these officers, I found that some received too small remuneration for their services and the hardships to be endured by them at their stations, or on board their vessels, while others received too much when the privileges and advantages enjoyed by them were taken into consideration. I therefore recommended to Council, a new scale of salaries, including all allowances, which will have the effect when carried out, not only of reducing the aggregate expense, but of placing them on a more equitable footing, the salaries being based on the importance and amount of duty to be performed, and the advantages or disadvantages of the respective stations. I requested the late Superintendent of Lighthouses in this Division, Mr. D. C. Smith, to make a report on the year's operation, shewing the conditions of the lighthouses under his inspection, and the nature of the repairs required, but during his annual visit to the lights last July, when he delivered the oil and other supplies for the season, he contracted a cold from which he never recovered, and died on the 18th September, 1869, and was therefore unable to complete his report. He had been a number of years in this employment, and was always considered to be a good and faithful public officer.

During the annual inspection of the lights last July my Deputy accompanied the Superintendent and made a personal examination of nearly all the stations in the Division and he recommends that in many of the important lights where the Catoptric system is in operation the lamps should be improved by substituting powerful circular burners instead of the small flat wick burners at present in use, and it is my intention to carry his recommendation into effect as soon as arrangements can be made. By adopting this plan it is probable the illuminating power of the light will be very much increased and the additional cost of such improvement will be but trifling as the oil now used by this Department is procured at a very small cost.

The following changes among the keepers of the lights in this Division took place during the year ended 30th June, 1870.

On the 2nd October, 1868, Mr. Nathaniel Orr was appointed Keeper of the Lighthouse at Snake Island near Kingston in place of Mr. Lawrence Herchmer who could not personally attend to the duty.

On the 7th June, 1869, Mr. Charles Ead was appointed Keeper of Port Stanley Light, Lake Erie, in place of his father, Mr. Richard Ead, deceased.

On the 24th May, 1869, Mr. H. H. Woodward was appointed Keeper of Long Point Light, Lake Erie, in place of Mr. H. H. Clark deceased.

On the 22nd April, 1869, this Department was informed that the Lighthouse at Point Claire, Lake St. Louis, and part of the pier on which it was erected were carried away by ice, and arrangements were immediately made to exhibit a temporary light on the remaining portion of the pier, which light was maintained until the close of navigation. In the meantime the necessary funds were voted by Parliament and a contract has been made to replace the portions of the pier which were destroyed and to erect a new lighthouse on it. The work is now about half done.

The Superintendent reported last year that the Wooden Light Ship between Lancaster Shoal and Cherry Island in Lake St. Francis was much out of repair and that it would be very desirable that, instead of repairing it, a pier or crib should be built, and a lighthouse erected on it in place of the lightship. The necessary funds were accordingly voted by Parliament, and a contract has been made to perform the work. The pier is now being built and the work will probably be finished on the opening of navigation.

At St. Ignace Island in Lake Superior there was no suitable dwelling house for the keeper, in which he could reside during the winter months. In order, therefore, to avoid the necessity of his leaving his station late in the fall of the year after extinguishing his light, a comfortable dwelling house was erected there previous to the 30th June last, at a cost of \$ 643.74.

Previous to the close of the last financial year, I had occasion to bring under the notice of Council the great necessity which existed for the erection of a lighthouse on Sulphur Island, at the head of the Georgian Bay, a short distance from the Bruce Mines, and lying right in the track of steamers running to and from that locality and the Sault St. Marie, and an order was made accordingly, for the erection of a lighthouse on that Island out of a sum appropriated by Parliament for the erection of light houses in Ontario. During the summer season of last year an officer of the Department of Public Works was sent up there with the necessary staff of mechanics, and a substantial wooden light house and dwelling for the keeper were erected on the Island, and a light was exhibited for the first time on the 25th October, 1869. The cost of the light house dwelling for the keeper, and apparatus was \$ 2,359.20. The light is on the catoptric system, with four lamps and parabolic reflectors 15 inches in diameter, two of the lamps being powerful circular burners. This light was of the greatest possible service last fall to the steamers running in that locality, and the captain of one of these reported that the light was seen by him a distance of sixteen miles.

Arrangements were also made last year under Order in Council for the erection of a lighthouse at the entrance of Byng Inlet in the Georgian Bay and one at Michael's Point,

Manitoulin Island, Lake Huron, the applicants for these lighthouses paying one half of the cost of erection. Both these buildings have been erected, and it is expected that the lanterns and lighting apparatus will be placed on them, and the lights in operation on the opening of navigation.

In view of the importance of the interests connected with the navigation in the Georgian Bay, which is the great British highway of communication between Ontario and Fort William and the North West, I have recommended to Council that a lighthouse should be erected on Lonely Island in the Georgian Bay, which lies in the track of vessels running between Collingwood and Sault Ste. Marie, and also one at Parry Sound in the Georgian Bay, and if the necessary funds should be voted by Parliament during the present Session, I am in hopes that both these lights will be in operation by next October.

When these are completed there will then be lighthouses at the following places in the Georgian Bay and the North Channel of Lake Huron, viz.: Nottawasaga Island, Christian Island, Griffith Island, Parry Sound, Byng Inlet, Isle of Coves, Lonely Island, Killarney (2 lights), Little Current (2 lights), Clapperton Island, and Sulphur Island, making, in all, 13 lighthouses on that route.

Of the 67 lights in Ontario, above the Lachine Canal, six of them are French dioptric lights, which were erected in 1859, on substantial stone towers, situated in Lake Huron and the Georgian Bay, viz.: Point Clarke, second order revolving, Chantry Island, second order, Isle of Coves, second order, Griffith Island, third order, Christian Island, fourth order, and Nottawasaga Island, second order, all of a very superior and costly description.

The lighthouse on Snake Island, near Kingston, is also built of stone, shows a red light has six lamps with parabolic reflectors on the catoptric system.

There are also good stone lighthouses with lights on the catoptric system at the mouth of the river Thames, Bois Blanc Island, Pelee Island, Mohawk Island (revolving), Gibraltar Point, Toronto, Gull Island, Presqu' Isle main light, Point Petre (revolving), Outer Drake or False Ducks, and Simcoe Island.

All the other lighthouses in Ontario are, I believe, built of wood, some of the river ones being of a small inexpensive description.

The lighthouse at Point Pelee Reef in Lake Erie, was built of wood and finished in 1861. It was built on caissons, filled with stone masonry, in 19 feet water.

The four iron lightships in Lake St. Louis, near the Lachine Canal, cost \$30,797. Three of them have been in use since 1850, and one since 1860, and are still in good repair.

The oil and other supplies for the service of the lighthouses in this Division for the year ended 30th June, 1869, were delivered in July and August, 1868, in the screw propeller "*Acadia*," to the satisfaction of the Department, at a cost of \$1,400. The supplies for the following year were delivered in July and August, 1869, in the screw propeller "*City of London*," also to the satisfaction of the Department, for the contract sum of \$1,300.

The buoys at the entrance of Presqu' Isle Harbor, Lake Ontario, were attended to during the year ended 30th June, 1869, by Mr. Quick, the Harbor Master at that place, for which he received the sum of \$300, but as it is not intended in future to continue the services of any harbor masters, at minor ports, as Dominion officers, that office has been

abolished, and the duty of attending to the buoys at that place, laying them down, taking them up and painting them, has been transferred to the keeper of Presqu' Isle Range Lights, at an allowance of \$100 per annum.

A light ship has been maintained during the last three years, at Colchester Reef, Lake Erie, a few miles from the Canadian shore, near the County of Essex, by the Messrs. Hackett, of Amherstburgh, who have depended for their remuneration on private subscriptions from owners and masters of vessels and underwriters associations, but as they state, they cannot collect enough for the support of the vessel, they have applied to the Government to assist them and contribute towards the maintenance of the vessel. If this cannot be done, they state that she must be withdrawn. No subsidy has been paid to them as yet by the Government of Canada.

The cost of superintendence, including travelling allowances, of the Superintendent in this Division, during the financial year ended 30th June, 1869, was \$2,295—salaries of 54 keepers and 6 assistant-keepers, \$20,587.50; working staff repairing lighthouses, wharves, and landings, \$8,509.34; oil, \$5,161.94; supplies, \$3,986.30; work done on light ship and buoys, \$366.61; charter of vessel delivering supplies, \$1,400. Total, \$42,306.69. The average cost for maintenance and repairs of the 67 lights and buoys in this Division, during the year ended 30th June, 1869, including superintendence, was \$631 each light, and the cost of superintendence was about 5½ per cent. on the amount expended. The business of this Division, including the payment of salaries, &c., is all done, however, by the Department at Ottawa. A number of these lighthouses are river lights of a minor description.

The sum of \$43,000 was voted for this service, and the amount of \$42,306.69 expended, including \$643.74 for the keeper's dwelling at St. Ignace, leaving an unexpended balance of \$693.31 which remained undrawn in the Treasury.

A statement in the Appendix, herewith accompanying, will shew the general expenditure on account of the lighthouses, floating lights, and buoys above Montreal, and the Public Accounts will shew the salaries in detail paid to the lighthouse keepers, &c.

The lights in this Division are kept lighted until the close of navigation generally about the 1st of December, and they are again lighted up in April, when the ice disappears, and vessels resume their business on the Lakes:

The light keepers are nearly all required to remain at their posts during the winter months for the purpose of taking care of and protecting the property under their charge.

In special cases, where leave is granted for a limited period arrangements are made by which the property is placed under the charge of some responsible person.

TRINITY HOUSE, MONTREAL.

This Corporation is composed of a master who receives a salary of \$625, a deputy master and six wardens without salary, a registrar, and treasurer at a salary of \$1,325, who keeps the records of the meetings and transacts the general business of the Corporation under the directions of the Board. His staff consists of a clerk at \$600 and a bailiff and messenger at \$400. The outside staff of the Department in addition to the lighthouse keepers consists

of the captain and crew of the steamer *Richelieu*, and the Superintendent of Pilots whose salary \$1,200 a year. The steamer is employed for the purpose of placing the floating lights and the buoys in the spring and taking them up in the fall, and replacing such of the buoys as are carried away during the season of navigation. The supplies for the lighthouses are delivered by ordinary freight steamers when required.

A very important part of the duties of the Trinity House, Montreal, in addition to keeping the lights on the river in efficient working order, consists in attending to the buoys marking the channel of the river. The jurisdiction of the Trinity House, Montreal, extends from the limits of the Province of Quebec above Montreal to Port Neuf, a distance of about 200 miles, and on that portion of the river there are ordinarily about 71 buoys some of which are iron, but during the season when the water is low many more are placed on the Lake for the greater safety of navigation.

In this Division of the main river there are 41 lights, three of which are floating. These floating light vessels were built in 1856, of iron, and are stationed on Lake St. Peter; all the lights in this Division are of a minor description, suitable for the river, some of them containing only one lamp. They are kept principally by the habitants or farmers on whose lands they are situated, at small salaries ranging from \$7 to \$30 per month. The keepers in the light vessels and on the islands are either old pilots or persons accustomed to navigation who receive from \$20 to \$52 per month during the season of navigation.

The amount expended last financial year by the Trinity House, Montreal, was \$25,762.54, and the amount voted by Parliament for this service was \$26,000 of the amount expended, \$7,031.63 was for the maintenance of the steamer *Richelieu*, employed for the service of the buoys and floating lights; \$4,149.96 for the salaries of the staff at the Trinity House; \$1,256.63 for rent, advertising, stationery, and contingencies; \$12,549.25 for the maintenance and repairs of the lights, and buoys, and the salaries of the keepers, building new light houses, and the purchase of land, &c.; a harbor-master at Sorel is also maintained by the Trinity House, Montreal, and his salary and disbursements amounted to \$600.16.

It will be seen by the report of the Registrar of the Trinity House, Montreal, in the appendix herewith, that the lights are visited annually by a Committee of the Board, and occasionally by the Registrar and Superintendent of Pilots. The superintendence and control of the pilotage between Montreal and Quebec is also placed under the Trinity House, Montreal, and the Board speak in the highest terms of the Branch pilots in this District, of which there are twenty-six.

TRINITY HOUSE, QUEBEC.

This Corporation exercises jurisdiction from Port Neuf, 38 miles above Quebec to the Gulf of St. Lawrence and the Straits of Belle-Isle. It manages and superintends all the lights from Port Neuf to Belle-Isle, including the three lights on Anticosti, the one at Cape Rosier, and a small one in Gaspé Harbor. The number of lights in this Division is twenty three; but some of them are river lights of a minor description. Twelve of them are fine sea lights of a high class. The light at Belle-Isle is a French dioptric of the first order, and the one at Cape Rosier is a French catadioptric, also of the first order. These two lights are of the

highest class in the Dominion. The light at Amour Point, in the Straits of Belle-Isle, and the light at the extreme west point of the Island of Anticosti, are also high class French Catadioptric lights of the second order; all the other lights in the Gulf of St. Lawrence, under the control of the Trinity House, are under the Catoptric system, consisting of lamps and reflectors.

The two lights at Belle-Isle and Amour Point stand on circular stone towers; but it was deemed advisable some years ago to cover them over with clapboards to prevent the action of the weather destroying them, as it was found that the severe frosts and easterly winds to which they were subjected, had a very injurious effect on the stone work. The lights at Cape Rosier and the west point of Anticosti, stand on circular stone towers faced with white fire brick. These four lighthouses are the finest and most expensive in the Dominion, and were all lighted for the first time in 1858.

Signal guns are fired at stated intervals, during foggy weather at eight of the lighthouse stations in this Division, and the quantity of gunpowder supplied last year was 14,400 lbs. The cost of firing these signal guns including the ammunition and pay of the gunners during the last financial year was \$ 4,919.

The floating light vessel in the South Traverse, off Point St. Roch, is under the charge of a contractor, who receives \$1,820 for the season, for the services of himself and his men. There are 23 light keepers in this Division, with 17 assistants and gunners, exclusive of the crew of the light ship, who are not in the pay of the government.

On the Island of Anticosti there are two provision depôts for the use of shipwrecked mariners, with a keeper at each, receiving \$ 200 per annum. The cost of provisions supplied to these two depôts during last year was \$ 476.70. When the provisions remain some time on the island and become too old for use, they are brought up to Quebec and sold by auction. The total cost of these two depôts last year, including keepers' salaries and other expenses was \$1,112.38. A supply of provisions for shipwrecked mariners is also kept at the lighthouses at Point des Monts, S.W. Point Anticosti, West Point Anticosti, East End Anticosti, and Belle Isle.

There are no steam fog whistles in the River and Gulf of St. Lawrence, to warn shipping, during thick fogs or snow storms, of their approach to land, but I have brought the subject under the consideration of Council, and from the evident necessity which exists in that locality for such aids to navigation, a sufficient sum has been inserted in the estimates to enable the Department to procure a floating light ship, with a powerful steam fog whistle on board, to be stationed below the Red Island Reef, and which I hope will be of great service to the shipping frequenting the Saint Lawrence. Another steam fog whistle, and a lighthouse in connection therewith, will also be erected on the west point of Anticosti, which, I feel sure, will be much appreciated by the maritime interests of Quebec and Montreal, more particularly by the owners of the Canadian ocean steamers, which are constantly passing and repassing that most dangerous locality, during the season of navigation.

I have also brought under the notice of my colleagues, the urgent necessity which exists in the River and Gulf of St. Lawrence, the great highway to the west, for additional lights, with a view of facilitating the general trade and commerce of the Dominion, and the sum of

\$82,000 has accordingly been placed in the estimates, to enable the Government to construct and equip lighthouses, respectively at Cape Norman and Cape Ferrol, in the straits of Belle-Isle, on Bird Rock, Cape Ray, Deadman's Island, South Point of Anticosti, Seven Islands, Cape Magdalen, Cape Chatte, and a minor river light at Monte de Lac, below Quebec. The sum asked for in the estimates for these ten lights, including the minor one at Monte de Lac, will average \$8,200 each, while the cost of the light ship, and the two steam fog whistles already alluded to, is estimated at \$22,000.

It is proposed to build these new lighthouses of strong wooden frame towers, properly protected from the weather, and although not so durable as the stone lighthouses already built in the Gulf, and more liable to destruction by fire, still with proper precautions, it is assumed, they will answer all the purposes for which they are intended, for many years to come.

The staff of the Trinity House, Quebec, consisted on the 30th of June last, of a master, at \$1,200 per annum, with six wardens, who receive no remuneration for their services, a harbor master, a treasurer, a clerk, an assistant clerk, an extra writer, two superintendents of pilots, an assistant to the harbor master, a clerk to the harbor master, a water bailiff, a house keeper, and a messenger. The clerk in the treasurer's office, had been previously dispensed with.

The salaries of these 13 officers including the salary of the clerk in the treasurer's office for a portion of the year was \$11,805.31. The salaries of the lighthouse and depot keepers was \$11,973.66 in addition to which there was a harbor master at Gaspé at \$125 and one at Amherst at \$50. The harbor master at Quebec had formerly a boat and boat's crew of four men. This has been discontinued, and he now discharges his outside duties in the River Police Steamer which is found to answer all the purposes, and one of the late crew assists him in the performance of his duties.

The expense of the harbor master's department at Quebec, Gaspé and Amherst and the Superintendents of Pilots is a direct charge on the public treasury, but these are the only ports in the Dominion where such charges exists, and arrangements will probably soon be made, by which their expenses will become a local charge on the shipping frequenting the port instead of the General Revenue.

In this division there are twenty-three keepers including the floating light and the small light at Gaspé Harbor, and at the more important and exposed situations there are assistants and gunners numbering 17 in all, exclusive of the crew of the lightship and the two keepers of the provision depots. At Gaspé Harbor and the minor river light stations the salaries are small ranging from \$42 to \$200 but at all the isolated or distant stations they range from \$320 to \$500 per annum.

The lights in the Gulf are visited in the months of June or July, and in September, by the Superintendent of Pilots, when the oil and stores are delivered by the *Napoléon III*. Those in the river are visited more frequently as occasion requires, when the steamer *Lady Head* is supplying the stores.

The number of pilots under the supervision of the Quebec Trinity House is 246, and during the year ended 30th June, 1869, twelve apprentices were examined and received their branches to act as pilots.

On the night of the 14th June, 1868, the barque *Preciosa* while on her way up the river St. Lawrence came into collision with the ship *Walden* and sunk in the river off the Pilgrims, near the south shore of Hare Island, and became such a serious obstruction to the navigation, that it was considered advisable by the Trinity House, in order to prevent further accidents, to keep a schooner anchored alongside the wreck, showing a light during the night, as a warning to vessels passing in that neighbourhood. The wreck was sold on the 25th of June, 1868, for the benefit of all concerned, and although the purchasers made every effort to remove it, they were not successful. On the 23rd July, 1868, on the recommendation of the Trinity House, I authorised the steamer *Napoléon III.*, to assist the owners of the wreck to remove it, and although both the government steamers assisted, that effort was also unsuccessful. On the 5th August, 1868, the Trinity House submitted a proposal of Mr. Peter Fradette to remove the wreck on condition that he should receive the assistance of one of the government steamers, and that the wreck should be his property, and in the event of his succeeding in removing it that he should receive \$ 1,000. This offer was accepted, but it also resulted, after two efforts, in disappointment, as Mr. Fradette expended considerable means in trying to remove it, but without success.

On the 23rd June, 1869, the Trinity House made an agreement with Messrs. Rousseau and Patterson, to remove the obstruction for the sum of \$ 2,000, and on the 14th September 1869, the two Superintendents of Pilots reported that the obstruction to the river had been removed, and the money was paid accordingly.

On the 28th April, 1869, the barque *Glanmore* also became a wreck on the south-eastern end of Margaret Island Shoal, near the Quarantine Station, at Grosse Isle, and steps were at once taken to keep a light on one of the ship's masts. The wreck was sold to Mr. Julien of Quebec, who, however, has failed to remove it, up to the present time, and as it is reported to be very dangerous to shipping in its present position, the sum of \$ 2,000 has been inserted in the estimates for the ensuing year for the purpose of removing it by blowing up or otherwise. An offer has been made to perform this service for the amount named.

In consequence of the expense which devolved on the Government to keep lights stationed at the two wrecks of the *Preciosa* and *Glanmore* until the obstructions could be removed, a bill was submitted to Parliament last Session, and it became law on the 22nd June, 1869, providing that notice of obstructions in the river must be given to the Trinity House, under a penalty; the situations must be indicated at the expense of the master or owner, by signals by day and lights by night, and if the owners do not relinquish their rights in the vessels or obstructions within fifteen days after the date of the occurrence of the obstructions, the Trinity House may proceed to remove the same, and may dispose of the property, and may indemnify itself out of any proceeds for all expenses incurred in keeping up such signals and lights. This will prevent any similar expenses devolving in future either on Trinity House or Government for keeping signals or lights, near wrecks in the river, as such expenses must now be provided for by the owners of the wrecked property.

A new lighthouse was recently built on a pier connected with the shore at Point St. Laurent, Island of Orleans, a short distance below Quebec, but considerable damage has been done to it from time to time since the commencement of its erection by the ice bearing down

on it, and it appears that more weight must still be added to the pier, to resist the heavy pressure brought against it in the winter and spring. The lighthouse and pier were finished in the autumn of 1868, and handed over to this Department in March, 1869.

The total amount expended by the Trinity House, Quebec, out of the General Revenue during the financial year ended 30th June, 1869, including the light and buoy service, the pilot service, the Harbor Master's office, and the expenses connected with wrecks, was \$41,651.73, and the amount voted by Parliament for this service was \$41,752. This expenditure does not include the cost of maintaining the Government steamers which supply these lights, as they are not managed by the Trinity House.

NEW BRUNSWICK.

In this Division, the local business of this Department is managed by an agent, who pays the salaries of the staff, and other necessary expenditures under the direction of the head officer in Ottawa. There is also a superintendent or inspector of lighthouses, whose duty it is to visit the lighthouses in his district, as well as the steam fog whistles, marine hospitals, and the beacons and buoys throughout the Province. These officers receive \$1,200 a year each, and travelling expenses of the inspector are allowed to him in addition to his salary, amounting during last financial year to \$1,015.27.

There are fourteen principal light stations in this district, including the beacon light in the St. John Harbor, and at one of the stations, viz: Machias Seal Island, there are two lighthouses or towers, making 15 principal lights. In addition to these, there are six minor lights on the St. John River, two minor lights in Shediac Harbor, six beacon lights on the Miramichi River and Bay, and a minor light on Portage Island, and 2 on Fox Island, in Miramichi Bay, making altogether fifteen principal lights, and 17 minor lights. To attend the fifteen chief lights, there are fourteen keepers and two assistants, and for the 17 minor lights, there are twelve keepers.

The salaries of the keepers at the chief stations, range from \$160 to \$696, the majority of them being \$400, and at the minor stations, from \$80 to \$200.

There is also a fine steam fog whistle at Partridge Island, at the entrance of St. John Harbor, managed by an engineer and assistant, having salaries of \$400 and \$240 respectively; a new boiler was furnished to it last year, at a cost of \$695, as the old one was getting weak. It has since been repaired, and is now kept as a reserved one, in case of accident. A very superior steam fog whistle was erected last autumn, at Point Lepreau, in the Bay of Fundy, and it has been in operation for some time when required during foggy or dark weather, or snow storms. Both these fog alarms in the Bay of Fundy, the navigation of which is rendered dangerous occasionally by the heavy fogs which sometimes prevail there during the summer months, and the thick snow storms during winter, have been found to be of the greatest service to steamers and other vessels trading in that locality.

The sum of \$3,000 was voted by Parliament last session for the construction of this fog alarm which amount has been all expended, but a further sum of \$800 will be required to complete the buildings, pumps, wells, &c.

There is only one engineer to work the fog whistle at Lepreau at a salary of \$400 per annum.

One of the lighthouse towers on Machias Seal Islands was reported, some time ago, to be worn out, and the sum of \$4,000 was placed in the estimates last year to replace it, and a new lighthouse tower was contracted for and built at that place by Messrs. Clarke and Stackhouse, of St. John, for the sum of \$2,450, which they completed to the satisfaction of this Department; a powerful 3rd class French dioptric light, which was in store, was placed on it and lighted on the 6th November, 1869, and it is now reported by the pilots to be of great service to mariners, as it is a very fine light, easily visible from their boats, in clear weather, a distance of 21 miles. The total cost of the building, and the expenses connected with the transportation of the light and the placing it in its position amounted to \$3,289.94. This building was erected under the superintendence of the Department of Public Works, through the officers of this Department in New Brunswick.

The lighthouse and lantern at Cape Enragé, in the Bay of Fundy, was reported 1868 to be worn out and arrangements were made to replace it during last year with a new tower and fourth order dioptric light, the total cost of which including the lantern and apparatus was \$2,265.07. It is visible in clear weather at a distance of 15 miles.

The lantern and apparatus at Escuminac Light, at the entrance of the Miramichi Bay was reported to be worn out, and it has been replaced by a powerful 3rd order French dioptric light which was in store. The new light has given much satisfaction to seafaring men trading in that locality, and it is probable it will be visible in clear weather a distance of 21 miles.

The sum of \$3,500 was voted last session for the erection of a new lighthouse on Cape Jourimain, in the Northumberland Straits, situated in Westmoreland County, New Brunswick, and a contract was made by the Department of Public Works, through the officers of this Department in New Brunswick, for the erection of a lighthouse and keeper's dwelling there for the sum of \$2,974. It is now finished and will be lighted up on the 15th May next. The light will be on the catoptric system, with three powerful circular burners and 21 inch reflectors. The total expenditure on account of this lighthouse, up to the present time, has been \$3,202.73, and for the lantern, freight, &c., \$224.03, making altogether \$3,426.76.

In addition to the 32 lights and two fog whistles maintained in New Brunswick, the Department also keeps up a good harbor light at Reed's Point, St. John, consisting of three gas lamps showing a red light to seaward, for the purpose of guiding steamers and vessels up the harbor, at a cost of about \$60 per annum.

A signal station is maintained at Partridge Island for the purpose of communicating to the merchants, shipowners and pilots in the City of St. John the arrival of shipping in the Bay of Fundy, with such information as can be obtained by signals, relating to their rig, ownership, &c. The salary of the signal station keeper was \$300, but in future this will be saved, as arrangements have been made by which the two engineers of the fog whistle will attend to this duty without any additional remuneration.

At Quaco Light Station, Bay of Fundy, there was a light keeper at a salary of \$400

with an assistant keeper at a salary of \$184, but as Mr. Lamb, the keeper, was incapacitated on account of old age from performing his duty, he retired from the service on the 1st October, 1868, and the assistant was appointed keeper in his place at a salary of \$400, resulting in a saving of \$184 per annum.

On the 7th June, 1869, Mr. Coram, keeper of the St. John Beacon Light, resigned his situation, and Mr. James E. Earle was appointed in his place, but on the night of 4th October, 1869, a great tidal wave swept over the beacon and did much damage and injured the keeper to some extent, and he also resigned the situation, and it has since been under the charge of Mr. Elijah Ross.

The beacon light at St. John Harbor, which had been burned down previous to the 1st July, 1867, was thoroughly repaired during 1868, and a 4th order French dioptric light placed on it. When the great tidal wave struck it on the 4th October last it received considerable damage, but it has since been thoroughly repaired.

Four minor lights, or beacons with lights placed on them, were erected on the Miramichi River during the last financial year, two of them at Grants, and two at Oak Point, for the purpose of guiding steamers and other vessels up the river after sunset, and they have proved of great service to the trade of that place. They were lighted on the 17th May, 1869, and cost for the construction and sites &c., \$1,136.34. The lamps cost \$80 in addition to that amount. The two lighted beacons on Fox Island, Miramichi Bay, were found to be in a dangerous position, owing to the bank on which they stood having washed away to a considerable extent, and consequently were taken down and re-erected some distance back at a cost of \$300.

A new square lighthouse, painted white, of a minor description, was erected during last season on the south end of Portage Island, in Miramichi Bay, and was first lighted on the 6th October, 1869. The light is composed of four lamps, with silvered copper parabolic reflectors 21 inches in diameter, and can be seen in clear weather a distance of twelve miles. The lantern, lamps and reflectors used for this lighthouse were formerly in use at the Escuminac Light, previous to a dioptric light having been placed there.

Two minor lights were also erected during last season on Preston's Beach, Miramichi Bay, and the cost of these two last named Lights and the Portage Island Light was \$850. Two minor lights were also erected during last season on Shediac Island, in the Harbor of Shediac, at a cost of \$400, and they were lighted for the first time on the 1st July, 1869.

Six beacon lights were also erected during last season on the River St. John, between Fredericton and St. John, and they were lighted for the first time on the 30th August, 1869. The cost of construction of these lights, along with the lighting apparatus, superintendence, &c., was \$2,341.74, and the sites will cost in addition about \$600, making altogether the sum of \$2,941.74.

It is also proposed to erect a beacon light on Cox's Point, Grand Lake, for the purpose of enabling steamers and other craft trading in that locality, to keep clear of the bar which runs out from the Point a considerable distance, and it is probable it will be in operation during the ensuing summer.

It is also proposed to erect during the ensuing season a lighthouse on Caraquet Island, and Parliament will be asked to make appropriations for other minor lights in the Bay

Chaleur. A lighthouse is also now in course of construction at Paspébiac Point, which will be in operation during the ensuing summer.

The amount expended in New Brunswick during the last financial year, on account of lighthouses, buoys, beacons, fog trumpet signal stations, and repairs of St. John Beacon, was \$26,193, but in this sum is included the cost of repairing the beacon light at St. John which had previously been destroyed by fire, amounting to \$2,300, which was defrayed out of the vote of \$20,000 voted by Parliament for a beacon light at that station, which, however, became unnecessary when the old one was rebuilt and found to answer all the purpose. This would leave the amount expended for lighthouses and coast service at \$23,893, and the amount voted by Parliament for such services in New Brunswick was \$24,650.

NOVA SCOTIA.

In this Province, there were 59 lighthouses in operation during last financial year, and since that period, a new lighthouse has been erected on Point Tupper, about midway in the Straits of Canso. It will be lighted on the 15th April next, with three lamps and reflectors, and will shew a fixed red light. Its elevation is forty-four feet above high water, and it will be visible from all points of approach. This will make sixty lighthouses in Nova Scotia, which will be in operation during the current season. They are all of an inexpensive description on the catoptric system with the exception of the two lights on St. Paul's, which are dioptric lights with mirrors. 56 of the lighthouses in this division are built of wood, and three of stone. These 59 lighthouses are attended by 59 keepers without assistants. At Seal Island, a small sum has been allowed for some temporary assistance, which however, will be discontinued as soon as the steam fog whistle, is erected there, and an engineer appointed to take charge of it. It is proposed to place a powerful steam fog whistle on this Island which is situated off the South-West end of Nova Scotia, as it is a most dangerous locality, where several steamers and sailing vessels have been wrecked, and is frequently surrounded with fog. A steam fog whistle was erected during last financial year, on Cape Fourchu, at the entrance of Yarmouth Harbour, at a cost of \$3,826.46, including the necessary buildings connected with it, and it has been found to be of great service during thick or foggy weather, to the shipping frequenting that locality.

The Fog Trumpet at Cranberry Island, which is worked with a caloric engine instead of steam, has been found to be very unsuitable for the purpose, and is very expensive to maintain, owing to the constant repairs which are required to keep it in operation. It is proposed to replace it this season with a powerful steam fog whistle, similar to those recently erected at Lepreau, in New Brunswick, and at Yarmouth, Nova Scotia.

The lighthouse at Little Hope Island, off the County of Queens, has been reported to be in some danger of being washed away, owing to the constant heavy action of the sea on the Island, the soil of which is principally of a soft, loamy nature. The state of this light has been under the consideration of the Government for sometime past, and the sum of \$15,000 has been placed in the estimates for next year, for the purpose of either building a

new light house on screw piles in the middle of the Island, or erecting a breakwater or sea wall all around the Island. The Department of Public Works has the charge of this work, and it is probable that it will be completed during the ensuing summer, as it is very important that the light house should be made secure before another winter.

At Amet Island, in the Straits of Northumberland, the sea and ice were gradually diminishing the land, and thereby endangering the position of the light house, and the necessary funds having been voted by Parliament for this purpose, a contract was made by this Department to build a sea stone wall around the Island, for the sum of \$7,950. The work has been completed and it is probable, any further inroads of the sea will now be prevented.

At Saint Pauls at the entrance of the Gulf of St. Lawrence there are two important lighthouses with light keepers to each, in addition to a staff of men maintained there as a Humane Establishment at a cost of about \$2500 per annum. It is proposed to reduce the expenses here, when an opportunity offers, by combining the duties of the Humane Establishment with those of the light keepers, by which some saving may be effected.

At Scattarie Island, the duties of light keeper and of the Humane Establishment are already combined, and it is found to work well.

At Sable Island there is a staff of sixteen men maintained as a Humane Establishment at a cost of upwards of \$5000 per annum. Of this amount the British Government pay £400 Sterling, as the Island lies in the great highway between Europe and North America, and is quite as likely to be as serviceable to the crews of British as of Canadian Ships. A small amount is generally realized annually from the disposal of the cranberries grown on the Island, but it has not, as yet, been sufficiently productive of agricultural produce as to feed the staff, provisions having to be sent to them from the mainland.

There have been generally about 300 or 400 Horses of a small breed living on the Island in a wild state, and it has been customary in former years for the Government of Nova Scotia occasionally to bring some of these animals to Halifax for sale as opportunity offered, but the amount realized for them has not been large.

The island is reported by the superintendent to be an excellent grazing farm and with the view of utilizing its resources and obtaining sufficient provisions to feed the staff employed, it is now proposed by this Department to bring nearly all the horses remaining on the island to the mainland for sale, and restock it with cattle, so as to make it more productive than it has hitherto been. There never has been any light exhibited on Sable Island as many persons were of the opinion that lights might draw vessels too close to its dangerous sandbanks, and be the means probably of their going on shore, while others are of opinion that a light at each end is essentially necessary to warn vessels off the dangerous shoals in the neighbourhood. A sum of money has been placed in the estimates for the purpose of building a lighthouse tower on one end of the island, and it is probable that a light may be exhibited on it during next year. The barque *M. and E. Robbins*, from Boston for Cork, with a cargo, valued at \$22,000, was recently wrecked there and two persons drowned, and the superintendent reports that if there had been a light exhibited on the west end the vessel might have been saved.

It is also proposed to place a powerful French dioptric light on Seal Island, as it is a most

important station, and is a point generally looked for by the captains of steamers trading from Europe to Portland and Boston, and the southern ports of New Brunswick and Nova Scotia.

It is proposed to erect new lighthouses on Ingonish Island, County Victoria, Cape Breton, on the west end of Scatterie Island, at Pugwash Harbor, and at the mouth of Sissiboo River, County of Digby.

The number of light keepers employed by this Department in Nova Scotia during last financial year was	59
The number of persons employed at the Humane Establishment in addition to the light keepers was	25
Engineers and keepers of the fog Trumpet	3
	—
	87
	—

The amount voted by Parliament for the lighthouse and coast service of Nova Scotia for the financial year ending 30th June, 1869, including buoys and beacons, signal stations, Humane Establishments, and the construction of a fog whistle at Yarmouth was \$66,820, and the actual expenditure on account of these services within the financial year was \$56,561.98, Nova Scotia currency, or \$55,053.66 Canada currency. A considerable balance, however, on the contract for the Amet Island Breakwater remained unpaid until after the close of the financial year as the work was not then completed although it was voted by Parliament for the service of that year.

In the account of expenditure made up by the Agent of the Department in Nova Scotia in the appendix herewith he has included the total cost of the Amet Island Breakwater as paid in last financial year, as it was then under contract and the money voted for it, but the full payment for the work was not made until it was finally completed, which was some time after the close of the financial year.

OIL.

The quantity of oil required for the lighthouse service of the Dominion is now about 36,000 gallons per annum. Last year the quantity was not so large, as several new lighthouses have recently been added to the list, and several more will shortly be in operation.

The lamps for the French dioptric lights were originally constructed for the consumption of sperm or seal oil, some of them having two, three, or four concentric wicks, and thereby producing a large and powerful flame; but it has not yet been satisfactorily ascertained by this Department that coal or petroleum oil can be properly used for such lamps having more than one wick. A new lamp for burning coal or petroleum oil in dioptric lights has recently been tried in Paris, in which two, three, four or five concentric wicks may be used. The Department has recently imported one of these lamps, called "Doty's patent," and is now making experiments for the purpose of proving whether it would be suitable for the lighthouses of the Dominion; and if it succeeds it will produce a much more powerful light than any of the lamps at present in use.

Sperm or seal oil was used in several of the French dioptric lights until last year, but on account of the heavy expense attending the consumption of these descriptions of oil, arrangements were made to have these lamps changed so as to burn coal or petroleum oil, the expense of which is very small as compared with sperm or seal oil.

No sperm or seal oil is now used in any of the lights of the Dominion, except in the light ship in the South Traverse in the River St. Lawrence, where it is deemed advisable still to use it on account of the motion of the vessel and consequent risk of coal oil smoking the chimneys.

The price formerly paid for sperm oil was from \$2.20 to \$2.50 per gallon, but it was ascertained last year that it might be imported at a cheaper rate, and the Department procured the necessary supply for 1868 and 1869 for the dioptric lights in Ontario from Boston at \$1.60 per gallon, which proved to be of a very superior quality.

The kerosene oil used in the catoptric lights of Ontario for the year ending 30th June, 1868, cost 64 cents per gallon, and the coal oil for the following year for these lights cost 43 cents per gallon. The coal oil for New Brunswick for the year ending 30th June, 1869, cost 43 cents per gallon.

At Quebec the petroleum oil used in that year cost 40 cents per gallon.

In Nova Scotia for the same year it cost 23 cents for one lot and 25 cents for another. American refined petroleum for the previous year cost 37 cents, and for the year before that it cost 40 cents.

In the spring of 1869 the Department called for tenders for 32,000 gallons of coal or petroleum oil for the use of the lighthouses in the Dominion, for the financial year ending 30th June, 1870, and a number of tenders were received. After the samples were duly tested, the contract was awarded to Mr. L. D. Vincent of Petrolia, whose oil was found to be of a good quality, for the sum of 22½ cents per gallon, including the casks, delivered at Montreal, Quebec, Halifax and St. John. He delivered all the quantity required, except 942½ gallons at Quebec, which he failed in delivering in time, but which was supplied by another person at an advanced price, the difference in cost being charged to Mr. Vincent.

The Trinity House, Montreal, required a supply of 990 gallons of oil in April, 1869, previous to the closing of the contract for the general supply of the Dominion, and a contract was accordingly made with the Canadian Land and Mineral Company to furnish the quantity required, at the rate of 34½ cents per gallon.

The Department disposed of all the empty oil barrels on hand at 90 cents each, delivered at Sarnia, and the sum of \$346.50 was realized on this account. Tenders have been asked for the supply of 36,100 gallons of oil for the services of the lighthouses of the Dominion for the ensuing season, and it is probable that a good, suitable oil will be obtained for the lighthouses in Ontario at 20 or 22 cents per gallon, and the other places at prices not exceeding 24 cents per gallon.

It has been customary in some of the lighthouses in the Dominion, more particularly in Nova Scotia and New Brunswick, to keep the oil until required in the barrels in which it was delivered, but it has been found that great leakage ensued, owing to the oil permeating through the wood although the casks were prepared inside with liquid glue, and painted

inside. To guard against this loss in future, a sum was placed in the estimates of the present session sufficient to provide oil tanks made of galvanised iron for all the lighthouses not already provided with them and a contract has been awarded to the Starr manufacturing company, of Halifax, for 180 of them at the rate of \$10.50 for each. Another contract has been awarded to Messrs. Prowse and Brothers of Montreal, for 58 at \$9.75 each, delivered at Montreal and Quebec and 70 at St. John's at \$10.50. These tanks will contain upwards of 80 gallons each. This additional expense has increased the estimates for next year to some extent, but it is a necessary expenditure which will result in economy.

DOMINION STEAMERS.

There were two steamers belonging to the Government of Canada stationed at Quebec during the financial year ended 30th June, 1869, which were managed by this Department. The object of maintaining these steamers is to attend to the lighthouses and buoys in the River and Gulf of St. Lawrence, to assist and relieve when required, such of the shipping frequenting the St. Lawrence as are in danger or distress, and to perform any other service ordered by the Government, of any extraordinary nature. One of them is required at stated periods to take the pilot apprentices down the River for the purpose of exploring the North Channel. They are also employed occasionally in removing obstructions from the River, such as sunken wrecks. The service of supplying the lighthouses at Belle Isle, and those at a distance from Quebec is performed by the *Napoleon III.*, which is a powerful iron screw steamer, built by Messrs. Napier & Sons, of Glasgow, in 1856, with two oscillating engines of 300 combined horse-power. A powerful steamer capable of taking a considerable supply of coal on board is absolutely necessary for this service, as Belle Isle is situated at a distance of 850 miles from Quebec, and the weather in the Gulf and the Straits of Belle Isle in the month of October, when the *Napoleon* is sent on the fall trip with supplies to that station, and the others in the Gulf is sometimes exceedingly boisterous, and great delay frequently ensues before a landing can be effected at the station on Belle Isle.

In the case of large merchant ships being stranded in the River or Gulf of St. Lawrence or being caught in the ice late in the fall while proceeding to sea, the *Napoleon* is said to be the only available steamer at Quebec which can be sent on such missions, but in such cases a reasonable charge is always made for her services so as to cover the cost of fuel, wages and other running expenses. This steamer measures 494.65 tons gross tonnage and 211.98 tons register tonnage.

The *Lady Head* is the other steamer owned by the Government, at Quebec and managed by this Department. She is also an iron screw boat built by the Napiers, of Glasgow, in the year 1857, has two oscillating engines of 150 combined horse-power, and measures 299.21 tons gross tonnage, and 168.6 tons register tonnage. She is principally employed in supplying the lighthouses in the River, laying the buoys, towing vessels in distress and taking the pilot apprentices down the River, and, along with the *Napoleon*, in performing such other services as the government may direct.

The following statement taken from the official records of the office will show some of the services performed by these steamers during the financial year ended on the 30th June, 1869.

The amount of earnings received on account of these boats during that year was—

For the <i>Napoleon III</i>	\$1,691 50
For the <i>Lady Head</i>	2,577 99
	\$4,269 49

If a steamer had to be chartered by the Government for the service of the lights and buoys, it would cost a large sum, as there are few steamers, if any, disengaged in the neighbourhood of Quebec suitable for the purpose, which could be got.

Statement of services performed by the *Napoleon III*, 1868:—

July 3rd.—Left Quebec at 5 o'clock P.M., for the Gulf of St. Lawrence and Straits of Belle Isle, with supplies for the lighthouses and provision depôts at Point des Monts, Cap des Rosier, The West, South West, and East Point, Ellis Bay, and Shallop-Creek, Island of Anticosti, Forteau Bay, and Belle Isle; returned on the 23rd same month at 7 o'clock P.M.

July 27.—Left at noon for the Pilgrims to endeavour to remove the barque *Preciosa*, wrecked in the channel; returned at 5 P.M., on 29th, not having succeeded.

August 6th.—Left at 10 A.M., for Pictou, Nova Scotia; on the way assisted the barque *Pomona*, ashore near Fox River; returned at 8 P.M., on the 15th.

September 1st.—Left at 5 P.M. to assist screw steamer *Lady Head*, to remove the wrecked barque *Preciosa* out of the channel; returned 6 P.M., on the 6th, unsuccessful.

22nd. Left at 4 P.M. for the Gulf of St. Lawrence and Straits of Belle Isle with Fall supplies for lighthouses and provision depôts. Also on board J. U. Gregory, Commissioner, appointed by the Government of the Province of Quebec to inquire into the cause of the distress of the inhabitants of the Labrador Coast, to distribute provisions to those in want and remove such families as wished to leave; returned on the 25th October at 4½ P.M.

November 14th.—Left at 10 A.M. for the Gulf St. Lawrence and at the request of the Quebec Board of Trade looked out for any vessels requiring assistance. Visited parts of the Gulf and entrance to the River St. Lawrence where vessels requiring aid would most likely be found. Spoke seventeen outward bound vessels who, owing to favorable winds, did not require assistance; returned at 3 P.M. on the 20th. The Quebec Board of Trade published thanks for the prompt manner in which their request to offer assistance to any vessels requiring it at that late season was acceded to.

November 22nd.—Left at 11 A.M. with the barque, *Matilda Octavia*, in tow as far as Bic, met considerable ice; returned at 4 P.M. on the 25th.

November 26th.—Left at 3 P.M. with the ship *Napier* in tow for Bic, great quantity of ice, weather very cold. Cut way through several miles of ice, the buoy at Crane Island displaced by action of the ice, two steamers frozen in and unable to reach Quebec. This service was performed with great difficulty, the cold being so severe that the supply pipes to the boilers were frozen up, a quantity of water had to be pumped into the steamer and boilers supplied from the bilge, returned on the 29th 4 P.M.

November 30th.—Went to winter quarters at Blais' Booms.

April 15th, 1869.—Arrived at Wharf from winter quarters.

April 29th.—Left at 3 P.M. to meet the Ocean steamer, *Ottawa*, short of coals, returned on the 1st May at 2 P.M.

June 26th.—Left at 4 P.M., with summer supplies for lighthouses and provision depots in the Gulf of St. Lawrence and Straits of Belle Isle; returned at 3 P.M., on 17th July.

Screw steamship *Lady Head*, 1868 :—

July 6th.—Left Quebec at 9 A.M. for the *Traverse* to replace a buoy carried away; returned at 9 A.M.

July 13th.—Left at 11 A.M., for Tartigou River, about 45 miles below Father Point, to render assistance to the wrecked barque *Clydesdale*, which had struck the rocks but two hours before the departure of *Lady Head*, and telegraphed for aid; returned 11 P.M., on the 18th, with the vessel in tow.

July 23rd.—Left at 1 P.M. for the *Traverse* to put down a buoy in place of one carried away; returned at 9 P.M. on 24th.

July 27th.—Left at noon for the Pilgrims to assist *Napoleon III.* to remove the wrecked barque *Preciosa*; returned at noon 29th, not successful.

July 31st.—Left at 2 P.M. for Green Island, with extra quantity of powder, the usual supply having been exhausted, owing to increased amount of firing due to constant fog; returned at 1 P.M., August 4th.

August 8th.—Left at 12 P.M. for Mont Louis, to render assistance to the barque *Canny Scott*—a wreck purchased by Messrs. Julien and Co.—platformed and raised at Fox River. Masts rigged and an attempt made to reach Quebec under sail. From contrary wind and imperfect rigging and sails, this barque had drifted very near one of the most dangerous parts of the Island of Anticosti, where she was found at a late hour in the night by the *Lady Head*, and towed up to Quebec; arrived on the 12th, at 9 P.M.

September 1st.—Left at noon to supply the lighthouses in the River St. Lawrence, as far as Father Point; returned at 6 P.M., on the 5th.

September 28th.—Left at 4 P.M. to endeavor to remove the wrecked barque *Preciosa*, said to be in a condition to be removed; returned at 3 P.M., 10th October, not having succeeded, towed up the ship *Ronochon*.

October 21.—Left at 3 P.M., with two buoys to replace those carried away at the *Traverse*, and St. Denis; returned on 23rd, at 3 P.M.

November 2.—Left at 1 P.M., for Metis to render assistance to the wrecked barque *Jessie Shackle*, which was found a total wreck; returned on the 5th at 3 P.M.

November 16.—Left at 6 A.M. to take up some of the buoys before final close of navigation; returned at 3 P.M., on the 21st.

November 21st.—Left at 4 P.M. for the buoy at Platon; returned same night.

November 24th.—Left at noon to put down a buoy in place of one carried away by ice at Crane Island; returned same day at 9 P.M.

November 26th.—Left at 1 P.M. to bring up balance of buoys, light ship; returned on 28th, at 12 P.M.

November 29th.—Left for the *Traverse*, to anchor in place of the light ship until the ocean steamers and last vessels of the season passed out; returned on the 30th at 1 P.M.

November 30th.—Went to winter quarters at Blais' Booms.

1869.

April 15th.—Arrived at Wharf from winter quarters.

April 29th.—Left at 3 A.M. with light ship and buoys for the Lower St. Lawrence; arrived on May 6th, at noon.

May 7th.—Left at 11 A.M. for Platon to put down the buoys; returned same day at 6 P.M.

May 20th.—Left at noon with a schooner in tow, to serve as signal light over the barque *Preciosa*, returned 29th, having the barque *Maryland* in tow.

June 15th.—Left at 11 A.M. with light house supplies in the River St. Lawrence, as far as Father Point; returned on the 28th, at 3 P.M., having in tow the ship *Undine*.

June 21st.—Left at 4 P.M. to place the buoy in the North Channel and one on the Traverse; returned on the 22nd, at 5 P.M.

These steamers have hitherto not cost much for repairs as they have been well taken care of and were thoroughly good boats when they were built, but the *Napoleon III.* will have to undergo extensive repairs during next winter involving probably an expenditure of about \$10,250 iron bulwarks, new decks, new tubes for boilers, a spare screw shaft, &c. The *Lady Head* will also require some repairs amounting to about \$2,450. It is proposed to send the *Lady Head* down to the fishing grounds this coming season, so as to assist in the protection of the fisheries, along with the Government schooner, *La Canadienne*, and the six schooners chartered for a marine police force.

In the Spring of 1868 it was thought desirable to reduce the present staff of persons employed in connection with these steamers, and the services of the manager, the deputy manager and seven of the employees were dispensed with, and their salaries and contingencies amounting to about the sum of \$4,000 saved. Gratuities were paid to them amounting to \$1,949 which appear in the public accounts as a charge against the steamers.

The wharf and premises used for the two Dominion steamers at Quebec were leased from the Harbor Commissioners at a rent of \$2,800 per annum, but it was thought desirable to reduce the expenses of these steamers as much as possible, and the lease of these premises having expired in April 1869, they were given up and the steamers moved to the old Custom House Wharf, and the office of the agent of this Department, who manages the steamers under directions from the Department also moved to the old Custom House, which is the property of the Government, and thus effected a considerable saving for rent.

The amount expended on account of these steamers during last financial year including rent for the premises, salaries and expenses of the agent and clerk, repairs, wages and gratuities to redundant officers, was \$36,837.85, and the amount voted by Parliament for this service was \$60,000.

The amount expended during the previous year ending, 30th June, 1868, was \$69,026.73 and the amount voted by Parliament was \$75,000. The amount voted by Parliament for the maintenance of these two steamers for the current year was \$33,000 and every economy must be practiced to keep the expenditure within that amount.

The steamer *Druid* is also owned by the Dominion Government, and has hitherto been stationed at Halifax. She is an iron side wheel steamer, built in Glasgow in 1856 for a river boat, by Todd and McGregor, has two steeple engines and two return tubular boilers, measures 165.63 tons register, and is 170 horse power. Her length is 160 feet, keel beam 21 feet 6 inches, and depth 9 feet 6 inches. As she draws little water and is a powerful tow boat, she is well suited for river service.

This steamer was employed during last financial year in supplying the lighthouses of Nova Scotia, visiting Sable Island from time to time, towing disabled vessels, and in the protection of the Fisheries in conjunction with a portion of the British fleet. While on a voyage from Halifax to Cranberry Island and Sable Island she got on the "Roaring Bull" Rock, on the 18th November 1868, and received much damage. She was afterwards thoroughly repaired, and Captain Scott of the Royal Navy was appointed to take command of her, which he did on the 12th May, 1869. The repairs to the hull and engines during that year, chiefly consequent on the accident alluded to, amounted to \$7,015.56, and the expenses connected with the charter of a schooner to take supplies to Sable Island, while the *Druid* was laid up for repairs, was \$425.26. The total amount expended on the *Druid* for that year, including wages, provisions coals, stores, repairs, and charter of schooner to supply her place, was \$26,942.11, Nova Scotia currency, or \$26,223.65 Canada currency. The amount voted by Parliament for this service was \$25,372, and the amount earned by the vessel for towage during the same period was \$950.00, in addition to her public services in connection with her special duties.

It is now proposed to sell the *Druid* if a reasonable offer can be obtained for her, and for that purpose she will be moved up to Quebec where there is a larger market and a better opportunity of inspecting her than at Halifax, and until a sale can be effected will be there employed in the light and buoy service, while the steamer *Lady Head* will be sent down from Quebec to take her place and assist in the protection of the fisheries.

The only other Dominion steamers under the management of this Department are the steamer *Richelieu* in the service of the Trinity House, Montreal, and the small screw steamer employed in the service of the River Police at Quebec.

OBSERVATORIES.

The observatories maintained or aided by the Government of Canada are situated at Toronto, Kingston, Montreal, Quebec and St. John. The magnetic observatory at Toronto originally belonged to the Imperial Government, but in 1855 it was given up along with its valuable collection of instruments to the Provincial Government, and its general supervision has since been entrusted to a committee of the Senate of the University of Toronto. The observatories at Montreal and Kingston are attached to the universities there. The observatory at Quebec, which was designed principally for the purpose of giving correct time to the shipping so as their chronometers could be correctly rated before proceeding to sea, was erected in 1850 and the Lords of the Admiralty nominated Commander Ashe, of the Royal Navy, in the same year as Director, to take charge of it, which he has continued to do ever since. As it was an observatory established chiefly for marine purposes it was placed after Confederation under the supervision of this Department. The Director has accumulated a good supply of instruments both for general astronomical work and for photographing purposes. The time ball which furnishes the *time* to the shipping of Quebec every day at one o'clock, Sundays excepted, during the season of navigation is situated at the citadel while the observatory containing a very fine equatorial, is located on the Bonner Farm, a short distance out of Quebec. Previous to the eclipse of the sun on the 7th August last, it had been arranged between Commander Ashe and the American astronomers, with the sanction of

Your Excellency, that a Canadian party should assist in taking observations on the central line of eclipse; and it was agreed that Commander Ashe and his party should take up their position at Jefferson, Iowa, and they proceeded accordingly to that place with the large telescope belonging to the observatory, and had an excellent opportunity of making their observations and taking photographs and drawings of the sun during the different stages of the eclipse. A set of these photographs, and a sketch of the sun, were duly submitted to Your Excellency by this Department on the 17th September, 1869. A copy of Commander Ashe's Report on the subject is herewith accompanying in the appendix.

The amount expended on account of this observatory during the last financial year including the salary of the Director (\$1,402.68), the salary of the assistant and other charges in connection with the two establishments was (\$2,400, and the amount voted by Parliament was \$2,450.

The sum of \$1,500 was voted by Parliament for observatories in Nova Scotia and New Brunswick for the financial year ended 30th June, 1869, and a suitable site was thereupon selected at St. John for the erection of an observatory and time ball to give *time* to the large amount of shipping which is constantly leaving that port for the United Kingdom and other ports beyond seas. The observatory was erected on the summit of Fort Howe Hill at the head of St. John Harbor, where it can be seen by all the shipping lying inside of Partridge Island. The site was obtained from the War Department, who owned the land, at a nominal rent of £1 5s. per annum. The sum of \$750, the half of the sum voted for the two Provinces, was expended during that year, and the total amount expended up to the present time in completing the building, tower, and time ball, which is now all ready for giving the time, is \$1,140. As soon as the necessary funds are voted by Parliament it is proposed to furnish the observatory with a transit and sidereal clock so as the correct time can be calculated on the spot, but until these articles can be furnished arrangements will be made by which the correct time will be given daily by the keeper of the observatory which he will take in the meantime with his own instruments.

It has been proposed by Professor Kingston, of Toronto, and Mr. Fleming, the chief engineer of the Intercolonial Railway, that the observatories in the Dominion and the distant lighthouse stations on the seaboard and the great lakes, and the engineering staff on the Intercolonial Railway should be utilized for the purpose of making Meteorological observations on stated days and times throughout the year, so as the facts obtained could be collected, tabulated, and published for general information, but no definite arrangements have yet been made for the purpose.

No portion of the money voted for an observatory in Nova Scotia has yet been expended. A site, however, has been offered gratuitously, on an eligible position on the Dartmouth side of Halifax Harbour, by Colonel Hornsby. This offer has been accepted and arrangements will probably soon be made for erecting an Observatory and Time Ball on the site alluded to.

SIGNAL STATIONS, COMMERCIAL CODE SIGNALS AND FLAGS.

There are only two signal stations maintained in Canada at the expense of the Dominion Government. One at Halifax and the other at St. John.

The establishment at Halifax is worked by a detachment of the Royal Artillery, or soldiers of the line stationed at the following mentioned points, viz.: Sambro Island, Camperdown, York Redoubt and Citadel Hill. By this means, vessels arriving off Sambro are immediately signalled up to Halifax, and their arrival in the offing generally made known to their owners or agents much in advance of their arrival in the Harbor. During thick weather guns are also fired in answer to guns heard at sea, thus enabling ships to define their position and avoid danger. The soldiers employed on this service receive their regular pay and rations from the British Government, and some extra pay and allowances from the Government of Canada. At Sambro there is a non-commissioned officer and four men. There are also four guns at that station, which are supplied, along with the powder, by the British Government.

At St. John there is a signal station on Partridge Island, at the entrance of the Harbor, from which place signals are hoisted, indicating the number and description of the vessels within sight in the Bay of Fundy. As the vessels approach the Island near enough for their private signals to be discerned with the aid of a glass, a similar signal is hoisted at the signal station on the Island, and the arrival of the vessel made known in the city, generally much in advance of the arrival of the vessel in the harbor. In the case of vessels in the Bay requiring pilots, signals are at once hoisted on the Island and the ships are soon supplied with them from the city. This service being performed by the engineers of the fog whistle, at Partridge Island, is attended with very trifling expense.

There is no charge on the shipping for this service at St. John, but at Halifax, vessels entering that port (except vessels registered at the outports of Nova Scotia) are liable to a tax of five shillings each. This charge on shipping realized during the financial year ending 30th June, 1869, the sum of \$972, and the amount incurred on account of this service for the same period was \$1,341.22. As the expenses for the last quarter, however, were not paid until July, 1869, they do not appear in the public accounts for the year ending 30th June, 1869, the payments during that year amounting to \$1,000.82. The amount voted by Parliament for that year, on account of this service, was \$1,000.

On the 23rd April, 1869, Her Majesty's Secretary of State for the Colonies addressed a circular dispatch to your Excellency, on the subject of the commercial code of signals which was adopted some years ago by the British Government, and more recently by the Government of France and several other continental states. In this despatch Her Majesty's Government requested that no signals should be made or answered from government stations on shore or ships at sea, except by means of commercial code of signals, which it is requested may be adopted in this country as soon as possible without risk of inconvenience.

It is also stated in the papers from the Board of Trade accompanying this despatch that the use of the commercial code of signals has now become a matter of international importance and that no other code is now supplied by the Admiralty to Her Majesty's ships, or recognised by the Government of France and of some of the principal maritime states for communicating with each other at the signal stations and with merchant vessels generally.

Her Majesty's Secretary of State also requested your Excellency to report how soon the necessary arrangements could be made to carry the views of Her Majesty's Government on this subject into effect.

On the papers alluded to being referred to me by Council, I recommended that the British Government be informed that the necessary change at the signal stations and on board seagoing vessels belonging to the Canadian Government would be made on 1st August next, and in the meantime arrangements will be made to procure the necessary number of sets of code signals and books to enable the persons concerned to carry the new system into operation.

At Halifax signals are at present made from the stations on Marryatt's system along with private distinguishing flags of the merchants and shipowners there, and at St. John the signals in use are balls, pendants and Union Jacks arranged in a certain way which pilots and persons versed in such matters on shore understand, along with private distinguishing flags of merchants and shipowners, and it is possible that any change at either of these stations, until the new system is thoroughly understood, may be slightly inconvenient at first to many persons who have been accustomed to the old system. To remedy this temporary difficulty however it is proposed to allow the signal station keepers to use in addition to the new code signals, the private signals of any merchants and shipowners at Halifax and St. John who may wish it, until it is found that the new system can be worked satisfactorily without any inconvenience to the trade.

On the 14th September, 1869, Earl Granville also addressed your Excellency on the subject of Flags for the Governors of British Colonies, and enclosed an order of Her Majesty in Council approving a memorial of the Lords of the Admiralty with reference to the Flags to be used by the different branches of Her Majesty's service. In that memorial it was recommended that the Flag to be used by the Governor of a Colony should be the Union Jack with the arms or badge of the Colony emblazoned on the centre thereof. Her Majesty's Secretary of State also requested that he might be furnished with a drawing of the badge with which it was proposed to distinguish the Flag of the Dominion.

On these papers being referred to me by Council, I recommended that the badge for the Governor General to be emblazoned on a shield in the centre of the Union Jack should be the arms of the Dominion of Canada, which are simply the arms of each of the four Provinces combined in one shield, the shield to be surrounded with a garland or wreath of Maple leaves surmounted by a Crown resting on the wreath; and for the Lieutenant Governors of each of the four Provinces, the Union Jack with the arms of the respective Provinces on a shield in the centre, surrounded by a wreath of Maple leaves.

Drawings of these proposed Flags were duly furnished for the information of Her Majesty's Government. The Flag to be used by the vessels belonging to the Dominion Government will be the blue ensign, with arms of the Dominion on the fly thereof.

IMPROVEMENT OF HARBORS.

During the last Session an Act was passed by the Parliament of Canada empowering the Governor in Council, by proclamation, to impose on vessels entering certain ports in the Dominion therein named, a tonnage duty, for the improvement of such ports for harbors, not exceeding ten cents per ton. One payment in each fiscal year if the vessel is 100 tons or under, and two payments if over 100 tons.

The officers collecting such monies are required to furnish the Minister of Marine and Fisheries with accounts of such collections, and the Minister is required to make an annual

report and statement for Parliament of the sums collected at each port and those appropriated and expended (if any) for improvements thereof.

On the 9th July, 1869, a proclamation was issued by the Governor in Council imposing a duty of ten cents per ton on vessels entering the ports of Bathurst and Richibucto, and the amount collected at these ports on account of this service for the half year ending 31st December, 1869, was as follows:—

Bathurst, 35 vessels, 5,776 tons.....	\$ 577 60
Richibucto, 66 vessels, 14,514 tons.....	1,451 40
	<u>\$2,029 00</u>

This money was duly paid into the consolidated revenue fund of Canada, as required by law, but no expenditure has yet been made by the Government of Canada on account of and improvements made at these ports, neither have any such improvements been commenced there yet.

During the latter part of last year, a tug steamer was subsidized for \$2,000, by some of the merchants and shipowners at Richibucto, for the purpose of towing vessels out and in that Harbour and over the bar at the entrance of it. This was done by them to render the navigation more safe and easy, and they have claimed that this subsidy should be defrayed out of the money collected at Richibucto, under the tax referred to. The sum of \$2,000 has therefore been inserted in the supplementary estimates for the purpose of defraying the cost of this service.

HARBOR AND RIVER POLICE.

A harbor police force is maintained only at Montreal and Quebec, and the tonnage of three cents per ton on vessels entering these ports is designed to maintain the police force at such ports, without being a charge on the general revenue of the country.

From the 1st of July to the close of navigation in 1868, the water police force at Montreal and Quebec, consisted of a chief constable and thirty-seven men at each of these places, but on the opening of navigation in 1869, it was considered advisable to reduce the force at both places to one chief constable and twenty-four men, so as to bring the expenditure within the amount received from the tonnage duties on the shipping visiting these ports.

At Quebec, where the harbor is very extended, and some of the places to be visited by the police boats are far apart, the labor of pulling the boats from place to place was very heavy, and could not be performed efficiently by the reduced force. An opportunity offered to this Department, in May last, of purchasing a small screw steamer in good working order, for the sum of \$1,500, for the service of the force at this port, and the purchase was made accordingly. The steamer has been found to answer the purpose remarkably well, and although the force has been much reduced, its efficiency and usefulness has been fully maintained.

The amount received at Quebec from harbor police tonnage dues, during the financial year ending 30th June, 1869, was \$19,908.42, and at Montreal \$2,044.41, making altogether \$21,952.83. The expenditure at Quebec, on account of this service, during the period mentioned, including the purchase of the steamer and clothing to the force, was \$12,623.59,

and at Montreal \$9,735.32, making a total of \$22,358.91. The sum of \$30,000 was voted by Parliament for this service for the year referred to. It will be seen that the expenditure slightly exceeded the receipts, but this was owing partly to the fact that the force was kept up, both at Quebec and Montreal, to the full number of thirty-eight constables and men from the 1st July to the close of navigation in 1868, and the reduction only took effect in May and June of 1869, and also to the fact that the purchase money of the steamers was paid out of that year's expenditure. I am of opinion that with the reductions which have been effected in this branch of the public service during the current year, the expenditure will fall considerably short of the receipts, while its efficiency will be fully maintained.

The estimated receipts for the current year are \$22,000, and the estimated expenditure \$18,000.

SICK AND DISTRESSED MARINERS.

A statement of the receipts and expenditure under the provisions of the Act 31 Vic. cap 64 respecting sick and distressed mariners during the financial year ended 30th June, 1869, is given with appendix (G) of this report.

Under this law all vessels entering at any of the ports in the Provinces of Quebec, New Brunswick and Nova Scotia are required to pay to the Government two cents per ton for the support of sick and distressed seamen, if one hundred tons or less, only one payment per annum, if over one hundred tons, not less than two payments per annum.

No tonnage duty is levied in Ontario on account of the service, as the mariners on the inland waters of Canada rarely require public aid or assistance in case of sickness, and can generally return to their homes if unable to follow their usual avocations, on account of accidents or bad health.

Under a recent decision of the law courts of Quebec, vessels trading or coasting between ports in the Province of Quebec are exempted from payment of this tonnage duty, and measures are being taken by the government to procure legislation exempting all coasting vessels in the Provinces of Quebec, New Brunswick, and Nova Scotia, from the payment of this tax while trading between ports in the same Province, or while trading between ports in Ontario and Quebec.

The total receipts in these Provinces where the tonnage duty is levied, during the financial year ended 30th June, 1869, were \$31,353.78, and the amount expended by this department, during the same period, was \$14,638.96. The receipts at the port of Quebec were \$15,762.69, but this return does not show all the amount expended on sick seamen at that port, as they are provided for at the Marine and Emigration Hospital there, which is under the management and control of the agricultural department, and is used for the reception of, not only of sick mariners, but of emigrants and inhabitants of the city of Quebec. The total expenditure on account of this hospital, during the year ending 30th June, 1869, was \$19,221.45

Contribution of Local government	\$4,000.00	
Contribution of Paying Patients, &c.	748.80	
		4,748.80
Balance paid by the Government of Canada		14,472.65

Of this amount the sum of \$12,348.08 is chargeable against seamen, and should be added to the expenditure on account of sick seamen by this department, making the total expenditure for the service during the year alluded to, \$26,987.04, while the amount of receipts was \$31,353.78, showing a surplus to the credit of the fund of \$4,366.74.

The total number of days of sojourn of the sick seamen at the Marine and Emigrant Hospital at Quebec, during the same period, was 12,876 days, and the cost of these men was \$6.71 per week. At Montreal the sick mariners are provided for in the General Hospital, where the accommodation is excellent, at a cost of \$4.20 per week, and at Halifax they are provided and taken care of at the Provincial and City Office at a cost of \$5 per week. At St. John, New Brunswick, an hospital is kept up exclusively for the accommodation of sick mariners, under the control of this department; it is managed by commissioners and the total cost of it during the year ending 30 June, 1869, was \$4,204. The total number of days of board and attendance furnished to sick mariners in this institution during that period was 4,575 and the cost per man per week \$6.43.

At Quebec 871 sick mariners were treated in the hospital during the period mentioned; at Montreal 114; at Halifax, 84; and at St. John, 224.

There also small marine hospitals kept up exclusively for sick mariners at St. Andrew's, Miramichi, Richibucto and Bathurst, New Brunswick, all under the management of this department.

In each of the provinces where the tax is levied on shipping the dues received are more than ample to meet the expenses on the fund except in New Brunswick where the expenditure exceeds slightly the receipts, but some arrangements are in contemplation which may probably reduce the cost of providing for the sick mariners in that province.

The estimated receipts from this tonnage duty during the current financial year are \$31,000, and the estimated expenditure \$27,000.

A grant of \$500 was made by Parliament in aid of sick mariners in the hospital at St. Catherine's, Ontario, for the current financial year, but it is not a charge on the Sick Mariners' Fund of Quebec, New Brunswick and Nova Scotia, as the shipping of Ontario does not contribute to that fund.

STEAMBOAT INSPECTION.

The steamboats of the Dominion are required to be annually inspected by skilled persons who are appointed by the Government of Canada for that purpose. These inspectors also form a board of steamboat inspection which meets to frame rules and regulations for their own conduct, and for the uniform inspection of steamboats, the selection of ports of inspection, and granting of licences to engineers, &c. Their regulations so framed are, however, subject to the approval of the Governor in Council.

A fee is charged by the Government under the Steamboat Inspection Act of \$5 for vessels of 100 tons burthen and under, and \$8 for vessels over that size, and a tonnage duty of ten cents per ton on all steamers in addition to the fees alluded to.

Under the same Act, persons performing the duties of engineers in steamboats in Canada, must be examined by the Board of Inspectors and receive a certificate from them that they are

capable of performing such duties. For this certificate a Government charge of \$5 is made, and for an annual renewal afterwards of such certificate \$1 is exacted. All these fees for the examination of engineers and the inspection of steamboats are required to be paid over to the Receiver General of Canada, and to form a special fund called the "Steamboat Inspection Fund" for the purposes of the Act alluded to. The object of the fund was for the purpose of defraying all the expenses connected with this service, including salaries, travelling expenses of the inspectors, &c., and thus avoiding such expenditures being a charge on the General Revenue.

The number of steamboats inspected in the Dominion of Canada during the calendar year 1869 was 401; of this number 102 were inspected by Mr. Risley, the Inspector for West Ontario, Huron and Superior Division; 53 by Mr. Joseph Taylor, the Inspector for East Ontario Division, who was appointed on the 3rd May, 1869, in the place of Mr. McAusland, resigned; 83 by Mr. Fessenden, the Inspector for Montreal Division; 39 by Mr. Befort, the Inspector for Sorel or Three Rivers Division; 53 by Mr. Samson, the Inspector for the Quebec Division, and 61 by Mr. William M. Smith, the Inspector for the Nova Scotia and New Brunswick Division.

In Ontario the two inspectors examined 155 steamers, and in Quebec the three inspectors examined 185 steamers.

These six inspectors form the board, and Mr. Risley, the Inspector for the West Ontario, Huron and Superior Division is chairman of such board, which duty entails on him a large amount of extra work.

During the calendar year 1869, the Board issued 516 certificates to engineers, of which 140 were for examinations, and 376 for annual renewals granted without examinations, 5 candidates for examination were rejected as incompetent.

The Steamboat Inspection Act requires the chairman of the Board to make an annual report of the proceedings of the Board to the Minister of Marine and Fisheries, with a return of all steamboats inspected, and penalties, fees, &c., collected during the year, which has been duly made, and is herewith appended marked H.

On the 30th June, 1868, the late Mr. J. Weatherly, formerly Steamboat Inspector for the Huron and Superior Division, retired from the service, and the duties of his office are in the meantime attached to those of Inspector Risley of the West Ontario Division, whose salary it is now proposed to increase from \$1,200 to \$1,400 per annum to include remuneration for his services as chairman of the board, as well as inspector of the two divisions named.

The amount of steamboat inspection dues received during the year ended 30th June, 1869, as shown in the Public Accounts, was \$9,952.55 for Ontario and Quebec, \$1,694.10 for New Brunswick, and \$276.38 for Nova Scotia, making altogether the sum of \$11,923.03 received on account of this service in the Dominion during that period, less \$8.40 refunded as overpaid, making the net sum of \$11,914.63 actually received. In addition to the amount of inspection fees and duties the sum of \$1,243 was received for certificates or licenses to engineers, but as notice of its payment into the bank did not reach the Finance Department until after the close of the financial year ended 30th June, 1869, it will appear in the account of receipts of the Steamboat Inspection Fund during the year ended 30th June, 1870.

The steamboat fees and tonnage duties are collected under the law by the collectors of

Customs and the chairman's statements do sometimes differ from those of the Finance Department, as tonnage dues paid to collectors towards the close of the financial year, might not appear in the finance statements till the commencement of the next year.

The amount collected on account of this service in Ontario and Quebec during the previous financial year was \$5,444.86. In New Brunswick and Nova Scotia there were no such duties or fees levied during that period.

The amount expended on account of salaries, travelling expenses and contingencies of the Board in Ontario and Quebec during the financial year ended 30th June, 1869, was \$6,497.16. In New Brunswick and Nova Scotia \$1,502.84, making a total of \$7,999 expended in the Dominion on account of this service during that period.

The amount voted by Parliament for this service for the financial year alluded to was \$8,000.

Assuming the amount actually received by the Receiver General on account of this fund, viz: \$11,914.63 to be the receipts of the financial year ended 30th June, 1869, and deducting the actual expenditure therefrom, viz: \$7,999, it would leave a balance of \$3,915.63 on the year's operations to the credit of the fund. This surplus of receipt over expenditure forms a part of the consolidated revenue of Canada.

Only one penalty of \$40 was recovered during the financial year ended 30th June, 1879, for an infraction of the steamboat law.

SHIPPING MASTERS AND SHIPPING OF SEAMEN.

There is only one shipping master's office in the Dominion, viz., Quebec, which receives pecuniary aid from the general revenue. The sum of \$1,200 has been voted by Parliament for a number of years past for the support of this office in addition to the fees which are also appropriated for its maintenance. The fee charged for the shipping of seamen at Quebec is \$1 per man, but new vessels are not required to pay this fee or to ship their men through the shipping master's office. The number of seamen shipped at Quebec through the shipping master's office during the year ended 30th June, 1869, was 854, and the amount of fees received \$854. The amount of salary paid to the shipping master and his deputy was \$1,000 to each.

The amount voted by Parliament for the maintenance of the office, viz., \$1,200, along with the amount of fees received made the available receipts for the payment of salaries and contingencies \$2,054.

The amount of expenditure for the year alluded to was \$2,055.91, but this does not include the pay of a detective attached to the office as he is a member of the River Police Force, and is on the pay list of that branch of the public service. The amount voted by Parliament for the shipping master's office and the amount expended under the vote was \$1,200.

The shipping master has an office free of rent in the old custom house building alongside the River Police Station, where every convenience is provided for the accommodation of himself, his deputy and the sailors who may be in waiting for the purpose of being shipped.

The only other shipping master in the Dominion specially appointed for the purpose is at

St. John, New Brunswick. No pecuniary aid is given by the Government for the maintenance of that office, the fees received for the services performed being the only remuneration allowed to the shipping master there.

The fee for shipping men at St. John is fifty cents per man, and the number shipped during the year ended 30th June, 1869, through the shipping master's office was 4,745. The amount of fees received during the same period was 2,372.50. The amount expended for the services of an assistant, office rent, stationery, taxes, fuel, &c., was \$1,253, leaving a balance as profit to the shipping master on the year's operations of \$1,119.50.

Statements from the shipping masters at both these ports are herewith accompanying in the appendix marked L.

At the sea-going ports in the Dominion the collectors act as shipping masters, but receive no remuneration from the Government for the services performed. Any fees they receive in the discharge of their duties as shipping masters they are entitled to appropriate to themselves for their services.

At present the shipping of seamen is regulated in each of the three Provinces of Quebec, New Brunswick, and Nova Scotia, by the different Acts of the respective legislatures which were in operation previous to Confederation; as the laws in force, however, in Quebec, appear to be quite insufficient for the purpose of controlling the business and checking crimping, a Bill was introduced in the Senate last session, by Government having for its object the regulation of this branch of the public service throughout the Dominion, and rendering uniform the laws and practice relating to this subject at the different ports of Canada. It was considered advisable to withdraw the Bill last Session as there was not time to give it a full consideration and discussion, it being a very important subject, affecting as it did extensive interests in the Maritime Provinces. Copies of the Bill were extensively circulated among ship owners, merchants, and boards of trade, and others interested in the matter, with the view of collecting such information on the subject as would enable me to alter it, if necessary, and render it suitable for the requirements of our trade if it was found there were any well founded objections made to it by persons experienced in these matters. Numerous communications have reached me relative to some of its provisions and it was the intention of the Government to have introduced it again this Session, but as the British Government have recently introduced a very elaborate Bill, embracing all the laws affecting the interests of the merchant shipping of the United Kingdom, with a number of alterations and additions to the Acts at present in force it has been considered advisable by the Government of Canada, and suggested by the authorities of Board of Trade in England, to defer any legislation on this important subject, until it has been decided by the Parliament of the United Kingdom what the laws shall be affecting this complicated subject.

The Legislation of Canada should be in harmony, as much as possible, with the Imperial Bill, so as to make our laws intelligible to ship masters and others affected by them, for ships registered in Canada are subject to all the provisions of the Imperial law relating to seamen, when out of Canada, and while in Canada they are subject to the provision of the laws of this country relating to such matters. It is probable, however, that the proposed Merchant Shipping Code of the United Kingdom, now before the British Parliament, will be discussed and its policy settled during the present Session, and as soon as it becomes law, the

Government of Canada will then be in a position to submit to the Legislature of the Dominion, a Bill suitable to the requirements of our extensive maritime interest, and in harmony with the provisions of the proposed Imperial Act.

CERTIFICATES TO MASTERS AND MATES.

A serious difficulty has been for many years experienced by the masters and mates of vessels belonging to the British North American Colonies when they were under the necessity of clearing at any of the ports of the United Kingdom for any country or colony except the one in which their vessels are registered, as the Imperial Merchant Shipping Act requires that they must be provided with certificates of competency for their respective grades before the authorities would allow their vessels to be cleared at the custom house. In many instances, when a master could not pass the necessary examination to enable him to procure his certificate of competency, he has had either to abandon his vessel to the charge of some other master, who possessed such certificate, or to employ a certificated master temporarily to enable the ship to be cleared. There were no facilities or arrangements in existence in the Dominion, by which our shipmasters could be examined and obtain the necessary certificates, and no provision had been made by the British authorities for recognizing any certificates of competency granted by the Government of a colony.

This subject was brought at my suggestion, under the notice of the British Board of Trade by the Government of Canada during last year, and an Act was subsequently passed by the Imperial Parliament, providing that when the legislature of any British Possession provides for the examination of, and grant of certificates of competency, to persons intending to act as masters or mates on board British ships, and the Board of Trade reports to Her Majesty that they are satisfied that the examinations are so conducted as to be equally efficient as the examinations for the same purpose in the United Kingdom under the Act relating to merchant shipping and that the certificates are granted on such principles as to show the like qualifications and competency as those granted under the said Acts, it shall be lawful for Her Majesty by Order in Council, to declare that the certificates granted in such British Possession shall be of the same force as if they had been granted in the United Kingdom, and shall be recognised by the authorities there.

During the present session of our Parliament, a bill was submitted by the Government to the Legislature of Canada providing for the examination of, and grant of certificates of competency and service to persons intending to act as masters and mates on board sea-going ships registered in Canada, in which provision is made for the appointment of examiners and the laying down of rules as to the qualifications of the applicants.

The proposed law will not go into operation before the 1st January, 1871, but it will not be made compulsory on vessels clearing from any port in Canada on sea-going voyages to have certificated masters and mates until 1st July 1872, when such vessel must each have certificated masters, and one certificated mate. To prevent inconvenience, however, to persons who have been masters or mates before the 1st January, 1870, and who may not wish to undergo an examination, certificates of service may be granted to such persons without examination, which will enable vessels in which they are serving to be cleared, but such certificates of service will not be recognised in England.

Provision is also made in the Bill to exempt vessels trading from ports in Canada to any other port in Canada, or from Canada to any port in Prince Edward Island, Newfoundland, or the United States, from the operation of the bill, so that it will not interfere with our coasting trade, or the trade between Canada and our immediate neighbours.

Power is also given in the bill to the Governor in Council to make provision for affording facilities for imparting to seafaring men desirous of becoming applicants for examination for certificates of competency, such information as may fit them for the examination under the proposed Act, and the expenses incurred in making the necessary arrangements for imparting this knowledge may be defrayed out of any money voted by Parliament for the purpose.

Certain fees are exacted for the certificates, and such fees will partially meet any expenditure incurred by the Government on account of this service.

The bill will probably become law at the close of the session.

It is probable that a board of examiners will meet at certain leading seaports in the several maritime provinces. At each place, there will probably be two local members of the board, with a chairman, who will act as such at the different places, so as to preserve uniformity in the examinations in the various sections of the country where examinations are held.

The examinations in this country are intended to be so conducted as to be equally efficient as the examinations for the same purpose in the United Kingdom, and of as high a grade, and steps will be taken as soon as the measure becomes law, to satisfy the Board of Trade to this effect, and the certificates granted by this Department may be recognised by the authorities in the United Kingdom. When such is the case our Canadian shipmasters and mates will be placed on a footing of equality with similar persons in the United Kingdom, and may, if they so wish it, obtain employment in vessels owned and registered in that country, which they cannot now do, unless they have already procured certificates of competency in the United Kingdom.

REGISTRY OF SHIPPING.

In my last annual report I alluded to the anomaly which existed in the Dominion since confederation with reference to the registry of shipping, and which still continues to exist. In the Maritime Provinces of the Dominion and in all other British possessions, except Ontario, the Imperial Merchant Shipping Act regulates the registry and measurement of British shipping. In Ontario inland vessels are measured and registered under the Canadian Act, Cap: 41 of the Consolidated Statutes respecting the registration of inland vessels. At Montreal the Imperial Act is in operation for sea-going vessels and the Canadian Act for inland vessels. The system of measuring vessels and the mode of calculating tonnage under these two laws are quite different, and there is also a very great difference in the tonnage ascertained from the measurement. The Canadian Registry Act for inland vessels is nearly a transcript of the old British Registry Act, 8 and 9 Viet., Cap 89, and the system of measurement included poops built up with the vessel, but did not include houses on deck. The Merchant Shipping Act requires all poops and houses on deck to be measured, after deducting a certain allowance for the accommodation of the crew. The Canadian Act prohibits foreign-built vessels from being registered under that Act, while the Imperial Act allows all foreign-built vessels to be registered

if owned by British subjects. There are other differences between the two Acts relating to the mode of recording titles. A bill was prepared by this Department last Session, and submitted to Parliament, having for its object the repeal of the Canadian Act and the extension of the British Merchant Shipping Act to the whole Dominion, in accordance with the 17th section of that Act, which provides that the second part of it relating to the registry of vessels shall apply to the whole of Her Majesty's Dominions. It passed the Senate, but when it was submitted to the House of Commons it was considered advisable, at the request of several members, that it should lay over until this session, as it materially affected the shipping interests of Ontario, and required consideration by the shipowners there. A copy of it was sent to the British Government in November last for the consideration of the Board of Trade, and Her Majesty's Secretary of State subsequently informed your Excellency that they entirely concurred with the Government of Canada in their opinion that the Canadian Inland Registry Act should be repealed, and the British Merchant Shipping Act applied to all the provinces of the Dominion. With reference to several sections of the Bill alluded to, which provided that certain evidence should be produced if necessary to satisfy the registrar when a change of master of a vessel had been made, and that certain evidence should be produced where a dispute arose as to who was entitled to be considered the builder of a vessel, and also making provision for the re-registry of wrecked vessels, for all of which cases no provision existed in the Imperial Merchant Shipping Act, the Board of Trade state that some of the points provided for in the Canadian Bill will be dealt with in the Imperial bill now before the British Parliament, and an endeavour will be made by them so to frame the clauses concerning evidence and modes of procedure in such cases, as to enable the executive in each country to give the necessary instructions on the subject. The Board of Trade also suggested that it might be desirable that the Canadian authorities should delay legislation on this subject until the new Imperial Merchant Shipping Bill is matured and has passed, when the Canadian legislation could be made to conform to Imperial legislation on this subject. In accordance with the wishes of the British Government, the Canadian Bill for the registry of shipping has not been submitted to the Legislature this session, but in the event of its still being found necessary, after the Imperial Bill has become law, it is probable that it will be introduced again next session, by which time it will have been ascertained how far the Imperial law has provided for the requirements of the shipping interests in this country.

In January last Her Majesty's Secretary of State for the Colonies was kind enough to forward to your Excellency, for the information of the Canadian Government, a copy of the Imperial Merchant Shipping Bill before alluded to, and as many portions of it affect the trade of our shipping this Department gave immediate attention to such of its provisions as appeared to be objectionable to the interests of the Maritime Provinces of the Dominion.

The Second Schedule of the Bill contained tonnage regulations under which it was proposed to measure all British ships, including the ships of Canada.

These regulations did not vary materially, if at all, from the rules by which vessels are measured at present under the Merchant Shipping Act, 1854, with the exception of Rule 5, which introduced a serious innovation into the system hitherto adopted for ascertaining the registered tonnage of British shipping.

Under the system at present in operation, all houses or closed-in spaces on the upper deck, are required to be measured, and added to the tonnage of the vessel under deck, deducting such spaces as are solely appropriated for the berthing of the crew, for the water closets, and for the cook-house, provided that the total of such deductions does not exceed one-twentieth of the remaining tonnage of the ship; if it exceeds it, then the excess to be added, but no space on deck not actually closed in is liable to measurement for registry and tonnage dues.

Rule 5, Second Schedule in the new Bill, provided, that if it is intended to carry deck loads on vessels, the space on deck, on which such cargo is to be carried, was to be measured and added to the register tonnage of the ship, on the application of the owner. If, however, the owner neglected to apply to have such space or carrying capacity measured, and afterwards carried cargo on such space on deck, all dues payable according to tonnage were to be doubled, in respect of the voyage during which, or during any part of which, cargo is so carried.

The effect of this Rule in the proposed Bill, if passed into a law, would have been to increase greatly the tonnage dues of all kinds on all the vessels in the North American Trade, as they nearly all carry deck loads, and most of them have been built with that intention.

A new ship, say of one thousand tons, built in Canada for sale in England, would carry on deck, probably, about one hundred tons of deals on her voyage to the United Kingdom, and the owner would have been bound, under this new regulation, to apply to have that space measured to prevent the penalty of double tonnage dues being inflicted on his vessel.

When she arrives at her destination in the United Kingdom, she may be purchased by another shipowner there, who may place her in another trade, and who may never require her to carry a deck-load, but the increased tonnage would remain unless some means had been provided of having the deck space again struck off the register tonnage.

With reference, therefore, to the heavy additional burdens which it was proposed to throw on Canadian shipping engaged in the wood trade, and the great dissatisfaction which the measure would have created if it became law, I recommended to Council that the Canadian Government should at once point out to the British Government the anticipated effects of this proposed alteration in the mode of measurement, and the cause of grievance which it would have given to Canadian shipowners if adopted, and request them to re-consider their proposition in this respect.

It has been supposed by some persons that the reason of this proposed change in the system of calculating tonnage was partly to discourage vessels in the North American Trade from carrying deck loads of wood, as there is now no law to prevent such vessels being overloaded. And if such had been the case, it was a subject worth the consideration of the Canadian Government whether it would not have been advisable to propose a measure to Parliament prohibiting the carrying of deck loads, between Canada and Europe, exceeding three feet in depth of sawn wood or lumber, after the 15th October and before the 1st April, in lieu of this objectionable system of imposing such a heavy penalty as double tonnage dues on the vessel in any case where the owner had neglected to apply to have the deck space measured and added to the register tonnage. A copy of my report to Council on the subject

was forwarded to the British Government, and the reply thereto from the Board of Trade has recently been received, from which it appears that the objectionable portion of the Bill, relating to the penalty of double tonnage dues, has been withdrawn from the Bill now before Parliament, and it is now proposed that instead of the entire tonnage dues being doubled in cases where deck cargoes are carried on vessels not measured for them, the dues chargeable on the register tonnage should be increased only by adding to the register tonnage the whole of the space upon deck, which could be legally measured for the carriage of cargo.

The Board of Trade also state that the legislation in question was not proposed with special reference to the North American Trade, but generally to prevent evasions of the existing law with regard to spar decks, and to do away with the unfair exemption hitherto enjoyed by vessels carrying deck cargoes from paying tonnage dues in respect of the tonnage of that portion of the ship used for deck cargo.

The Board also state that the carriage of deck cargoes by British steamers trading to the Baltic has been urged on their notice quite as much as the case of the timber trade of North America, but the view taken by them in both cases is, that the carriage of cargo on deck ought not, as a matter of policy, to be prohibited by the government, while the Board of Trade think that the carriage of these cargoes cannot be prevented, they can see no reason why they should be unfairly encouraged by the space they occupy in the ship being exempt from dues charged on tonnage. The present law, which does not provide for the payment of tonnage dues in respect of cargo carried on deck, directly encourages the carriage of deck cargoes and the building of ships for this special purpose, thereby favoring deck carrying ships at the expense of others.

It is satisfactory to find by the letter of the Board of Trade that the object of the proposed change in the law, as submitted in the New Bill now before Parliament, is not to prevent the carriage of deck cargoes nor to impose a penalty for carrying them, but to equalize taxation as between ship and ship, Foreign as well as British.

As, however, the Bill alluded to has to be discussed in the Parliament of the United Kingdom, it is quite possible some change may again be made in it with respect to these new regulations before it becomes law.

ENQUIRY INTO WRECKS.

During last year this department took the necessary steps to furnish all the chief officers of customs in the Dominion as well as the light house keepers under the control of this department, with printed forms for notices of wrecks and casualties, with a request that information would be procured relating to any wrecks which might occur in their neighbourhood, and that the forms be filled up and forwarded to this office, with the view of having a correct register of such wrecks made up and published once a year.

The efforts made by the department last year to obtain this information have only been partially successful, as in nearly all cases the wrecks occurred some distance from the residence of the parties whom I had asked to forward these returns, and I had no funds at my disposal with which I could re-imburse these parties for any expenses they might incur in procuring the information.

An account of such wrecks relative to which official information has been procured is herewith accompanying in the appendix marked N, although that cannot be taken as an account of *all* the wrecks which have occurred. It is supplemented, however, by an account of wrecks and casualties relative to which unofficial information has reached this office, and arrangements are now being made by which I expect to be able to submit annually a wreck register for the Dominion, which I will endeavour to make as correct and complete as possible.

Such an annual register will be a material aid to the Government in locating lighthouses, buoys, beacons, and fog-whistles, as it will in many instances shew the principal causes which have tended to bring about the disasters, and in the case of wrecks where it is supposed blame is attached to those in charge, or when the disasters are supposed to have taken place from the want of sufficient lights or other marks to warn the mariner from danger; it is intended to institute inquiries under the Act which was passed last session, authorizing such investigations. To meet the expenses which must be incurred in conducting such investigations and obtaining the wreck returns alluded to, the sum of \$2,000 has been inserted in the estimates of the ensuing year, which I have no doubt, if voted, will enable me to obtain important information on this subject. This description of information is not only much required by many persons interested in shipping both, as owners and underwriters in Canada, as well as in the United Kingdom; and will no doubt be of much service, and appreciated by them; but the necessity of it has frequently been urged on the notice of the Governments of the British North American colonies by the British Government and the Board of Trade.

REWARDS FOR SAVING LIFE.

The Government of the Dominion having duly considered the subject of granting honorary rewards to persons who have displayed gallant conduct in attempting to save the lives of persons at sea or on the coast of Canada, have decided that in such cases as they may consider advisable, they will follow the commendable practice adopted by all the Maritime States of Europe, as well as the United States of America, of bestowing some reward or recognition of the services rendered under such circumstances.

During last year, I had occasion to bring under the notice of Council, the following mentioned cases where the services rendered in saving life were of such a nature as entitled the persons who so gallantly risked their lives to the thanks of the Government of Canada, which were accompanied by testimonials suitable to the circumstances of the respective cases.

On the 11th December, 1868, the schooner *Industry*, of Halifax, Nova Scotia, 27 tons register, while proceeding from West Dublin, N. S. to Halifax, a distance of 54 miles, encountered a fearful gale which disabled the vessel, swept the decks and carried away the boat. In this damaged state she drifted 700 miles to the eastward, in the Atlantic ocean, during which time the crew and passengers, consisting of six men and one woman, suffered great hardships, their provisions and water having become exhausted. On the 28th December, after being 17 days at sea, the barque *Providence*, of Windsor, N. S., came in sight, and Captain Colfeet and his brother, Mr. Abel Colfeet, the mate of the vessel alluded to, at much risk

to themselves and their vessel, succeeded in rescuing these persons, a heavy sea running at the time. They were taken to London and properly cared for, and finally sent out to Nova Scotia at the expense of the Canadian Government. A gold watch, of the value of one hundred dollars, and a Binocular glass, value fifty dollars, both with suitable inscriptions, have been forwarded to the Lieutenant-Governor of Nova Scotia, for the purpose of being presented, the former to Captain Colleet, and the latter to his brother, as a recognition of their humane exertions, by the Dominion Government.

On the 30th January, 1868, the barque *S. D. Ryerson*, of Yarmouth, Nova Scotia, Captain Raymond, left the Delaware for Antwerp, with a cargo of Petroleum, and on the 10th February she encountered a terrific gale, sprung a leak and became unmanageable. On the 12th February the brig *Mary Grace*, of Parrsboro, N. S., Captain D. F. Morrison, came in sight, and although the vessel was somewhat damaged by ice, and some of the crew badly frozen, the Captain and crew, after six hours hard exertions, a heavy sea running at the time, succeeded in rescuing the Captain and crew of the sinking ship, and brought them in safety to Halifax, for which they all publicly expressed their gratitude in the warmest terms. A Binocular glass, with a suitable inscription, was presented to Captain Morrison by the Government of Canada, through the Lieutenant-Governor of Nova Scotia, and the sum of fifty dollars was also given to the Captain to be divided amongst his crew.

On the night of the 27th February, 1868, the brigantine *Alma Jane*, of Shelburne, N.S., was wrecked at Ketch Harbor, near the entrance of Halifax Harbor, when the mate was frozen to death and two of the crew drowned. By the exertions of Mr. William Young, who discovered the wreck at daybreak of the next morning, he succeeded in rescuing the Captain and the remaining three of the crew, by means of ropes thrown to them from the shore, and in the opinion of Captain Allan, the master of the brigantine, both he and the three of his crew who were saved, are indebted, under Providence, to Mr. Young's exertions for their lives. The sum of one hundred dollars was presented to Mr. Young from the Government of Canada, as a testimonial of the exertions made by him on this occasion in saving life, and for his humane and kind treatment of the wrecked men after they were rescued.

COASTING TRADE.

In September, 1868, I brought under the notice of Council the subject of the coasting trade of the Dominion, which at that time and subsequent to confederation was in a very undefined position.

In a despatch, addressed in 1868, to the Governor General, by Her Majesty's Secretary of State for the Colonies, the principle was laid down, that the Lieutenant Governors of the provinces of the Dominion were still to exercise their functions as Commissioners of Customs in their respective provinces, under the 31st section of the Merchant Shipping Act, 1854, as they formerly did when they were independent Lieutenant Governors of each separate possession.

If that view of the law had been sustained and continued it would have practically taken away from the general Government the administration and control of many matters connected with the Imperial laws, relating to shipping and navigation, and registrars of shipping, would

have been under the necessity of applying to the Lieutenant Governor of the province, in which they respectively performed their duties, for instructions relating to disputed cases of ownership, and the restoration of wrecked vessels to registry. If such a system had been allowed to continue, confusion would probably have resulted, as different decisions might have been given in different provinces on similar cases.

It is also doubtful whether, under such a view of the law, recognizing each of the provinces of Confederation as a *British Possession*, instead of a *part of a British Possession*, foreign vessels would be prevented from enjoying the privileges of our coasting trade between one province of the Dominion and another.

Under these circumstances, therefore, on the 30th September, 1868, I recommended to Council that the Canadian Government should request the British Government to remove all doubts on the subject and define the Dominion of Canada as *one* of the British Possessions instead of *four*.

The subject was duly brought under the notice of the British Government, and an Act was passed accordingly by the Imperial Parliament, on the 13th May, 1869, defining that Canada shall be deemed *one* British Possession, and that the legislature of any British Possession may regulate the coasting trade of that British Possession subject to certain conditions. It was also provided in that Act that if no provision is made by the legislature of any Possession within two years after the proclamation of the Act in such Possession, then the coasting trade of such possession shall be open to the shipping of all nations.

In forwarding the Act to your Excellency a memorandum on the subject by the Board of Trade was also forwarded by the Secretary of State for the Colonies recommending the Legislature and Government of the Colonies to co-operate with Her Majesty's Government in their efforts to secure the benefits of free navigation and cheap freights for Her Majesty's subjects, throughout the British Empire, and to open up their coasting trade to foreign shipping. These papers were referred to me by your Excellency for report, and after due consideration, I submitted to Council my opinion on the subject, along with the papers alluded to, the substance of which was as follows:—

The carrying trade between the United Kingdom and the British Colonies, and between one British Colony and another, previous to 1849, was confined exclusively to British shipping. In that year the navigation laws of the United Kingdom were repealed, and the carrying trade between the British North American Colonies and the United Kingdom, and between each of the British North American Colonies, and between the British North American Colonies and the British West Indies and other British Colonies was thrown open to the foreign shipping of all nations.

The practical effect of this liberal measure on the part of the British Government towards foreign shipping on the carrying trade between British North America and the United Kingdom was to transfer a large portion of it to the shipping of the United States and other foreign countries, thereby displacing an equal amount of British and British colonial tonnage from that trade which they had previously exclusively enjoyed. At that time, before screw boats had come into general use, the carrying trade between Liverpool and New York and other American Ports, both for emigrants and goods, was principally done

by large sailing ships belonging to American owners, and as these vessels generally had ample business outwards from the United Kingdom, the repeal of the navigation laws was of great advantage to them by allowing them to carry return cargoes of deals back to England; and although the measure was detrimental at the time to British North American shipping, it proved of great service to the shippers of deals and lumber in New Brunswick and Quebec, and enabled them more readily to compete with the wood from the Baltic in the British market.

With reference to the carrying trade between each of the British North American Colonies, which might probably be termed a coasting trade, although thrown open in 1849 to Foreign Shipping, it has nearly all been done by the small craft belonging to these Colonies with the exception of a few American steamers, which have occasionally run between one Colony and another with goods and passengers, but only to a very limited extent.

The coasting trade between one port and another in the same Colony, was not thrown open by the British Government to foreign shipping, although provision was made in the law by which it could at any time be opened to foreign vessels, upon an Address to the Crown by the Legislature of the Colony. None of the British North American Colonies addressed the Crown for the purpose of having it opened, and it consequently has remained closed up to the present time.

The Board of Trade, in their memorandum, state that it has been found that very few of the Colonies have availed themselves of the powers vested in their Legislatures by the Imperial law, and that in the great majority of them no steps have been taken to assimilate foreign and British shipping in their coasting trades, and they state that there is reason to think that in some cases this inaction has been due to a misunderstanding of the intention and objects of the Imperial Legislature, in retaining the 163rd Section of the Customs Consolidation Act, 1853, and the presence of the clause in an Imperial Statute has given rise to misapprehension and inconvenience in the foreign relations of the Crown.

I am of opinion that as regards the British North American Colonies the remarks of the Board of Trade that their inaction in this matter is due to any misunderstanding on the part either of their Governments or their public men, is not in accordance with the facts, as the subject has been freely discussed by them from time to time during the last twenty years, and has been fully understood; and it has been generally felt throughout these Colonies that while the British Government freely and liberally gave up their carrying trade to the competition of foreign shipping, and the vessels of the United States availed themselves to a large extent of the privilege thus granted to them, still there was no reciprocity of feeling or action on the part of the United States Government in this matter, and not only have British and all foreign shipping been rigorously excluded from their coasting trade from Maine to Texas, a distance of upwards of two thousand miles, but by a forced construction of their law, they decided that a voyage from New York to San Francisco round Cape Horn, a distance of fifteen thousand miles was deemed by their Government to be a coasting voyage, and that therefore a British ship could not carry a cargo between those places, although for twenty years their vessels have enjoyed the privilege of carrying cargoes between every part of the British Empire, except from one part of a British Colony to another part of the same Colony.

I am also of opinion with reference to the treatment which British North American shipping has received from the United States Government, in respect of their coasting trade, (to say nothing of their refusal to admit the ships of British North America to registry in the United States, although United States vessels enjoy the privilege of registry in every part of the British Empire, and availed themselves of it to a large extent during the recent American War), that enough concessions have already been granted to United States shipping, —which is the only description of vessels likely to engage in the coasting trade of the Dominion,—and that no further concessions should be made to them until a more liberal spirit has been shown to the vessels of the Dominion by the United States Government.

As the Provinces of Canada, New Brunswick and Nova Scotia became one British Possession or Dominion by the Act of Confederation, it follows that foreign shipping cannot now carry cargoes or passengers, under the British laws as they now stand, between any ports in the Dominion; but by the Merchant Shipping Colonial Act of 1869, that restriction will cease in two years after the proclamation of the Act alluded to in Canada, unless the Canadian Legislature, previous to that period provides by Act of Parliament, that foreign shipping should still be excluded from the Canadian coasting trade. Under former Imperial Acts on the subject, foreign vessels could not participate in the coasting trade of a British Colony, except by an Address to the Crown from the Legislature of that Colony, but under the Merchant Shipping (Colonial) Act of 1869, foreign vessels will in two years be entitled to participate in it unless excluded by express enactment of the Legislative authority of the Colony.

The Board of Trade in their memorandum state that it is to be hoped that the Legislature and Governments of the Colonies will be disposed to co-operate with Her Majesty's Government in their attempt to secure the benefits of free navigation and cheap freights for Her Majesty's subjects, throughout the British Empire, and to strengthen their hands in their efforts to obtain from foreign countries for the shipping of the United Kingdom and of the British Colonies, a reciprocal liberality of treatment.

I am of opinion as twenty years have now elapsed since the British Government extended to the shipping of the United States, in common with the shipping of all other foreign countries, the privilege of participating in their carrying trade throughout the British Dominions on equal terms with British ships (with the exception of the local coasting trade in each Colony) and as the recent Act first herein quoted has shifted the responsibility of legislating upon or dealing with the question of colonial coasting trade from the Imperial to the Colonial authorities, and as the liberal treatment of American shipping by the British Government has produced no corresponding reciprocity of sentiment on this subject on the part of the United States Government that the time has arrived when it becomes our duty to define a policy which should be pursued towards our neighbours from the stand-point of Canadian interests, and which should apply, not alone to the coasting trade but to all matters affecting navigation and trade generally.

The experience of these twenty years has in my opinion proved to the people of Canada, that concessions in matters of trade, navigation, and shipping, voluntarily conceded by us have not been reciprocated in, by the Government of the United States, and indeed have not always been appreciated, nor the value of them realized,

The United States Government put an end in 1865, after an existence of eleven years, to the Reciprocity Treaty which was of such great value as well to them as to the several British American Provinces—they refused to renew or reconstruct it, except on terms which were not to be defended in the interests of our trade; and though in common with a considerable portion of the public of Canada, I was led to believe from the utterances of their Press and commercial centres of trade for the last two years, as well as the expressed opinions of some of their leading public men, that public sentiment was changing in favor of “new arrangements” whereby trade relations would be again re-established on principles of Reciprocal Free Trade;—these expectations have been dispelled, and the existence of such opinions to any great extent in the Cabinet of the United States, have been negatived by the message of the President, in which he distinctly states, “that the renewal of the Treaty with us has not been favorably considered by the Administration”: while he expresses a belief “that the *advantages of such a treaty are wholly in favor of the British Provinces, except, possibly, a few engaged in the trade between two “sections,”* he distinctly states that “*no citizen of the United States would be benefitted by Reciprocity,*” and yet gives expression to the opinion that “some arrangements for the “regulation of commercial intercourse may be desirable,” and the recent action of Congress would tend to confirm the belief that no reciprocal arrangement of a satisfactory character can now be obtained.

I observe that there are numerous and powerful arguments which can be adduced from an American point of view in favor of the position assumed by their chief magistrate against the renewal of the Treaty, and that while England has pursued a most liberal course towards foreign nations in relation to trade and navigation, and has offered the fullest opportunities for foreign competition; the argument which has done much to remove objections to such a policy in Canada, has been the belief, repeatedly expressed by English Statesmen, that those foreign countries which enjoyed the benefits of that liberal policy, and that free trade, would in time reciprocate, and such expectations have not been without their results in Europe. In America, however, no such results have followed the liberality of England, although a generation of our people have nearly passed away; and indeed national events have tended to make the adoption of such a policy on the part of the United States much more difficult, and while we go on making concessions, permitting them to have privileges, and giving them facilities which they decline to reciprocate,—while in fact they possess the right of registry, for their ships in our ports, and have practically enjoyed our coasting trade, and at the same time refused us similar privileges—while they have had the benefit of our Canals and rivers, without corresponding concessions on their part—they have compelled our ships to pay a war tax of thirty cents gold per ton and other Customs fees, without any such corresponding charges in our ports upon their ships, (notwithstanding the 173rd section of the Imperial Act 16 and 17 Victoria, Cap. 107) we have not retaliated. Our Fisheries, too, they have had opened to them on the most liberal terms, while British caught fish is met with a duty, which has closed their country as a market for our fishermen, and indeed they have made their tariff in general almost prohibitory, and while their Legislation tends towards exclusion, the construction they put upon their tariff laws, and their execution of them, bear most heavily upon our people. Under these circumstances I regret that I should

in viewing the past, arrive at conclusions different from those which seem to be entertained by the Board of Trade, viz. : that a continuance of the policy of concession would, with that Foreign nation, in whose trade we are chiefly interested, lead to the result hoped for, and secure a "Reciprocal liberality of treatment;" and I think it would be unwise to force it on them unasked at the present time. I am of opinion that the true policy of the Canadian Government at present should be to retain all the privileges which it now possesses, until fresh negotiations take place for new trade relations between Canada and the United States, when the opening of the coasting trade of the Dominion to United States shipping can be included in any arrangements which may be made, if the Canadian Government, should then be of opinion that it would be advisable and in the interests of Canada to do so.

Under these circumstances, therefore, I recommended to Council that I should be authorized to prepare a Bill, to be submitted to Parliament at its then next session, making provision for the exclusion from the coasting trade of Canada of the shipping of all such foreign countries as do not reciprocate such privileges;—and also making such provision therein as will give the Governor General in Council power, from time to time, by Proclamation, to open such coasting trade to the shipping of such foreign nations as may reciprocate such policy with us, and in accordance with such recommendation I was authorized to prepare a Bill on the subject, and it is now before the Legislature and will probably soon become law. Under this proposed Act, no foreign vessels will be allowed to carry goods or passengers between any ports or places in the Dominion, unless they are allowed to do so, by order of the Governor General in Council, who has power under this Bill to open the coasting trade of Canada to the shipping of any foreign country in which British ships and vessels are admitted to the coasting trade of such country.

PILOTAGE.

In the Act 31st Vict. Cap. 57, providing for the organization of this Department, it was enacted that the administration of any laws made, or to be made, relating to pilots and pilotage shall be vested in such Department.

The Trinity House, Montreal, has charge of the pilotage arrangements between Montreal and Quebec, and the Trinity House, Quebec, controls and manages all such matters below Quebec to the Gulf of St. Lawrence, subject however to the supervision of this Department.

In New Brunswick, except at the Port of St. John, and in Charlotte County the general sessions of the peace manage and control all pilotage matters, appoint pilots, make regulations for their guidance, and fix the rates of pilotage.

Applicants for the office of pilot must first, however, be recommended by the major part of the port wardens. At the Port of St. John, the mayor, aldermen and common council of the city have control of all such matters, including the appointment of pilots.

In Charlotte County, New Brunswick, the Governor in Council appointed three commissioners whose duty it was, from time to time, to make rules and regulations for the government of pilots for that county, to fix the rates and to name penalties and forfeitures for the breach of such rules.

For the Port of Halifax and each of the principal ports of Nova Scotia, the Governor in Council has the power of appointing commissioners of pilots whose duty it is to examine and select pilots for such ports, and to make by-laws for the regulation of pilotage matters, subject to the approval of the Governor in Council, but the rates of pilotage are fixed by-law. Under this law vessels owned in the Province and employed in the coasting trade or fishery, except whalers, and all vessels under eighty tons, and Her Majesty's ships of war are exempt from compulsory payment of pilotage dues if a pilot is not taken. Any vessels not exempted must pay half pilotage dues if a pilot offers his services and they are not accepted.

St. John pilots are entitled to receive and demand full pilotage from inward-bound vessels, not exempted, if their services are not accepted when offered. If the vessel is registered in St. John, half pilotage can only be recovered under such circumstances. The pilot who brings her in is entitled to take her out or receive half pilotage if he offers his services and they are not accepted. Coasting schooners going from one port of the Bay of Fundy to another, and all vessels drawing under six feet of water, registered in Canada, and steamers plying between St. John and any other port or ports in North America are exempt from the payment of pilotage dues if a pilot is not taken.

In Charlotte County, New Brunswick, pilots are entitled to demand full pilotage from inward-bound vessels over 100 tons, not belonging to or owned in that county, but only half pilotage if owned in the country. Vessels from 100 to 200 tons after three trips to one port during the year are exempt for the rest of the year, unless a pilot is taken.

At the outports in New Brunswick, the pilotage regulations differ materially, favoring vessels, in some cases, belonging to the respective counties in which such regulations are made.

In the St. Lawrence, below Quebec, the provisions of the Act relating to pilotage, and the by-laws under it are numerous and stringent, with the view of not only ensuring the safety of the ship but of protecting the interests of the pilots, whose body is said to be composed of respectable and efficient men.

Vessels registered in Canada not exceeding 125 tons register coming up the St. Lawrence to Quebec or going down are not compelled to take a pilot and pay dues. Vessels leaving Quebec over that size without a pilot are liable to full pilotage. Vessels coming up to Quebec and refusing to take a pilot, or neglecting to facilitate his boarding the vessel are liable to full pilotage and a penalty of £10.

Vessels over 125 tons leaving Quebec for Montreal, from a port out of the Province of Quebec, must take a pilot under a penalty of full pilotage dues, and vessels leaving Montreal for Quebec, and any port out of the Province of Quebec, exceeding 125 tons, must also take a pilot under the penalty of full pilotage. Vessels under 125 tons are exempt from the compulsory payment of pilotage dues unless a pilot is taken.

It will be seen from these remarks that the pilotage laws of the different ports of the Dominion are nearly all dissimilar, and it would appear to be very desirable that some uniformity in such laws should, if possible, be introduced.

At Quebec and Montreal, the expense of management of the pilotage of the St. Lawrence is defrayed from the public chest, while in all the other sections of the Dominion pilotage matters are conducted without any cost to the general revenue.

In the case of the pilotage of the St. Lawrence, which is probably one of the most important pilotage districts in the world, if not the most important one, the Government, through the Trinity Boards, have for many years past assumed the direct management and control of it, owing probably to the fact that previous to Confederation, all Canada was interested in it as the great highway to the interior, and consequently was fairly entitled to contribute to its support and management. At all the other pilotage districts in the Dominion, the Government assumed no direct control over it, but left it to the management of the local or municipal authorities.

The Civil Service Commission last year alluded to the want of uniformity in the superintendence of pilots, and reported as their opinion that there should be local boards of some kind to manage it, under the general supervision of this department, that the whole question requires a thorough revision, and that the expense of management which, in one part of the Dominion, is borne by municipalities, ought not in another to be defrayed from the public chest.

Under existing circumstances, which are somewhat different from what they were previous to Confederation, it would appear desirable that the expense of superintending and managing pilotage matters at all the ports in the Dominion should be defrayed by the shipping making use of the services of the pilots, and should not be a charge on the general revenue.

For the sake of uniformity, and for the purpose of preventing differential pilot dues on shipping, it appears desirable also that the British system with reference to pilotage should be introduced in the Dominion, of having local pilotage authorities at the different sections of the country, whose duty it would be to frame rules and regulations for the pilotage of that locality, examine and licence pilots, and fix rates of pilotage, all subject to the approval of Government, and the general supervision of the whole subject to be placed under a department of the Government. At present differential pilotage dues exist at some ports, even against our own vessels registered at other ports of the Dominion, which is very objectionable, and has given rise to many complaints, which it is not in the power of this department to redress, although I have brought the subject under the notice of some of the municipal authorities interested, with the view of having the matter discussed and remedied.

The subject of compulsory payment of pilotage dues has also given rise to much discussion and complaint, not only in this country, but in the United Kingdom and in the United States of America.

It will be seen by the foregoing remarks that the system of pilotage at present in operation at the principal ports in the Dominion may be termed *compulsory*, as nearly all vessels, with the exception of those of a small class, and steamers engaged in the North American trade at St. John have to pay pilotage or half pilotage dues whether they take a pilot or not.

This is considered by many a great hardship as there is a certain class of sailing vessels and steamers usually employed in some particular trade, the captain and officers of which are, in the opinion of the owners, as well qualified to navigate their vessels out and in the ports to which they usually trade as the pilots of the ports whom they are compelled to employ or if they decline to employ them to pay pilotage dues for services which have not been rendered.

Numerous applications have been made to me, from time to time, verbal and otherwise, to bring this important subject under the notice of the Government with the view of obtaining some relaxation and assimilation of the pilotage laws, in this respect, more particularly with reference to the St. Lawrence, which contains two very long pilotage districts, the dues of which bear very heavy on shipping, especially coasting steamers and sailing vessels in the coal trade under 200 or 250 tons.

It appears reasonable that steamers trading regularly between Montreal or Quebec and ports in New Brunswick and Nova Scotia, having captains and mates on board who are either pilots or have the experience of branch pilots should not be compelled to pay for pilots which neither the owners nor the captains feel they require.

It may also be mentioned that at the present time it is of the greatest importance to the welfare of the Dominion that an intercolonial trade between Quebec, Montreal, Toronto and other places in Ontario, and the Maritime Provinces should be encouraged and fostered by every legitimate means which can be devised so as to bring about a successful and remunerative interchange of products and open home markets which have not hitherto existed to any great extent.

New Brunswick and Nova Scotia consume large quantities of imported flour, while Montreal and Ontario require heavy supplies of imported coal, and it is of great consequence to the successful working out of Confederation that the interchange of products between these two sections of the Dominion should be encouraged as much as possible.

Many reliable persons interested in shipping and coal have assured me that this system of compulsory payment of pilotage dues in the St. Lawrence for vessels over 125 tons, exercises a very serious depressing influence on the trade, as vessels under 125 tons are too small to be remunerative in the coal trade, and the pilotage dues on vessels over that size up the St. Lawrence to Montreal are so heavy as to render the voyage an undesirable one.

If steamers engaged in the coasting trade of the Dominion, and sailing vessels under 250 tons could be relieved of the burden of pilotage dues, and leave it optional with the owners or masters to employ pilots when they wish them, I am of opinion that it would give a great stimulus to our intercolonial trade, and bring about cheaper freights and a much more extensive interchange of our products than has ever hitherto existed.

It is true there are large numbers of pilots at some of the principal ports of the Dominion who might be naturally averse to any such changes as might be productive of some inconvenience to such persons; but it would only be temporary, as the supply would soon adopt itself to the demand, and many of them would, probably, find remunerative employment as masters of our coasting vessels, positions which they are eminently qualified to fill, more particularly if provision was made in our pilot laws to exempt any vessel from compulsory pilotage which had a qualified pilot on board, either as master or mate.

The tendency of recent legislation in England, local as well as general, has been to relax compulsory pilotage, and already at Newcastle, Shields, Sunderland, Cork, Cardiff, Newport, Gloucester, and Leith, it is now entirely voluntary.

In the Trinity House districts which extend over the south and part of the east and west coasts of England, there is compulsory pilotage, with the following large exemptions,

viz:—Ships employed in the coasting trade of the United Kingdom, ships trading to Boulogne, or any place in Europe north of Boulogne; ships passing through the limits of any pilotage district on their voyages between two places both situate out of such limits, and not being bound to any place within such limits, nor anchoring therein.

The policy of the Board of Trade in England—which has charge of all such matters—as recently announced in the House of Commons, by its political officers, is undoubtedly in favor of the abolition of compulsory payment of pilotage dues, and a Bill to abolish compulsory pilotage altogether has been brought in by the Government, and is now under consideration of a select Committee of the House of Commons. It would appear from the published opinions of the chief officials of the Board of Trade, that there are two views on the subject of pilotage, one or other of which prevail at all large ports where the services of this useful class of persons are required.

The first view is that the object of pilotage laws and regulations is to ascertain that the pilots are competent before licensing them; to deprive them of their licenses when found incompetent; to fix the rates of pilotage and the bounds of the pilotage districts, and to require that licensed pilots shall be employed in preference to unlicensed ones, when the services of a pilot are required.

The second view is, that in addition to the objects already mentioned, it is also the business of pilotage authorities to determine how many pilots are wanted; to licence only a sufficient number; to give to each a fair share of the common earnings, and to determine the amount of employment and remuneration of the pilots, by requiring every ship to pay for a pilot, whether she wants one or not.

There are many arguments used to support both these views, but it has been found in practice that where voluntary pilotage has been introduced it has worked well, the supply, being regulated by the demand, has been ample, the ship has a choice in the selection, and efficient men secure the best share of the business; ships which do not require pilots are not obliged to contribute to keep up a staff of such persons for vessels which do require them, and the shipowner and shipmaster have no longer any ground of complaint or grumbling at a system which tended to create and maintain, as they allege, a body of protected monopolists whose interests were not in all cases identical with theirs.

In the United States of America, the subject of compulsory pilotage has been also much discussed lately, and vigorous efforts are now being made by the shipowning and other interests there to abolish compulsory pilotage in the State of New York, which is probably more interested in this question than any other state of the Union, as well as in some of the other States having sea-ports, which are much frequented by shipping. A Committee of the Boston Board of Trade has recently been considering the Pilotage Laws of Massachusetts, and they report that there is a good deal of dissatisfaction with the pilotage as at present established and administered under the laws of that State, and that certain changes must be made to render it what it should be.

Each State of the Union administers its own pilotage laws, but numerous petitions have been sent to Washington from almost every city and town on the coast, praying that shipping may be relieved from the various local exactions under state and municipal law with which it

is now burdened, including pilotage, and it is desired that Congress may pass a law placing the administration of pilotage in the Government at Washington, and rendering uniform, to some extent, the general rules and regulations which affect this subject.

Having thus alluded generally to the present state of the pilotage laws in the Dominion, in the United Kingdom, and the United States of America, and the dissatisfaction which exists in many quarters with the restrictions connected with it and the compulsory payment of pilotage dues in certain districts by some descriptions of vessels which do not require the services of pilots, and also to the growing feeling amongst the commercial classes in these countries to free the trade and shipping as much as possible from charges imposed on them for supposed benefits or services which they do not wish or require; I may here observe that while many of these arguments adduced in support of optional or voluntary pilotage apply with much force to a number of pilotage districts in Canada where the extent of pilotage ground is limited, and if such a system should be adopted at these places, it is probable it might be considered of great advantage to the trade; but with reference to the two pilotage districts of the St. Lawrence, extending over a distance of 350 miles, it is evident that no general principles, rules, or regulations applicable to other districts could very well be applied to them, as no similarity exists between these two districts and the pilotage districts of any other ports of the Dominion, or indeed of any port of Europe or America.

The navigation from the Gulf of St. Lawrence to Montreal is not only extensive but intricate and dangerous to persons who have not been accustomed to it, and during the whole season of navigation the river is constantly being used as a great highway by day and by night, along which an immense amount of valuable property is being generally transported, in addition to which the passenger traffic is very great. If the pilotage on the St. Lawrence was to become voluntary, it is probable that many shipmasters even without the aid of the tug steamers would, for the sake of economy, attempt to pilot their vessels up or down the river when a fair wind offered; but unless they were thoroughly acquainted with the channel and its numerous and various peculiarities, serious danger might not only ensue to their vessels and the lives of their crews, but they might also endanger valuable lives and property on board other vessels which might be navigating the river at the same time with them, so that it is not only the question of leaving a man to do with his own property as he likes, but the safety of his neighbours has to be considered as well as his own.

While it is evident that the system of voluntary pilotage in the St. Lawrence could not be introduced there with advantage to the important interests concerned, still it may be found desirable, in order to meet the views of those persons to some extent who are desirous of cultivating an intercolonial trade, to extend the sizes of vessels to be exempted from compulsory pilotage in Canada, say to 200 or 250 tons, and thus admit to the privileges of voluntary pilotage a number of vessels which are likely to be employed in the coasting trade of the Dominion.

It might also be very desirable to exempt from compulsory pilotage, at any port in the Dominion, any vessel of which either the captain or mate has a license to act as pilot for that particular port, and to make provisions for the examination of and grant of licenses to masters and mates to act as pilots for particular ports, provided they can satisfy the pilotage authorities of the district of their ability to perform such duties.

A general measure placing all pilotage matters of the Dominion under the control and management of the Central Government is required, so as to assimilate, as far as circumstances will permit, all the different systems at present in existence in Canada, and abolish the differential pilotage dues exacted in some of our ports from vessels belonging to other sections of the Dominion.

STRAITS OF BELLE ISLE.

It having been brought under the notice of this Department that it was highly desirable and necessary to procure a careful survey and soundings of the Straits of Belle Isle on the north coast of Newfoundland, with the approaches thereto east and west, as no reliable charts of that locality are at present in existence; and a large number of first class expensive steam ships carrying passengers and valuable cargoes, besides sailing vessels and fishing craft frequently pass through these straits during the summer and fall after the middle of June, I brought the subject before Council, and recommended that a request should be made by the Government of Canada to the British Government to direct a survey to be made as soon as convenient, and the desired information published for the benefit of the trade, and the important interests involved in connection therewith.

The request was made accordingly, and the Government of Canada has been informed that the Admiralty have consented to have the necessary soundings made, and they hope that those to the approach of the straits from the eastward may be obtained during the present summer.

CAPE RACE FOG WHISTLE.

There is a good light maintained at Cape Race, Newfoundland, by the British Government, by a tax or tonnage duty of one-sixteenth of a penny sterling on ships passing in that vicinity; but the total amount of collections received by the British Government still fall short materially of the original cost of construction and its maintenance since it was put in operation.

Although this light has been of great service to the shipping trading between Europe and North America, still there are frequently occasions when such dense fogs prevail on the coast of Newfoundland that the light cannot be seen, and even in daylight, sailing ships and steamers are placed in the greatest danger for the want of some sound to guide them when they approach the land. Three steamers have recently been stranded in the neighborhood of Cape Race, two of which were totally wrecked.

Under these circumstances, I recently brought under the notice of Council the great necessity which existed for the erection of a steam fog whistle at Cape Race, in conjunction with the light, but as the lighthouse there was under the control and management of the Board of Trade, I recommended that the Government of Canada should request the British Government to erect a steam fog whistle at that place, and in the event of the tonnage dues collected for the support of the Cape Race light being insufficient for the erection of a fog alarm, and its maintenance, in addition to the light, I submitted, as a question well

worthy the consideration of the Board of Trade, whether it would not be advisable to increase, slightly, such dues, in order that the necessary amount might be realized, and a fog whistle placed there.

A communication was made, accordingly, to the British Government on the subject, and a correspondence ensued between the Secretary of State for the Colonies, the Board of Trade, and the Lords of the Treasury, from which it appears that the Board of Trade do not wish to ask for an advance of public money to erect the fog whistle, neither do they wish to increase the toll for Cape Race Light, but they suggest to the Lords of the Treasury whether it would not be advisable to forego the balance of their claim, still unpaid, viz:—£3,502 stg., on condition that it is taken over and maintained for the future by the Colonial Government.

The Lords of the Treasury, however, are of opinion that the present arrangements should continue until the balance of the debt is paid off, and they have no objection to sanction the cost of a steam fog-whistle at Cape Race, on the understanding that the dues for Cape Race Light are slightly raised.

The Board of Trade on receipt of this intelligence from the Treasury, furnished a copy of the correspondence to Earl Granville for the information of the Canadian Government, and stated that while they were of opinion that it is inexpedient to raise the dues from Cape Race Light, they were ready to forward any arrangements by which the debt to the Imperial Government on account of the light may be discharged, and the management of the whole affair placed as speedily as possible in the hands of the Colonial authorities.

It is to be hoped therefore that Her Majesty's Government may shortly take the necessary steps to secure the erection of this much needed fog-trumpet at Cape Race.

TOTAL EXPENDITURE.

The whole amount expended by the Department of Marine and Fisheries on account of Marine and Fisheries services under its control and supervision, for the year ended 30th June, 1869, was \$369,409.77.

FISHERIES.

The total expenses of this service during the year ended 30th June, 1869, are 31,640.82, being \$5,154.18 less than the appropriation. The actual collections for the same period amount to \$13,583.97.

The reports of the various Fishery Officers and other statements, published as Appendices, exhibit the condition and yield of the fisheries for the past season as most prosperous.

Since my last report very considerable progress has been made towards removing certain flagrant and long standing abuses under which the fisheries of the Maritime Provinces have suffered. A limited staff of outside officers has been organized in those provinces, and the fishery laws have been brought into active operation in the several counties. Many of the rivers and streams which had long been closed against the ascent of salmon, shad and alewives are now rendered passable by suitable fish ladders in the mill dams. Illegal and unseasonable

netting, spearing, and other destructive practices have been very much reduced. The results are already quite encouraging. Attention is still being directed to the further improvement of the coast and river fisheries. Public opinion has also been awakened to the importance of a vigorous protection and speedy restoration of these fishings; and, in consequence, the fishery officers are sustained in the faithful performance of their duties by the more sensible and enlightened inhabitants of nearly every district.

The complete success of the experiments in pisciculture conducted by an officer of this Department, has had the effect of attracting greater attention to their practical utility and the profitable effects of this branch of industry. Early last spring I directed an examination to be made of the breeding establishment at Newcastle, Ontario, under charge of Samuel Wilmot, Esq., and a report of the same will be found among the appendices. A small sum was afterwards appropriated by Parliament towards the prosecution of these experiments, and with a view to extending this method of restocking exhausted waters to other parts of the Dominion. Mr. Wilmot was instructed to examine into and report upon the selection of suitable localities in which to erect hatching houses somewhat similar to that on Lake Ontario. The report of his enquiries is also appended. During the present season further enquiries will be directed to the waters of Nova Scotia; and when the requisite information has been obtained, it is contemplated to extend to the other provinces the benefits which experience proves must result from the artificial method of propagating fishes. The steps taken thus far by the Department have already given an impetus to private enterprise; and the fact of demands to purchase fish eggs and young fish from the Government establishment, at prices varying from \$10 to \$40 per thousand, demonstrate at once the remunerative character of such enterprises. A few thousands of small fry have been sold from the hatching house at Newcastle, Ontario, to one of the state officials connected with the several fishery commissions appointed in the United States. This sale took place rather as an experiment than with any view to realising to the public a pecuniary profit, but it proves with what facility the entire expense incurred to this time could be reimbursed, and how soon a considerable revenue might be derived from an extensive prosecution of the enterprise. Besides the public establishment in question, there are now in successful operation two private undertakings: namely, one salmon breeding establishment at Moisie River, built and maintained by Mr. John Holliday, and a trout hatching establishment at Galt, Ontario, under Messrs. David Brown and others, of that place.

The continued admission of foreign fishing vessels and fishermen to participate in our valuable coast fisheries, on paying a nominal license fee, as authorized by the Act of last session of Parliament, has not operated satisfactorily: the payment of the fee being in most cases altogether evaded. American vessels have boldly entered into our bays, creeks and harbors, and have actually crowded out the native fishermen, and fished without any regard to treaty obligations. The crews of these vessels have, in several instances, created serious disturbances, and committed outrages against the persons and property of fishermen and settlers. Measures are now in course of adoption to prevent the continuance of these vexatious and illegal intrusions; the system of licensing foreign fishing vessels has been discontinued, and a force of Marine Police is now formed to protect our inshore fisheries, and to guard British fishermen against molestation.

This cessation of a temporary system or policy on the part of the Government is simply defensive. It has now become an imperative necessity either that foreigners should cease to enjoy the unrestricted use of fisheries exclusively ours, or else grant us some equivalent in trade for the concession of such important privileges.

United States citizens cannot longer expect to avail themselves of access to Canadian waters without it. Above all, they need not hope to do so in future whilst upholding a commercial policy which is studiously hostile to our interests generally, and particularly burdensome to the fishing interests of the Maritime Provinces.

The very liberal and conciliatory means which were devised by Canada on the termination of the Reciprocity Treaty, in order to obviate the entire exclusion of Americans from our inshore fishing grounds, have not met with the slightest appreciation; but on the contrary, the United States Government have not, so far as I am aware, taken any special steps to promote compliance with the licensing system, while United States fishermen have done all in their power to defeat and evade its chief conditions. Indeed, it seems to be viewed as strengthening the popular belief in the validity of their own extravagant and untenable claims, and the assumed weakness of Canadian jurisdiction. It is, therefore, fast degenerating into a virtual abandonment of all national rights of fishery on our own coasts. The time has arrived when we must either abandon this authoritative right, or assert and maintain it on the basis of treaties existing between Great Britain and the United States.

The material worth and national importance to Canada of the coast and inshore fisheries in British American waters, can scarcely be over-estimated. Their produce and control are of especial value to Nova Scotia, and that Province might reasonably expect from the union of Colonial interests some accession to the vigor and authority with which our exclusive fishery rights within treaty limits have been already maintained by the authorities of that province. These rights are based on public law, and are limited only by treaty stipulations. The extent to which they are so limited by the Convention of London, dated 20th October, 1818, between Great Britain and the United States, is still in controversy. Great Britain contends that the prescribed limits of three marine miles, as the line of exclusion, should be measured from headland to headland. The United States Government contends that it should be measured from the interior of the bays and sinuosities of the coast. In support of the British view, reference is made as well to the exact terms of the Convention as to the law and practice of nations regarding their sovereign rights and territorial jurisdiction. The legal authorities on these points are so clearly and decidedly in favor of our interpretation, that Canada may appeal to them with the utmost confidence. The American Government, on the other hand, claim that an exceptional definition of the limit of a marine league running everywhere parallel to the coast line, describing the course of indentation, &c., instead of defining the mouths of bays and other indentations by lines drawn across from one headland to another, is founded in the peculiar circumstances of the case. That, as United States citizens had formerly used these inshore fisheries under a favorable construction of certain "liberties" of fishing accorded to them by the Treaty of Peace with Great Britain in 1783, and as the subsequent Convention of 1818 was an amicable adjustment of differences growing out of such user, the renunciation of their claim to concurrent privileges in the inshore

fisheries, made in the latter Convention, should not be rigidly construed to their entire exclusion.

Such is substantially the "Fishery Question" as it stood at the time of entering into the Reciprocity Treaty of 1854, and as it was revived on the abrogation of that treaty by the United States.

This brief reference to the fishery dispute between Great Britain and the United States, and a passing allusion to the considerate measures subsequently adopted, will serve to explain the attitude which it is at present necessary that Canada should assume.

The departmental Reports and Minutes of Council, laid before Parliament at its last Session, relating to the system of issuing season licenses to American fishing vessels on merely nominal terms, prove that Her Majesty's Government and the Canadian Executive distinctly provided at the outset that such system should be of temporary duration, and contingent on the mutual adoption, at an early date, of a Treaty of Commerce between Great Britain and the United States. This provisional system, adopted in 1865, continued throughout the years 1866 and 1867 with very unsatisfactory results. It proved quite inefficient, and was equally ineffective with regard to the influence it was presumed to exercise towards inducing the United States Government to assist in merging it in some general measure of a permanent and satisfactory nature. The expectation that such temperate and moderate measures—if Americans really desired to renew the commercial intercourse which had subsisted in former times between themselves and these Colonies—would lead to, at least, a tolerably satisfactory arrangement of some kind sufficient to obviate any immediate revival of those irritating differences amicably compromised by the reciprocal concessions acceded to in 1854, has not been realized. Meanwhile, great numbers of United States vessels were continually invading our limits even after repeated warnings, and still unfurnished with licenses. They committed other infractions of the treaty of 1818—such as frequenting our harbors to transfer cargoes and take supplies. The masters openly refused to accept of the proffered licenses, continuing still their deliberate infringements. Under all these circumstances, and seeing no prospect of any change in American policy, but deeply impressed with the actual injustice which such an anomalous condition of things inflicts on our own fishermen, the undersigned has urged that a different course should be pursued,—that the system of licensing these vessels, avowedly a provisional one, and implying no principle, should be absolutely discontinued. This recommendation has been adopted. The temporary and indulgent policy hitherto pursued, will henceforth give place to a definite policy of exclusion, agreeable to colonial interests and consistent with national dignity and rights.

The undersigned need not enlarge upon the vital and vast importance to the Dominion of Canada of a strict maintenance of those principles of maritime jurisdiction and rights of fishery derivable from the parent state. Immense as is the intrinsic value of the exhaustless fisheries which form so large a portion of our material resources, their rightful control and exclusive use possesses a peculiar value and significance intimately connected with the new condition and prospects of this country. The actual situation and future development of these inshore fisheries acquire if possible additional importance from the selection of a sea-board line of railway connecting the hitherto separated Provinces of the British North American Confederation.

If these Provinces must in future depend more fully on their own resources, and open new markets for their native products, our attention cannot now be too soon turned to the development of our vast and valuable fisheries. They should form the staple of an extensive and lucrative trade with foreign countries, and with the other British Colonies. They provide an important nursery for our seamen, and they afford an inexhaustible field for the skill and energy of your sea-board populations. They possess great specular value to Canada. Their exclusive use, therefore, affords these united Provinces such advantages as a young country cannot too highly estimate, and should on no account neglect or abandon.

Respectfully submitted,

P. MITCHELL,
Minister of Marine and Fisheries.

Ottawa, 20th April, 1870.

ADDENDA.

The outside Staff of this Department numbered as follows last year :

Superintendent, foremen, workmen, and light keepers in Ontario and above Montreal.....	66
Officers of the Trinity House, Montreal, receiving pay, and light keepers	38
Captain and crew of <i>Richelieu</i>	8
Officers of the Trinity House, Quebec, and light keepers and assistants, &c.....	60
Agent and clerk at Quebec	2
Agent, superintendent, messenger, light keepers, fog whistle keepers, &c., in New Brunswick	34
Agent, clerk, superintendent, messenger, light keepers, fog whistle keepers, and humane establishments in Nova Scotia	88
Officers and crews of <i>Napoleon III.</i> , <i>Lady Head</i> , and <i>Druid</i>	69
Inspectors of steamboats and clerk	7
Employés in Marine Hospitals managed by this Department in New Brunswick.....	17
Harbor and River Police, Montreal and Quebec.....	50
Shipping masters and deputies at Quebec and St. John.....	4
Employés of Observatory at Quebec.....	3
	— 446
<i>Ontario</i> .—Fishery Overseers.....	22
,, Wardens	3
<i>Quebec</i> .—Commander of <i>La Canadienne</i> and crew	24
Fishery Overseers	20
,, Wardens	7
<i>Nova Scotia</i> .—Fishery Officer	1
,, Overseers	27
,, Wardens	122
<i>New Brunswick</i> .—Inspector of Fisheries for N. S. and N. B.	1
Clerk to do	1
Fishery Overseers	34
,, Wardens.....	32

— 293

Total number of employés in outside service of Marine and Fishery
Department, exclusive of Officers and crews employed on the six
vessels forming the Marine Police, numbering about 140

739

APPENDICES

OF THE

FISHERIES BRANCH

OF THE

DEPARTMENT

OF

MARINE AND FISHERIES.

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APPENDIX No. 1.

STATEMENT of work of the Fisheries Branch of the Marine and Fisheries Department
performed during period from 1st January to 31st December, 1869.

	1869.	1868.	Increase
Letters received, acknowledged, examined, entered, indexed, or otherwise disposed of, covering 293 pages.....	2,984	2,381	603
Letters written, entered, indexed, and despatched, covering 2,108 pages.....	1,623	1,163	465
Reports to Council, written, entered, indexed and carried out.....	58	32	26
Orders in Council, received, registered, copied and carried out.....	33	37	-4
Overseers' Quarterly Accounts, examined and checked.....	182	100	82
Maps, compiled and copied.....	185	127	58
Special statements, and memoranda for Minister, covering 120 pages.....	24	17	7
Requisitions for cheques.....	420	340	80
Miscellaneous documents, prepared and copied, covering 2,186 pages..... pp.	2,186	1,800	386
Licenses made out and delivered.....	592	382	210
Circulars written to Overseers and others.....	419	184	235
	8,691	6,563	2,128

Certified

W. F. WHITCHER,

Department of Marine and Fisheries,
Fisheries Branch,
Ottawa, 1869.

P. MITCHELL,
Minister of Marine and Fisheries.

APPENDIX No. 2.

SCHEDULE of Fishery Officers in the Provinces of Ontario, Quebec, Nova Scotia, and New Brunswick, appointed under the Fisheries Act (1868), with Districts, Post Office Address, Salary, &c., &c., distinguishing those who being Fishery Overseers are instructed to Act *ex officio* as Magistrates from those who act in the capacity of Fishery Wardens, and do not exercise magisterial powers.

PROVINCE OF ONTARIO.

Name.	District.	Address.	Overseer or Warden.	Salary.
				\$ c.
Henry Hunt.....	Larue's Island.....	Rockport.....	Warden.	20 00
Jno. Wallace.....	Lindoe Island, Gananoque and Charleston Lakes.....	Lansdown.....	do	40 00
J. A. Cameron.....	Cornwall to Coteau du Lac.....	Summerstown.....	Overseer	50 00
Jno. Mooney.....	Brockville to Cornwall.....	Prescott.....	do	50 00
Peter Kiel.....	Wolfe and Amherst Islands, and waters around down to Brockville.	Wolfe Island.....	do	100 00
Jos. Pierson.....	Carrying Place to Wellington.....	Consecon.....	do	75 00
G. D. Platt.....	West Point to Point Peter.....	Salmon Point, Picton.....	do	50 00
Wm. A. Palen.....	Point Peter to Petticoat Point.....	Point Peter, Cherry Valley.....	do	50 00
Jno. G. Hicks.....	Petticoat Point to Black River.....	Point Traverse.....	do	75 00
Wm. Plews.....	Black River to Bongard's Wharf.....	Cape Vesey (Cressy).....	do	50 00
Jas. K. Cameron.....	Cobourg to Brighton, with tribu- tary streams and lakes, including Rice Lake.....	Cobourg.....	do	200 00
Chas. Wilkins.....	Waters of the Bay of Quinte front- ing on Counties of Northumber- land, Addington, Lennox, Hast- ings, and Frontenac.....	Belleville.....	do	100 00
Samuel Wilmot.....	Toronto to Presqu'ile.....	Newcastle.....	do	*1200 00
Jno. W. Kerr.....	Whitby Harbour to Long Point.....	Hamilton.....	do	200 00
P. Marentette.....	Thames River and tributaries.....	Sandwich.....	do	100 00
S. A. Mac Vicar.....	Goderich to Rond'Eau.....	Sarnia.....	do	200 00
Farquhar Mc.Rae.....	Goderich to Cape Hurd.....	Southampton.....	do	100 00
Jno. Eastwood.....	Sydenham River, and Lake St. Clair, from Baptiste Creek to Baby's Point.....	Wallacebury.....	do	50 00
Geo. S. Miller.....	Cape Hurd to Penetanguishene.....	Owen Sound.....	do	100 00
Wm. Plummer.....	Penetanguishene to Thessalon River.....	Manitowaning.....	do	100 00
Jos. Wilson.....	Thessalon River to Head of Lake Superior.....	Sault Ste. Marie.....	do	100 00
J. S. Dennis.....	Lake Simcoe and tributaries.....	Toronto.....	do	50 00
W. E. Shipman.....	Scugog, Sturgeon, and Balsam Lakes.....	Port Perry.....	do	50 00
Jas. Bird.....	Inland waters Co. Peterboro'.....	North Doura.....	do	100 00
				\$3,660 00

* Has charge of Government Fish-breeding establishment at Grafton Creek.

PROVINCE OF QUEBEC.

Name.	District.	Address.	Overseer or Warden.	Salary.
Napoleon Lavoie.....	Gulf and Lower St. Lawrence Division.....	Percé (in summer), L'Islet (in winter).....		\$ c.
Alfred Blais	Point Lévi to Matane	Rimouski.....	(*) Overseer ...	1200 00 200 00
Jos. I. Letourneau ...	Cape Chatte to River Ste. Anne des Monts	Ste. Anne des Monts	do.	50 00
P. Vibert	Point Peter to Percé	Percé	do.	†
Jos. Eden	York, Dartmouth, and St. John Rivers, Gaspé Basin and Bay, to Point Peter	Gaspé Basin	do.	50 00
Jas. M. Remon	Percé to Point Maquereau	Pabos	do.	50 00
Wm. Phelan	Point Maquereau to Paspébiac Point	Port Daniel	do.	50 00
R. W. H. Dimock ...	Paspébiac Point to River Grand Cascapedia	New Richmond	do.	50 00
Finlay Cook	Grand Cascapedia to Maguasha Point	Maria	do.	50 00
Alex. Fraser	Maguasha Point to River Matapedia, including same	Matapedia	do.	50 00
Jno. Mowat	Restigouche River, from Mission Point upwards, including tributaries in Cos. of Bonaventure and Restigouche	Matapedia	do.	50 00
Jos. Beaulieu	Esquimaux Point to Shelldrake River	Mingan (summer), Carleton (winter).....	do.	150 00
Alex. Comeau	English Bay to Little Margaret River	Trinity Bay, viâ Bersimis	do.	50 00
C. Demeule	River du Gouffre to Black River, including rivers and interior lakes adjacent to Murray Bay and St. Paul's Bay	Murray Bay	Warden ...	50 00
R. Boulliane	Canard River to Bersimis River, including the River Saguenay and all tributary streams	Bergeronnes, viâ Tadou-sac	Overseer ...	100 00
S. F. Copp	Lakes Memphremagog, Orford Pond, Sugar Loaf Pond, and Brown Lake, with tributaries	Georgeville	do.	40 00
W. C. Willis	Waters in District of St. Francis	Sherbrooke	do.	100 00
H. W. Austin	District of Richelieu, together with Richelieu River and tributaries	Chambly	do.	100 00
D. McFarlane	Chateauguay River and tributaries	Huntingdon	do.	50 00
R. McCorkill.....	Yamaska River and tributaries	West Farnham	do.	50 00
P. E. Luke	Missisquoi Bay in Lake Champlain and Pike River	Philipsburg	do.	50 00
Danl. Rosa	Lakes Beauport, St. Charles and adjacent lakes	Quebec	Warden ...	50 00
L. P. Huot	Lakes Philippe, Gagné, and adjacent lakes	Chateau Richer	do.	50 00
				\$2,640 00

Local guardians are also placed by the Department each season, as occasion requires, at Moisie, Natashquan, Watsheeshoo, Cape Whittle, and Anticosti.

* Officer in charge of *La Canadienne*.

† Per-centage on issue of licences to American vessels.

PROVINCE OF NOVA SCOTIA.

Name.	District.	Address.	Overseer or Warden	Salary.
W. H. Rogers	Nova Scotia	Amherst	Fishery Of- ficer	\$ c 800 00
	<i>Cumberland County.</i>			
Thos. H. Patton	Cumberland County, Eastern Di- vision, embracing all streams emptying into the straits of Northumberland	River Philip	Overseer	100 00
Oliver Fillmore	River Philip, Hanams Falls, up- wards	River Philip	Warden	25 00
David Stewart	River Philip, Hanams Falls, down- wards	River Philip	do.	25 00
Jeremiah Brownell	Shinimicas River	Shinimicas, Goose River	do.	25 00
Asa Fillmore	River Philip	River Philip	do.	25 00
Geo. Dimock	Cumberland County, Western Di- vision, including all streams flowing into Bay of Fundy	Amherst	Overseer	100 00
David Corbett	Laplanche and Nappan Rivers	Amherst	Warden	25 00
Moses Harrison	Maccan River	Maccan W.O.	do.	25 00
John H. Barnes	River Hebert		do.	25 00
Francis L. Jenks	Farrsboro' River	Farrsborough	do.	25 00
	<i>Annapolis County.</i>			
W. T. Carty	Annapolis County	Annapolis	Overseer	120 00
Geo. Hardwick	Annapolis and Languille Rivers	Annapolis	Warden	25 00
John H. Hicks	Bridgetown River	Bridgetown	do.	25 00
James Viditol	Nictaux River	Nictaux River, Wilmot.	do.	25 00
	<i>Digby County.</i>			
James H. Morehouse	Digby County	Digby Neck Settlement,	Overseer	120 00
Wm. Odell	Joggins River	Digby	Warden	25 00
Basil R. Robicheau	Salmon River	Salmon River W.O.	do.	25 00
Lochlin McKay	St. Mary's Bay	St. Mary's Bay W.O.	do.	25 00
Robert Journey	Sissaboo River	Digby	do.	25 00
	<i>Queen's County.</i>			
Saml. T. N. Sellon	Queen's County	Liverpool	Overseer	120 00
Stephen Clements	Port Point to Salmon Rocks, Milton Bridge, on Liverpool River	Liverpool	Warden	25 00
Theodosius Ford	Milton Bridge, up Port Liverpool River	Milton	do.	25 00
Wm. Buchanan	Salmon Rock to Puddingpan Island, around the coast	Liverpool	do.	20 00
Hy. Hocker	Puddingpan Island to Toby's Island up Pt. Medway River to Dog Cove	Port Medway	do.	30 00
Ephraim Mack	From Steam Mills to Salters Falls on Port Medway River	Mill's Village	do.	30 00
Barnabas Miles	Salter's Falls to Pawn Hook on Pt. Medway River	Greenfiled W. O.	do.	20 00
Stephen Smith	Pawn Hook to Brookfield	Liverpool	do.	20 00
Jonathan Smith	Port Point to Western Head, Liverpool Harbor	Liverpool	do.	15 00
James Farquhar	Western Head, Liverpool Harbor, to Broad River, Port Mouton and Port Joli	Liverpool	do.	30 00

PROVINCE OF NOVA SCOTIA.—Continued.

Name.	District.	Address.	Overseer or Warden.	Salary.
<i>Shelburn County.</i>				\$ cts.
Wm. Muir, Jun.	Shelburn County	Shelburn	Overseer	125 00
David Powell.	Barrington River	Barrington	Warden	20 00
W. McKay	Clyde River	Barrington	do.	20 00
Mathias Greenwood..	Round Bay River	Clyde River W. O.	do.	20 00
Geo. Acher	Birchtown River	Shelburn	do.	15 00
Richd. McGill	Roseway River	Shelburn	do.	20 00
James Mullins	Jordan River	Shelburn	do.	30 00
Lathrop Freeman	Sable River	Sable River W.O.	do.	20 00
Hy. Ackerman	Green Harbour	Ragged Island, Lockes Island W.O.	do.	20 00
<i>Halifax County.</i>				
Ezekiel Sibley	Halifax County, East Division, Dartmouth to Ecum Secum	Meagher's Grant W.O. Musquodoboit	Overseer	100 00
Wm. Guild	From Ship Harbor to Chezzetcook, inclusive	Lunenburg	Warden	40 00
Wm. Hall	Sheet Harbor	Halifax Harbour	do.	40 00
John Fitzgerrald	Halifax Harbor to Margaret Bay, Portuguese Cove	Portuguese Cove	Overseer	100 00
Archld. Kidston	From Peggy's Cove to Terrence Bay	Spryfield	Warden	40 00
George Deauphiné	From Hubbert's to Peggy's Cove, Margaret Bay	Margaret Bay, Peggy's Cove, W.O.	do.	40 00
<i>Victoria County.</i>				
Donald McRae, Jun.	Victoria County	Baddeck	Overseer	120 00
Jno. McLellan	Middle River	Middle River W.O. Bad- deck	Warden	25 00
Donald McQuarrie	Ditto	Baddeck	do.	25 00
Donald McMillan	Baddeck River	Middle River W.O. Bad- deck	do.	25 00
Angus McKenzie	North River	North River W.O.	do.	25 00
Donald McRae	Baddeck River tributaries	Baddeck	do.	25 00
<i>Pictou County.</i>				
Walter Murray	Pictou County, East Division, in- cluding Sutherland's, French and Barney's River	Barney's River W.O. Barney's River W.O. New Glasgow	Overseer	100 00
Barnabas Arbuckle	Barney's River	New Glasgow	Warden	25 00
Donald Rankin	Sutherland River	Bailey's Brook W.O.	do.	25 00
Angus McDonald	Bailey's Brook	do.	do.	20 00
William Brain	Doctor's Brook	Malignant River	do.	10 00
Angus McDonald	Malignant River	do.	do.	10 00
Thomas Graham	Pictou County, West Division, in- cluding East, Middle, West and Caribou Rivers	New Glasgow	Overseer	100 00
Wm. Smith	New Glasgow Bridge to head of East River	New Glasgow	Warden	30 00
Wm. Graham	New Glasgow Bridge to Harbour.	New Glasgow	do.	25 00
Robt. Archibald	Middle River	Middle River	do.	25 00
Geo. Sutherland	West River	do.	do.	25 00
Dan McKenzie	Caribou River	Caribou R.	do.	25 00
Jno. Cameron	River John	do.	do.	25 00
Donald McDonald	Cape John and Toney Rivers	River John	do.	20 00

PROVINCE OF NOVA SCOTIA.—Continued.

Name.	District.	Address.	Overseer or Warden	Salary.
<i>Cape Breton County.</i>				\$ cts.
Francis Quinan	Cape Breton Co.	Sydney	Overseer	120 00
Anthony Spencer	Mira River, Black Brook	Mira Gut W.O.	Warden	25 00
Thos. Burke	Mira Bridge and Trout Brook	Mira W.O. Bridgetown	do.	25 00
Donald Gillis	Salmon River	Arichat	do.	25 00
Thos. Moore	Balls and Leech's Creeks	North Sydney	do.	20 00
Donald McDonald	Sydney River and Forks	Lingan	do.	20 00
Alex. McLean	Millbrook		do.	20 00
<i>King's County.</i>				
Benjamin E. Smith	King's County	Kentville	Overseer	125 00
John E. Starr	King's County, with special refer- ence to the coast fisheries	Wolfville	do.	125 00
<i>Colchester County.</i>				
Wm. Blair	Colchester Co. South Division	Onslow	do.	100 00
Richd. C. Archibald	Salmon River	Truro	Warden	25 00
David Moore	Shubenacadie River	Shubenacadie River	do.	25 00
Robt. J. Pollock	Stewiack River (lower portion)	Lower Stewiack	do.	25 00
Geo. Fulton	Stewiack River (upper portion)	Stewiack River, Brook- field	do.	25 00
James Bonyman		Tatamagouche	do.	25 00
Charles Cummings	Colchester County, North Division	Londonderry	Overseer	100 00
Henderson Gass	Waugh's River	Ditto	Warden	25 00
Robert Fletcher	Dé Bert River	Ditto	do.	25 00
James B. Vance	Folly River	Ditto	do.	25 00
Hy. M. Fulton	Portapique River	Portapique W.O.	do.	25 00
Jno. A. P. McLellan	Economy River	Economy	do.	25 00
<i>Yarmouth County.</i>				
T. B. Crosby	Yarmouth County	Tusket	Overseer	100 00
Robt. Baker	From Lower Narrows to Mouth of Tusket River	Yarmouth	Warden	25 00
J. A. Hatfield	From Reynard's Falls to Lower Narrows, Tusket River	Tusket	do.	25 00
Wm. Kavanagh	Gurill's Bridge to Coldstream	Tusket	do.	25 00
Wm. Prosser	Branches of River above Reynard's Falls	Ditto	do.	25 00
Eustace Nickerson	Salmon River	Yarmouth	do.	25 00
Edward Perry	Little River	Yarmouth	do.	25 00
<i>Lunenburg County.</i>				
Daniel Dimock	Lunenburg Co. East div., Middle Gold, Martin's and Mushamush Rivers	Chester	Overseer	100 00
Ebenezer Frail	Eastern River	Chester	Warden	25 00
James Corkum	Middle River		do.	25 00
Benjamin Keddy	Lower Gold River	Chester	do.	25 00
David Vienot	Upper Gold River	Beech Hill, Chester	do.	25 00
Jas. Langille	Martin's River	Chester	do.	25 00
Henry S. Jost	Lunenburg Co. West Division	Lunenburg	Overseer	100 00
Chas. Pernette	From mouth of Lahave River to Wilkie's Cove	Lunenburg	Warden	25 00
Jas. E. Dauphiné	Wilkie's Cove to Hy. Koch's	Lahave River W.O.	do.	25 00
Jas. Mossman	From Henry Koch's to Knock's	Lunenburg	do.	25 00
Edwd. Morgan	Knocks to source of Lahave River	Lahave River, New Ger- many W.O.	do.	25 00

PROVINCE OF NOVA SCOTIA.—Continued.

Name.	District.	Address.	Overseer or Warden.	Salary.
				8 cts.
<i>Inverness County.</i>				
Murdoch A. Ross	Inverness Co. East Division	North East Margaree	Overseer	100 00
Jno. McIntosh	From mouth of Margaree River to South West Chapel	Margaree	Warden	25 00
Jno. Carmichael	Middle portion of Margaree River	Margaree W.O.	do.	25 00
Donald Gillies	Upper waters and tributaries of Margaree River	Margaree River, Mabou	do.	25 00
Reuben Philips	Upper waters and tributaries, Margaree River	do.	do.	25 00
John McRae		do.	do.	25 00
Bernard Dwyer	Inverness Co. West Division	Mabou	Overseer	100 00
Wm. Grant	Mabou River	Mabou	Warden	25 00
Angus McIntyre	River Denis	River Denis W.O.	do.	25 00
Donald McDonald	River Inhabitants	River Inhabitants W.O.	do.	25 00
Angus Cameron	Ditto ditto	River Inhabitants	do.	25 00
<i>Richmond County.</i>				
Duncan Cameron	Eastern Division from River Bourgeoisie to East boundary of County, including said river	St. Peters	Overseer	125 00
Alex. Urquhart	Grand River	Grand River W.O.	Warden	30 00
Hector McKinnon	Loch Lomond	Loch Lomond W.O.	do.	30 00
Jno. H. Ballam	Western Division, from River Bourgeoisie to West boundary of County	Arichat	Overseer	125 00
Peter W. Grouchy	Decousse River	Decousse River, Arichat	Warden	30 00
John Proctor, Sen.	Inhabitants River	Port Hawkesbury	do.	30 00
<i>Hants County.</i>				
Peter I. Burnham	Hants County, Western Division to extend from West County line to Walton	Windsor	Overseer	100 00
John W. Dinsmore	Shubenacadie R. from Stewiacke R. to Halifax County line	Shubenacadie	Warden	30 00
James Mosher	Rivers Meander and Herbert, from mouth to source	Brooklyn	do.	30 00
Timothy B. O'Brien	East Division from Walton to Colchester line	Windsor	Overseer	100 00
Joseph Mosher	Kennetcook River, from its mouth to the head of tide	Newport	Warden	30 00
Jas. M. O'Brien	Walton and Kennetcook rivers	Maitland	do.	30 00
<i>Guysborough County.</i>				
Jas. A. Tory	Guysborough Co.	Guisborough	Overseer	125 00
Jas. Cook	Salmon River, from mouth of river to Graham's West Line	Salmon River W.O.	Warden	25 00
Wm. P. Carritt	From Graham's West Line to foot of Neil's Lake, including North branch and Lake	Salmon River W.O.	do.	20 00
Wm. H. Chisholm	From foot of Neil's Lake to Beaver Dam Lake inclusive, and all the lakes which it passes through	Salmon River W. Branch, Guysborough	do.	15
Donald Gunn	From mouth of Scott's place to Country Harbour Lake, including Gunn's Brook from main river to Hurley's Lake	Cross Roads	do.	30 0

PROVINCE OF NOVA SCOTIA.—Continued.

Name.	District.	Address.	Overseer or Warden.	Salary.
	<i>Guysborough County.—Suite.</i>			\$ cts.
William Pride	From mouth of river to Sinclair's point, including stream from Wine Harbour to Lakes	Sherbrook, St. Mary's	do.	30 00
Thos. McKeen	From Forks to Country line, including McKeen's Mill and Brook to Lake	Melrose	do.	30 00
Thos. McKenzie	From Forks to Indian-man's Brook	Glenelg	do.	30 00
Robt. McKay	From head of tide to head of Intervale on the North Branch, and to Cameron's Mill on the Valley Branch	Guysboro, Intervale W.O.	do.	15 00
Jas. R. Bruce	From mouth of Clan Harbor River to Upper Falls	Guysborough	Warden	10 00
Jas. Nickerson	From Beach to Falls, including North West Brook	New Harbor W.O.	do.	15 00
	<i>Antigonish County.</i>			
Richd. Smith	Antigonish Co.	Antigonish	Overseer	125 00
Angus McDonald	From mouth of Harbor to foot of Marsh, from thence up Tracadie stream to Lake, from Marsh up to Monastery Brook, including French Settlement Brook and Tarbits	Tracadie	Warden	30 00
Alex. Chisholm, Jun.	From mouth of Harbor to Forks, from thence on the Pomquet River to V. Chisholm's Mill, and from Forks on the Black River to Falls	Pomquet Forks, Antigonish	do.	25 00
Albert Randall	From Shore to Lake	Bayfield W.O.,	do.	15 00
Colin Chisholm	From Antigonish Harbor to McWilliams or St. Andrew's Bridge	Lower South River, Antigonish	do.	25 00
Angus McDonald	From McWilliam's Bridge to Frazer's Bridge, including Big Brook	Upper South River, Antigonish	do.	25 00
Jno. Cumming	From Frazer's Bridge to Country Line at the head of Lake	Upper South River, Antigonish	do.	20 00
Jno. Dexter	From Antigonish Harbour (foot of Marsh) to Trotter's Millbrook, thence up said Brook to Trotter's Mills, including both branches of West River and Bailey's Brook	Antigonish	do.	30 00
Jno. Smith	From Trotter's Mill-Brook to W. Thompson's dam	West River, Antigonish	do.	25 00
Jas. McLean	From Thompson's dam to Addington Forks Bridge	West River, Addington Forks, Antigonish	do.	25 00
Hugh Cameron	From Forks Bridge to Pinkeytown Bridge, including James River and Beaver River	Addington W.O.	do.	25 00
Duncan Fraser	From Pinkeytown Bridge to Stewart's Mill	Ohio	do.	20

PROVINCE OF NEW BRUNSWICK.

Name.	District.	Address.	Overseer or Warden.	Salary.
W. H. Venning	New Brunswick and Nova Scotia.	St. John, N.B.	Inspector of Fisheries.	\$ c 1400 00
	<i>County of Restigouche.</i>			
E. Ferguson	Little Dune River to Morris Rock.	Dalhousie.	Overseer	100 00
Wm. McMillan	From Little Belledune to Eel River	New Mills	do.	100 00
Jno. Galbraith	Charlo River	Dalhousie.	Warden	25 00
Jas. McMillan	Jacquet River.	River Louison, W. O.	do.	25 00
	<i>County of Gloucester.</i>			
Jas. Hickson	River Nipissiguit and tributaries, with Sea Coast and streams from Bathurst Harbor to Belle Dune River (both inclusive)	Bathurst	Overseer	150 00
Jno. Meaghan, Junr.	Barreau Point to Bathurst Harbor	Bathurst	do.	100 00
Juste Hache	Oyster beds in Co. of Gloucester, Carraquet, and Shippegan	Carraquet	do.	100 00
Justinian Savoy	Tracadie	Tracadie W.O.	do.	30 00
Jno. L. Veno	Pokemouche	Pokemouche	Warden	30 00
Wm. Bateman	Nipissiguit River	Bathurst	do.	50 00
Jas. Russell	From Point Mizzinette in Gloucester, round Miscou to Tabusintac	Newcastle, Miramichi.	Fishery Officer for issue of licenses to foreign fishing vessels	240 00
	<i>County of Northumberland.</i>			
Thos. Savoy	Burnt Church River and tributaries	Upper Neguac	Overseer	30 00
Alexr. Murray	Tabusintac River and tributaries.	Tabusintac, Miramichi	do.	30 00
Andrew Grant	Miramichi River and Bay with tributaries below East end of Beaubairs Island, and fishing ground North of Main Channel.	Chatham, Miramichi	do.	100 00
Amos Perley	Miramichi River and Bay east of Beaubairs Island in the Parishes of Glenelg and Chatham.	Chatham, Miramichi	do.	100 00
Christopher Parker	Miramichi River and tributaries from Newcastle to Prices Island, between Beaubairs Island and Boiestown	New Castle, Miramichi.	do.	160 00
John Hogan	Miramichi River (N. W.) and tributaries from East end of Beaubairs Island upwards.	New Castle, Miramichi.	do.	160 00
Aaron Hovey	Miramichi River (S. W.) and tributaries between Blissfield and Boiestown	Boiestown	Warden	30 00
John Jardine	From Elm Tree Brook to Squire Underhill's, on S. W. Miramichi River.	Blackville, Indiantown	do.	30 00
Kenneth Cameron.	Miramichi River S.W. from line of Blissfield to the Head Waters and tributaries	Boiestown, Miramichi.	Overseer	100 00
Henry Vye, Sen.	From Beaubairs Island to Parker's on South West, and from said Island to Huchinson's Ferry on North West.	Newcastle, Miramichi	Warden	30 00
Wm. Hawe	Cains River and tributaries.	Cains River, Miramichi	do.	30 00
Geo. Smith	Bartibog River and feeders	Lower Newcastle, W. O. Miramichi	do.	30 00

PROVINCE OF NEW BRUNSWICK.—*Continued.*

Name.	District.	Address.	Overseer or Warden.	Salary.
	<i>County of Northumberland.—Suite.</i>			\$ cts.
Patrick Bergin.....	Cains River, Parish of Blackville.	Dumfhey, W. O. Parish Blackville. S. W. Miramichi.....	do.	30 00
Thos. Smith.....	From lower end of Fingley's Island on N.W. Miramichi, upwards, and the Big Sevogle.....	North Esk, Miramichi...	do.	30 00
David Somers.....	From lower side of Ox-Bow, on the little South West upwards..	North Esk, Miramichi..	Overseer....	30 00
David Whitney.....	Little South West River and tributaries.....	North Esk, Miramichi..	Warden....	30 00
Denis Hogan.....	Renous River and tributaries.....	Renous Bridge W. O.....	do.	30 00
Thos. McKenzie.....	From Dunbar's Point on N. W. Miramichi to lower end of Fingley's Island on Little South West to lower side of Ox Bow.....	North Esk, Miramichi..	do.	30 00
Robt. Brimmer.....	Napan and Black Rivers and tributaries.....	Chatham, Miramichi....	do.	30 00
John Williston.....	Bay Du Vin River and Bay, with Parish of Hardwick, Fox, and other Islands and Stations on South side of Main Channel of Miramichi River.....	Bay du Vin W. O.....	Overseer....	100 00
Wm. Wyse.....	From Point Escuminac in Northumberland, to Shippegan Gully in Gloucester.....	Chatham, Miramichi....	Fishery Officer for issue of licenses to foreign vessels.....	240 00
	<i>County of Kent.</i>			
Chas. Cormier.....	Cocaigne River.....	Dundas.....	Overseer....	100 00
J. Mc. D. Sutherland.....	Richibucto River.....	Richibucto.....	Warden....	30 00
Francis B. Légaré.....	Little Buctouche River.....	Little Buctouche River, Shediac.....	do.	30 00
	<i>County of Westmoreland.</i>			
Wm. B. Deacon.....	Shediac.....	Shediac.....	Overseer....	60 00
Jno. Wright.....	Petitcodiac and Memramcook River	Moncton.....	Warden....	60 00
	<i>County of Albert.</i>			
Jno. Alcorn.....	County of Albert.....	Harvey.....	Overseer....	30 00
John Taylor.....	Petitcodiac River.....	Coverdale.....	Warden....	30 00
Richd. Gross.....	Mouth of Petitcodiac and Dorchester Bay.....	Hillsboro'.....	do.	30 00
Jacob Beck.....	Pollet River.....	Elgin.....	do.	30 00
	<i>County of Charlotte.</i>			
B. L. Cunningham.....	Inner Bay or Passamaquoddy.....	Chamcock W. O.....	Overseer....	30 00
J. W. Fountain.....	Campo-Bello, and West Isles with Coast and Streams in Charlotte County.....	Deer Island, Fairhaven, W. O.....	do.	100 00
Patrick Curran.....	St. Croix River and Tributaries..	Milltown, St. Stephen...	do.	30 00
Lorenzo Drake.....	Grand Manan Island.....	Grand Manan.....	Overseer....	100 00
W. B. McLaughlin.....	Grand Manan spawning grounds	Grand Manan.....	do.	*240 00
Leonard Best.....	East District from Le Tête to Lepreaux.....	Beaver Harbor W. O.....	do.	150 00
Saml. Dick.....	St. George to Beaver Harbor.....	Latéte W. O.....	Warden....	30 00
Robt. Dixon.....	Scelys Cove to Lepreaux.....	Lepreaux.....	do.	30 00

PROVINCE OF NEW BRUNSWICK.—*Concluded.*

Name.	District.	Address.	Overseer of Warden.	Salary.
<i>County of King's.</i>				\$ cts.
Isaac Foshay.....	Co. of Kings.....	Sussex, Apohaqui.....	Overseer.....	100 00
Saml. Gosline.....	From the mouth of Smith's Creek upwards.....	Smith's Creek W. O.....	do.	30 00
Saml. F. Ryan.....	Mill Stream.....	Studholm, Apohaqui.....	Warden.....	30 00
<i>County of Queen's.</i>				
Isaiah Langan.....	Salmon River.....	Chipman W. O. Gasperaux	do.	30 00
<i>County of Sunbury.</i>				
Reuben Hoben.....	St. John's River, Indiantown to County Line of York.....	Burton W. O.....	Overseer.....	100 00
<i>County of York.</i>				
Chas. McPherson.....	County of York.....	Fredericton.....	do.	150 00
Jas. Campbell.....	Grand Pass on St. John's River upwards.....	Kingsclear W. O. Fredericton.....	Warden.....	30 00
Wm. Brown.....	From Price's Bend to Burnt Hill	Southampton.....	do.	30 00
Alex. Moir.....	S. W. Miramichi.....	Bloomfield.....	do.	30 00
<i>County of Carleton.</i>				
Hugh Miller.....	Miramichi River (S. W.) from Head waters to Forks.....	Glassville.....	Overseer.....	30 00
Hugh Harrison.....	St. John's River and tributaries from Long's Creek to Tobique Rvr	Woodstock.....	do.	100 00
Geo. Stickney.....	St. John's River.....	Haviland W. O.....	Warden.....	30 00
Toussaint Tremblay..	St. John's River from Eel River to Woodstock.....		do.	30 00
<i>County of Victoria.</i>				
John Giberson.....	Tobique River.....	Andover.....	Overseer.....	30 00
Chas. McClusky.....	Co. of Victoria.....	Grand Falls.....	do.	100 00
Robt. Melville.....	Three Brooks, Branch of Tobique River.....	Arthurette W. O.....	Warden.....	30 00
Geo. Bedell.....	Salmon River.....	Andover.....	do.	30 00

* Including boat-hire.

APPENDIX No. 3.

REPORT OF THE CRUISE OF THE GOVERNMENT SCHOONER "LA CANADIENNE," IN THE RIVER AND GULF OF ST. LAWRENCE, FOR THE SEASON OF 1869, UNDER COMMAND OF N. LAVOIE, Esq., FISHERY OFFICER IN CHARGE.

The bad weather experienced during the latter part of April, and in the beginning of May, having delayed the repairs necessary to enable *La Canadienne* to fulfil her ordinary duties in the Gulf, she was unable to leave Quebec before the 21st May, on which date she commenced her voyage, and on the 28th anchored at Gaspé.

Nothing worthy of notice occurred between Quebec and Rimouski, with the exception of meeting a large school of porpoises ascending the St. Lawrence, opposite River Ouelle. These animals, which were formerly abundant, and the pursuit of which afforded handsome profits to the inhabitants of River Ouelle and Isle aux Coudres, have now become more wary, and keep further away from our shores, following the middle channel of the river in their migrations. Porpoises generally have two ways of feeding, viz. : either by rooting with their snouts in the sand and mud, in search of small fish therein, or by chasing the herring, mackerel and salmon fry, when they visit our shores in the spring. In the excitement of pursuing their prey, unconscious of danger, they enter, and are caught in the fisheries set for that purpose. The present scarcity of these animals may, to a great extent, be attributed to the erection of wharves, thereby causing a change in the direction of the currents, and consequently altering the run of the porpoises.

At Rimouski, where the schooner stopped for a few hours, awaiting final instructions, herrings, though late in making their appearance, had been most abundant. The inhabitants, however, were debarred from taking full advantage of this, as a violent easterly storm had a few days before carried away most of the fisheries; those which escaped had a daily catch of from 50 to 80 barrels. Want of means of communication has up to this time been the main cause of preventing the fishermen of Rimouski from reaping all the advantages which an abundance of fish otherwise would afford. Spring herring is generally lean, and when salted diminishes in size and becomes insipid; consequently, it is mostly used fresh. Out of the usual catch, what is not required for local consumption, is applied to the land as manure, and the abundant crops raised by this fertilizer, can scarcely be credited. The Intercolonial Railway will afford an easy and speedy means of transport, and open a new channel for the trade of the lower parishes, by enabling the fishermen to send their fish in a fresh state to the Dominion and United States markets, where they will command a proper value.

From Quebec to Rimouski, *La Canadienne* experienced fine weather, but at the latter place encountered a violent snow storm, which obliged her to seek shelter under lee of Barnaby Island, having received severe damage to her sails and rigging. On the following day, whilst sailing along the Gaspé coast, which was still covered with the winter's snow, the vessel suddenly sprung a leak, and when discovered, there were already four feet of water in the hold. This naturally caused anxiety and excitement amongst the crew, which, however, speedily subsided under their sense of duty and instinctive attachment to life, and after long and tedious efforts bravely performed, all danger was overcome, and *La Canadienne* was brought safely to anchor in Gaspé Basin.

 COUNTY OF GASPÉ.

This county, being as it is one of the largest, will also, undoubtedly, become one of the most important in the country, owing to the richness of its soil, and the wealth the waters of the Gulf contain. Agriculture, which has till quite lately been at a standstill, has now made considerable progress, and fishermen, who have so long been poor, and at the mercy of merchants and owners, begin to understand, that in order to be free and happy, they must not reckon entirely on fishing pursuits, but must also pay some attention to agriculture. It is, indeed, a matter of regret to any one visiting Gaspesia and Bay des Chaleurs, when he sees how completely agriculture has not only been neglected, but even in several parts entirely ignored. The counties of Gaspé and Bonaventure should certainly be now the wealthiest ones in the country, had both the rich merchant and the poor fisherman understood formerly, as well as they do now, how important, not only to themselves, but to the whole country, was the cultivation of land, where the soil was so fertile and so easy of culture from the facilities for procuring manure. In spite of these advantages, large tracts of land are still met with on the shores of Gaspé and Bay des Chaleurs, covered with thick forests, which the settler's axe has up to this time too much spared. The population of this part of the country, where a large family can subsist on the produce of ten acres, whilst one hundred would be requisite near the cities, are mainly poor in consequence of their dislike to farming. However, tillage now progresses fairly in Gaspé, and the judicious and patriotic legislation of the Local Government in colonization and agricultural matters, cannot fail to convince this hardy and vigorous portion of our population, of the importance of cultivating their lands. They will find that thereby they will become rich and independent, and free from the bondage under which for so long a time they lay, the fetters of which were daily becoming firmer.

The County of Gaspé employs the largest number of fishermen, and its fisheries are the most productive, as may be seen by referring to the appendices annexed to this report.

GASPÉ.

Gaspé is situated at the bottom of the bay of the same name, and must increase in future importance, owing to the accommodation afforded by its harbor, which, though small, is capable of holding vessels of a large tonnage, and offers a safe shelter against the wind from all quarters. It is a harbor of refuge for all vessels unable to stand the gulf storms; and into it also repair fishing vessels, either for provisions or to take in cargoes for foreign countries. The houses, neatly built on the slope of a gently rising hill on each side of the harbor, present an agreeable appearance. The trip from Montreal to Gaspé will some day become fashionable. No other place in the country is finer or healthier during the summer. As a bathing place it is the most retired, and withal the most lovely on the Lower St. Lawrence. The only existing drawback is the want of an easy and cheap mode of access. The waters of the bay are of a fair and stimulating temperature for sea bathing,—that powerful panacea as a restorative to those whose strength and vigor have been undermined by sedentary habits or the routine of city life. In addition to sea bathing, the surrounding scenery, which no one can fail to admire,—the delightful walks the sea shore affords, sheltered by the background of forest, or excursions on the sheltered waters of the Bay, operate beneficially upon the general system. The sea breeze, which generally sets in about 11 o'clock during the warmest days of July and August, cannot fail to add to the comfort of the tourist or invalid visiting this pretty spot. Though this digression has little relation fisheries to the of Gaspé, it may not be out of place here, should it draw the attention of Canadians and strangers towards this fine part of our Dominion, and its advantages.

Thanks to the wise policy pursued by the Department, and to the energy displayed by Fishery Overseers, salmon has considerably increased in numbers at Gaspé for the last few years. Last season's fishing was still better than that of the previous year, which

proves the correctness of the late lamented Mr. Tétu's remarks, in his report of 1868 :— "We may for the future safely dispel all fears of the disappearance of salmon, and live in expectation of seeing this noble fish placed within the reach of the purse both of the poor and wealthy." The rivers of the County were this year more productive than ever, and should the numbers of salmon which spawned in the York, Dartmouth and St. John Rivers meet with no accident, next season's fishing will again be good. Salmon came in earlier than usual, and of an unusually large size. It must also be taken into account that owing to the facility of communication between Gaspé and Quebec, fishermen were enabled to dispose of their fish *fresh*, which gives them much larger profits, and raises the price of salmon to \$23 and \$25 per barrel.

Mackerel fishing was likewise very good, lasting till November. Only one schooner, that of Captain Marshall, from Rustico, was engaged at this fishery in the Bay; she did very well. Gaspé and Douglastown fishermen also made a very large catch compared with that of previous years. This delicate fish, which is one of the most profitable to United States' fishermen, is only beginning to be appreciated by our own people.

Gaspé is the only place on the Gulf where schooners are fitted out for whale fishing, and this adventurous pursuit has been retained among the same families; those who follow it being the descendants of the hardy sailors who settled at Gaspé after the declaration of Independence by the United States, and forthwith engaged in this enterprise, which then yielded large profits. For several years past it had fallen off considerably, but a marked improvement took place this season. Out of five schooners fitted out for the fishery, four made a good voyage, and the fifth would have also done well if she had been properly equipped.

Strictly speaking, there is no cod fishing at Gaspé; but most of the cod caught on the North and South coast is brought there when prepared for exportation. This trade brings a large number of vessels to Gaspé all the year through, thus giving employment to the poorer population of the place, and of the neighborhood. Work consequently is abundant, either from that source, or with the farmers whose lands are here in a better state of farming than elsewhere. Lowndes Brothers' mill also employs a large number of hands during the summer; and during the winter the lumber shanties always engage any surplus labor.

For the last few years an American company has been expending considerable sums in boring for petroleum in the neighborhood of Gaspé, hitherto with but poor success; still profitable results are anticipated.

The various branches of trade, the activity consequent upon the arrival and departure of vessels, give to Gaspé an aspect of liveliness which is nowhere else noticeable on the Gulf except at Paspébiac. The entrance of the harbor is rather difficult during stormy nights; the new proposed lights will, however, remedy this evil. The crops were generally good.

Douglastown is a pretty place, and growing fast. Its population pays more attention to farming than to fishing, and a large number of well to-do farmers are met with, to whom agriculture supplies all the necessaries of life. They seem to understand their real interests, and it is only after seed time that the Douglastown inhabitants betake themselves to fishing. But as cod appears only in limited numbers on the fishing grounds of Douglastown, the fishermen of the locality have to leave their village and repair to the North shore, or to the Island of Anticosti. Two hundred of them went this season to the latter place, where they met with great success; those who remained at Douglastown did also very well. There are few salmon stands at Douglastown, but taking the limited number of stations into account, the catch was good and vastly superior to that of last year. On the other side of the Bay is the "Grand Grève," where are located two extensive fishing establishments, those of Messrs. Fruing and Hyson. This spot is well adapted for curing fish, the shore being composed of small stones upon which the sun acts very powerfully. Summer cod-fishing was excellent; the fall fishing, however, almost failed owing to contrary winds and frequent rains.

POINT ST. PIERRE, MALBAIE, AND BARACHOIS.

These places furnish a large number of fishermen of active habits, but rather troublesome, and given to quarrelling, especially when work or fishing fails. The services of the Commanding Officer of *La Canadienne* were required to settle several difficulties relating to fishing stations, as well as troubles between Municipalities and individuals. These difficulties, however, were amicably arranged.

Agriculture is comparatively backward in these places, though the opening of colonization roads must necessarily give it a fresh impulse. At the same time that these roads were commenced, for the initiative of which, the thanks of the Community are due to the member for the county, and to the liberality of the people, a first class grist mill was put up at Barachois. This building belongs to one Mr. Dechêne, and must prove a great boon to the poor settlers, who formerly had to make a long and dangerous journey to have their grain ground.

Summer fishing was excellent, but bait becoming scarce towards July, cod-fishing decreased, and it continued indifferent till the end of the fall.

Spring fishing was, however, so good, that it fully compensated the loss experienced during the summer, thereby making the season of 1869 vastly superior in quantity and value to that of last year.

PERCÉ, BONAVENTURE ISLAND, CAPE COVE, AND GRAND RIVER.

The above named places are the oldest as well as the most important fishing places on the Gulf of St. Lawrence. The fishing banks around Bonaventure Island and in the neighborhood of Percé are excellent. Should fishing fail near the shores, the fishermen repair to Orphan's or Miscou Banks, where they are always sure of success; cod, especially the large ones, seeming to have a preference for these spots. Percé employs the largest number of fishermen and fishing boats. The harbor is excellent for small craft, and its rocky shores are very favorable to the curing of fish. The same cannot be said of the protection afforded by the harbor to vessels of large tonnage, they are here constantly exposed to winds from the sea, and to a heavy swell even in calm weather. The great depth of water in the harbor makes the anchorage difficult and even dangerous. Thrice during the summer, in fine weather, did *La Canadienne* anchor in this harbor, and thrice had she occasion to regret it. The night of the 5th of November was a memorable instance of this, when trusting to the safety of Percé Harbor, her crew had suddenly to heave anchor and put to sea for the safety of the vessel, encountering the severest storm ever experienced on the coasts of Gaspé. During its continuance the schooner and the lives of those on board were in the utmost danger. Two vessels were lost during that night near by, one exactly where *La Canadienne* had been anchored; the other somewhat lower down.

Although Percé cannot boast of a safe harbor, it has natural beauties which are nowhere else met with, fertile and well cultivated lands, and a population whose civility and kindness cannot be surpassed. It is also the *chef lieu* of the district.

Percé Harbor is frequently visited by foreign schooners repairing thereto for provisions or water. Unfortunately, the behaviour of the crews of these vessels, especially where taverns exist, is far from being the best. Although there is only one tavern at Percé, it is one too many, and it would be desirable for the different municipalities to exercise the utmost vigilance over, or entirely dispense with any inducements for the violation of law and order.

Cod fishing began about the 26th of May, with a fair yield; towards the middle of July, however, bait failing considerably, fishing consequently fell off; still it may be said to have been good. Owing to constant high winds, fall fishing was almost a failure. The falling off in the catch, which is yearly more and more felt, has caused our fishermen to use improved methods of fishing; it is also the reason why from Point St. Peter to Bonaventure, bultow fishing is practised, which has long been done advantageously by foreign fishermen. It succeeds very well, especially when bait is scarce, but it meets with

opposition from those who say that only the large or mother fish are caught by it. Nothing positive can be said from personal experience on this matter; it seems, however, from the re-appearance of cod in as large quantities as formerly everywhere in the Gulf, that this theory is not so well founded as we have been led to suppose.

Grand River, the fly fishing division of which was not let this year, with a view to protect the natural reproduction of salmon, was visited by large quantities of fish; and the produce of the net fishing at its mouth was double that of last season.

SOUTH SHORE FROM CAPE CHATTE TO LA VIEILLE.

This part of the coast has several large cod fishing establishments amongst which are those of Messrs. Lamontagne, Hon. J. Le Boutillier, and Fruing and Co. The main portion of the population, which may be called agricultural, hails from the older parishes. The soil, although somewhat hilly, is fertile, and every kind of grain ripens. The great hindrance to a more extended pursuit of agriculture is the want of roads for communication with Gaspé, and thence with other parts of Canada. To this must also be attributed the poverty experienced on several parts of this coast, especially from Mont Louis to Fox River. Yet from the action of the local legislature, it is to be hoped that these inconveniences will soon disappear, and that before long these places will be brought into communication with the rest of the civilized world. A line of road has been run, and during October, workmen were busy at each end of the route; nobody can imagine the impulse this will give to that part of the coast, and of the advantage which will result to the Dominion generally. The population will increase materially, and greater aid can be rendered in the case of shipwrecked sailors on this inhospitable coast, than is now the case where population is so widely scattered.

The upper part of the county of Gaspé, extending from Nouvelles to Cape Chatte has made considerable progress of late years, and the splendid crops it yields are convincing proofs of the fertility of the land, and the mildness of the climate. It may be added that for several years the settlers of this locality have enjoyed good roads.

Cod fishing from Cape Rosiers to Mont Louis was comparatively better than from Gaspé to Grand River, as bait never failed. The average catch was 70 quintals per boat; which may be considered very satisfactory for a locality where the people are engaged as much in farming as in fishing. From Mont Louis to Cape Chatte, fishing was excellent, and even better than it had ever been in the knowledge of the oldest fisherman. Bad weather and rain, however, prevented the fish being well cured, and this is why a large quantity of fish could be classed only as inferior. There are a few salmon stands from Mont Louis to Tourelles, but owing to their being exposed to storms and heavy seas, difficulties occur in setting them; thus accounting for their frequent want of success. Salmon fishing in Ste. Anne's River was not as good as last year. This is not owing to a decrease in the number of fish; but the waters were so high in the spring that the fish ascended earlier than usual, and when the nets were set, the best of the fishing was past. The local Fishery Overseer reports a large quantity of salmon and trout on the spawning beds.

At Cape Chatte River, Mr. Lamontagne, the Hon. Mr. Price's agent, made an opening in the mill-dam, which enabled the salmon to ascend the stream. One would think that the salmon waited only for this opportunity, for the work was hardly finished when several were seen taking advantage of it. The abundance of trout in this stream is, however, to be regretted, as they will always prove a hindrance to the increase of salmon, and it would be well if they were got rid of as much as possible. The activity displayed by both the fishery guardians, and the penalties imposed upon the poachers last year, have had a salutary effect. In order to promote a speedy reproduction of salmon in this stream, nothing else seems to be required but to destroy the trout.

Mackerel, although numerous, was of a small size. Only four American schooners were seen during the summer, and they only remained a few days, meeting with no success. For more detailed information, reference can be made to the statistics annexed to this report.

 COUNTY OF BONAVENTURE.

The County of Bonaventure is almost as important as that of Gaspé with regard to fisheries. Its waters are not so much frequented by cod as those of Gaspé, but they yield a much larger number of salmon, mackerel, herring, smelt, and capelin.

Although agriculture is partially neglected, there are some fine and well cultivated farms along the shore, and at several points, such as Paspébiac, New Carlisle, Bonaventure, Restigouche, and Matapedia, farms are to be met with which rival the finest in the country.

The trade in fish exists on a large scale at Paspébiac, Port Daniel, and Carleton, owing to the firms recently established there for the curing and preparing of cod, salmon, and herring.

PABOS, NEWPORT, PORT DANIEL, PASPEBIAC.

Grand and Little Pabos are two fishing stations, giving their names to the adjoining rivers, which, however, are small and unfrequented by salmon. At certain seasons of the year, smelts enter these rivers in great abundance, and the farmers use such a quantity on their land for manure, as to give rise to the idea that this practice may in the end be injurious to fall cod fishing, since this fish is the only bait then procurable. The resident Fishery Overseer was consequently instructed, by the Department to explain to the farmers that it was to their own immediate interest not to abuse this practice. The cod-fishermen of Port Daniel and Grand River repair to Pabos and Newport for bait, when the same fails with them. Summer cod-fishing succeeded admirably, as there was an abundance of bait; and at the beginning of fall fishing the boats always returned with full loads. Later, however, continuous stormy weather prevented fishing of every kind.

The salmon fishermen of Pabos and Port Daniel succeeded very well, and, although they do not enjoy advantages similar to those of Gaspé in disposing of their fish whilst fresh, the new establishment of Mr. Brown, of New Brunswick, for canning fresh salmon has opened a fresh market, and is most useful to them. There is every reason to believe that Mr. Brown's success will lead him to extend his operations to other parts of the County of Bonaventure, to the great advantage of our fishermen.

Apart from some irregularities in the setting and number of fishing stands which were adjusted without difficulty, there occurred but one case of violation of the fishery laws, which was settled by the local Fishery Overseer.

Paspébiac is one of the finest parishes of the Bay des Chaleurs. The land seems to be good and in a fair state of cultivation; the farmers' houses are tidy and well built, and everything evinces prosperity. The harbor, without being as safe as that of Gaspé, is, nevertheless, good and easy of entrance. Two large firms have their fishing establishments there—viz., Messrs. Le Boutillier Bros. and Chas. Robin and Co.

Paspébiac is a harbor of refuge for schooners fishing for mackerel in the Bay des Chaleurs, and in this part of the gulf bordering Miscou Point, and part of the County of Gloucester, in New Brunswick. Although the number of these schooners was this year far less than usual, still there were, at different times, as many as 150 at Paspébiac and Port Daniel. These schooners hail from New Brunswick, Nova Scotia, Prince Edward Island and the United States. Amongst the foreign vessels some had licenses, others none. The schooners which fished in Bay des Chaleurs did well, and, indeed, mackerel fishing was most successful here, and the fish of the finest quality, each schooner averaging from 450 to 600 barrels and sometimes more. Mackerel kept near shore, and was even seined amongst the rocks. Codfish, which usually sells for \$3, reached \$4 this year; so that our fishermen have no reason to complain.

At Paspébiac there was a strong feeling against the crews of foreign schooners, who, two or three times, went ashore and committed all kinds of disorder, so much so, that the inhabitants were obliged to put night watchmen to guard their property, and secure themselves against the outrageous conduct of these people. It seemed as if they intended

to find fault with the long absence of *La Canadienne*, not taking into account that the presence of its officers in command is just as much, if not more, required at other places on the Gulf, where there are no courts of justice, no magistrates, no means of communication, and where force is the argument of the strongest party; neither do they take into consideration that a sailing vessel is liable to unavoidable delays. Another reason will be apparent: to maintain in both these places the peace and order required for the progress of commerce and agriculture, the people cannot depend solely on the aid of *La Canadienne*, as her presence is required also at the Magdalen Islands, coast of Labrador, &c. It would be far better that the local government, and especially the municipalities, should take measures to protect themselves, and maintain good order. There never can be an efficient protection of our fishing grounds, nor can foreign fishermen be prevented overrunning them, so long as the clause which gives them 24 hours' notice to leave a place where they have no right to be, exists. Relying on this guarantee, they can always tempt the chance once, and run the risk of only receiving a mild warning should a cruiser happen to come across them. This is why the number of vessels taking out licenses is, and will continue decreasing, as the example of those who have succeeded without a license, cannot but produce a bad effect. This too moderate clause of the law should be struck out; for why should such regards be shown to strangers who impose on our exported fish duties which amount to a prohibition. When these fishermen see to what penalty a violation of the law exposes them, they will respect it.

NEW RICHMOND and MARIA are parishes where agriculture is a prominent feature. As there is no cod-fishing in this part of the bay, a certain number of fishermen start each spring for other parts of the gulf, either for wages or on share. Salmon and herring sometimes visit this part of the bay in large quantities, and the catch was this season better than usual. Complaint was made by the local Fishery Overseer against several Indians for spearing salmon, and for using threats of violence against him; but having, unfortunately, no sufficient proofs at hand, proceedings could not be taken against them, and it was therefore decided to wait until next season.

CARLETON RISTIGOUCHE, AND MATAFEDIA.

The trade of the pretty little village of Carleton is brisk. Cod used to be, formerly, abundant in Carleton Bay, but has disappeared for the last 15 or 16 years. Salmon and herring are, however, abundant. Although the catch of salmon was large, compared with that of the neighboring localities, it was, however, below that of last year, not because fish was scarce, but because it did not come up the Bay in as large numbers as usual; moreover, the nets of three of the most productive stations were removed early in the season, and were not set during the whole summer. The people of Carleton can profitably dispose of their fish, their being, on the spot, an establishment where fresh salmon is put up in tins, and a similar one at Dalhousie, a few miles away. It sold for seven cents a pound during the whole season, which may be considered a fair price. Spring and fall herring fishing was very good, and, owing to the facility of disposing of their fish, the Carleton fishermen realized fair profits. For the last five or six years, Mr. Petry, from Sligo, Ireland, has had a large establishment there for curing herring. The progressive increase of this establishment, the circulation of cash, the proportionate increase in business, have already given to the locality a prosperous appearance. During the spring, Mr. Petry paid 50 cents a barrel for fresh herring, and \$1.40 for salted herring; and in the fall, 60 cents for fresh and \$2.80 for salted fish, and always cash down. This mode of dealing, quite new in that country, is certainly a credit to Mr. Petry, and shows that it is advantageous both to the purchaser and the seller. The most astonishing features in this establishment are the order and cleanliness of the place. During the herring season, Mr. Petry gives employment to a large number of men and women, besides the hands expressly brought from Europe to conduct the business of curing and packing. Young girls can earn from 60 cents to \$1 a day. Herring prepared in this establishment will keep for years its color and taste, and sells in Ireland at from \$6

to \$10 per barrel. Any one visiting this establishment cannot fail to draw a comparison between the enterprise of these strangers and the carelessness and want of energy of our own people, and when he sees that the care bestowed by the former in the curing of our fish is rewarded everywhere by an enhanced price, whilst those of our own curing can scarcely be disposed of, even in our own markets. And what is still more to be wondered at is, that whilst our fishermen can see these industrious and enterprising strangers getting wealthy, by using improved modes of curing, they have neither the idea, nor spirit to use the same means, but choose rather by adhering to their old routine to continue poor. Much benefit would ensue if the Government would enact a law compelling a better system of curing fish. With this view, it would be necessary to appoint Inspectors whose duty would be not only to view all pickled fish, but also to prevent its export without previous inspection. The adherents of the old method might find this law hard on them at first, but, eventually, both the fishermen and the purchaser would be better pleased, and our fish would find its fair value on our own as well as in foreign markets.

Salmon fishing was equally as good as last year, in the Ristigouche River. The limits of net fishing for salmon are at Bourdons Point; above this the main stream divides into several branches, which were last year licensed, at a high figure, for angling. So far, great difficulty has been experienced in preventing Indians from spearing, and in making them observe the fishery laws. Owing to their aversion to the cultivation of the soil, their former habits, their proverbial laziness, and their daily wants, they have been found always difficult to deal with. The care bestowed by the local Fishery Officer (Mr. Mowatt), on the part of his division which they frequent, together with the instructions and advice intelligently given, have, however, prevented any breach of the fishery laws in the locality; and the effects of this vigilance will soon be felt by a proportionate increase in the number of salmon. Although owning the finest land on the banks of the Ristigouche, the Micmac Indians have done comparatively nothing towards its improvement. The officers in charge of *La Canadienne* endeavour to impress upon their minds the importance of good farming, and explain to them that if they wish to avoid the extinction which threatened their race, they should, as much as possible, imitate the white man, who knew how to reap large profits from his toil, instead of wasting their time in idleness, and taking advantage of the Overseer's back being turned to spear a few fish. They seemed pleased with the remarks made, and promised to obey the fishery laws, and, at the same time, to devote more time in the future to the culture of their farms. It is to be hoped it may be so; but in connection therewith, no less an authority may be cited than Bishop Plessis, in the relation of his mission of 1811:

“It is a fact worthy of remark, that the reunion of Indians at the same spot becomes a cause for debauchery. Several Micmac families who left the village of Ristigouche to settle at different places on Bay des Chaleurs, at Nipissiguit, Cascapedia or Pock Mouche, become more attached to farming, shrink from liquor, and soften their manners. Could not a whole village be thus distributed, especially when disorder has reached such a point as at Caughnawaga?”

The small Acadian settlement of Matapedia is in a prosperous state, and will soon form a large parish.

Both sides of Ristigouche River are dotted over with fine farms, mostly the property of Scotchmen. Communication is easy, either with Dalhousie on the New Brunswick side, or with St. Flavie and Rimouski, on the River St. Lawrence. When the Intercolonial Railroad is built, this section of the country will become of great importance, and its rich products will be more easily sent to the most advantageous markets.

Before closing these remarks on the Counties of Gaspé and Bonaventure, out of justice to their population, it must be mentioned that they have always been peaceably disposed, proof of which is that no complaint of any consequence was preferred on the arrival or during the stay of *La Canadienne*. The increase of work and improved fishing have undoubtedly had a beneficial effect. The instructions and advice given by the Department, either by letter or otherwise, and carried out by those entrusted in former years with the enforcement of the fishery laws, seem to have contributed, in a great

measure, to this happy result, which cannot but increase the moral as well as the physical progress of Gaspesia.

REMARKS ON THE FISHERIES OF THE COUNTIES OF GASPE AND BONAVENTURE, IN 1869.

Quantity of Mackerel taken.

In the county of Gaspé.....	1,002 barrels.
do do Bonaventure.....	102 do
Making a total of	<u>1,104 barrels.</u>

Summer Cod Fishing.

In the county of Gaspé.....	61,236 cwt.
do do Bonaventure.....	7,772 do.
Making a total of.....	<u>69,008 cwt.</u>

Autumn Cod Fishing.

In the county of Gaspé.....	19,621
do do Bonaventure.....	5,140
Making a total of.....	<u>24,761</u>

Haddock.

This fish, as will be seen by reference to the Report, was very numerous this season. In the counties of Gaspé and Bonaventure were taken 977 cwt.

Halibut.

There was a visible increase in the take of Halibut this year, the amount taken in the two counties being..... 114 cwt.

BONAVENTURE AND GASPE.

Eels.

Of these fish there were only taken..... 8 barrels.

Cod, Tongues, and Sounds.

As far as ascertained..... 285 barrels.

Cod Oil.

Of this there were yielded..... 54,266 gallons.

Salmon.

For full details of this fishing, see the body of the Report. In the two counties of Gaspé and Bonaventure there were taken..... 1,091½ barrels.

Trout.

There are large quantities of trout taken, the return of which is seldom given in, or is omitted by the local Overseers. The catch this season from returns given was about..... 40 barrels.

MAGDALEN ISLANDS.

These islands form an archipelago of five, viz : Amherst, Entry, Allright, Grindstone and Grosse Isle. It has the appearance of a horse-shoe, extending from the North East to the South West, and looks as if composed of numerous islands, although it forms only one ; consisting of narrow hills connected by sandy bars, intermixed with extensive sheets of water, known under the name of '*barchois*,' the whole occupying a space of about 45 miles from end to end. The junction of both extremities of this archipelago form a large bay in the middle, contracted at one end by Entry Island. The inhabitants are scattered in small settlements over the mainlands—at the Baisinles Sables, the Portage, House Harbour, Cap-aux Meules, and at Bear Harbour, surrounded by bare hills, called *Les Demoiselles*, at the foot of which is built the parish church. The only land in view from these hills, is the coast of Cape Breton, at a distance of nearly 60 miles, and this can be seen only during clear weather. Every where else the view is limited only by the boundless ocean. The climate of the islands is excellent, and the longevity of its inhabitants something to be wondered at. Frequently, there is not a single death during the year, and octogenarians are of common occurrence. The islands were settled about 1761, by a few Acadian families, when driven from their country by the British. After several ineffectual attempts to locate themselves in the neighbourhood of Bay des Chaleurs, they repaired to Magdalen Islands, where they remained for several years, whence most of them afterwards departed, owing to the want of a priest ; returning in course of time when they heard that a missionary had been placed there. Although he subsequently left, the islanders remained, being unwilling to abandon the improvements they had made. The population now has the advantage of a resident priest, and their spiritual wants are amply provided for.

The system of land tenure is so well known, that a few words will be sufficient to explain it. In 1806, Admiral Coffin obtained a deed of these islands, and from this date has exacted rent from the inhabitants, at a rate amounting to \$6.00 per annum from each settler. This tenure has somewhat retarded the material progress of the islands, but it is to be hoped that some future arrangements will be made by which lands may be granted outright at a fair rate, and the position of the settlers improved. *La Canadienne* visited Magdalen Islands three times during the current season, viz : in June, July, and September.

No less than 130 vessels resorted thither early in the spring, which carried away the large amount of 75,000 barrels of herring. Detailed information on this head will be found annexed, shewing the names and tonnage of these vessels, their catch, &c., &c., &c.

Spring mackerel fishing had been pretty fair, but seal hunting, which was so good two years ago, entirely failed this season, owing to south-west winds driving the ice banks from the shore. Only 200 were killed at l'Etang du Nord. At Bryon's Island, three men and two girls killed 500, and might have killed a great many more had they been prepared for it. Two large whales also grounded there, and yielded 160 barrels of oil, which being divided among the five or six inhabitants of this island, yielded a fair average to each. Two schooners from Amherst which repaired to the gulf, brought in 250 seals of a very large size. The schooners that engaged in cod fishing on the coast of Labrador, succeeded well. Spring herring fishing had also been good, and the islanders now begin to see the superiority of the American method of fishing, and use seines to great advantage. Formerly they depended on the kindness of foreign fishermen for their supply of herring. Cod fishing in spring was excellent, but middling in summer, haddock

being more numerous than usual. Very few halibut were taken. No sea-dogs were seen; this was deemed very fortunate, as they chase the cod from their feeding grounds. Fall cod fishing was very good. Mackerel had been abundant in the fall; but owing to its small size in many localities, such as Amherst, Harvre-aux Maisons, &c., the inhabitants did not consider it worth while to fish for it.

With the exception of slight depredations committed by the crews of foreign vessels, peace and order prevailed during the whole season.

The population of Magdalen Islands amounts now to about 3000. The soil is fertile, and manure plentiful; yet while the inhabitants might devote more of their time and attention to agriculture with profit, they live mostly by fishing. Still, it may be said, agricultural matters are improving. At Grosse Isle, the crops were beautiful. Bryon's Island also is a proof of what can be done by energy and perseverance. Abe White, the first settler on the island, cleared in the space of two years, 200 acres of land, which are now in a fine state of cultivation. His farm is admirably kept, and well supplied with a choice breed of horned cattle and sheep.

The grant of seed grain made by the Quebec Legislature proved of the greatest benefit to the islanders, and enabled them to raise good crops this year. In connection therewith, it may be mentioned that, thanks to the exertions of the local member from the county, the Magdalen Islands have not only come in for their share in the municipal fund, but have succeeded also in securing the arrears, amounting to some \$4000. This sum being judiciously spent by the Municipality, will enable them to effect large improvements.

The frequency of wrecks in the vicinity of the islands, urgently calls for the erection of lighthouses. No less than three wrecks occurred this season; one at Bird's Rock, a Nova Scotia schooner, *Pembunico*, which proved a total wreck, the crew was, however, saved. The *Helena*, from Rochester, U.S., was wrecked on Amherst Island, the crew barely escaping with their lives. The barque *Marguerite*, outward bound, was also wrecked at Bird's Rock. These successive occurrences in one season forcibly show the imperative necessity of erecting lighthouses in the neighbourhood, especially at Amherst Island and the Birds Rock.

REMARKS ON THE FISHERIES OF MAGDALEN ISLANDS IN 1869.

Seal Hunting on the Ice from Schooners.

The number of schooners engaged this spring in hunting for seals on the ice in the gulf was nine, being seven less than in 1868. The decrease is not to be wondered at, when we take into consideration the unsatisfactory results of last year. In fact, since 1865, the yield has been annually decreasing. The number of seals killed this year was 1531. They were all of a large size. The same schooners and fishermen, after getting fresh supplies on their return from seal hunting, sailed to the North Shore for cod fishing. The 700 seals mentioned in the report, as taken on the ice around the islands, added to the 1531 taken by the schooners, gives a total of 2231 for this year.

LIST OF SCHOONERS ENGAGED IN SEAL HUNTING.

Schooner.	Captain.	Tonnage	No. of Seals.	No. of Seals killed.	Value of Seals.	Remarks.
Two Brothers.....	R. Delaney.....	39	10	191	\$ 286	These schooners cleared from Amherst on the 20th of March. They belong to House Harbor.
Archangel.....	M. Jonphe.....	40	10	184	276	
Flirt.....	C. Boudreau.....	46	10	192	286	
Mary Ann.....	A. Arseneau.....	36	10	189	283	
Temperance.....	F. Arseneau.....	36	10	17½	261	
Mary.....	T. Arseneau.....	34	10	145	217	
Onésime.....	M. Richard.....	42	10	166	249	
Dolphin.....	J. Richard.....	52	10	192	288	
Emilite.....	E. Burke.....	26	7	98	147	
	Total.....	351	87	1,531	\$2,293	

Spring Herring Fishery.

The number of barrels of herrings caught this season amounted altogether to 70,800, viz., 63,600 brls. taken by foreign fishermen, and 7,200 by the inhabitants for export and home consumption. The last figure may be divided as follows : 4,200 brls. caught by the fishermen of Amherst Island and Entry Island ; 2,000 brls. caught at L'Etang du Nord, and 1,000 brls. at Alright and Grosse Isle. These fish are consumed among their families, or exchanged at the different Merchants' Establishments for other necessaries of life. The quantity taken is as follows :

By strangers	63,600
“ the inhabitants.....	7,200
making a total of	70,800

Spring Mackerel Fishing.

Notwithstanding the drawbacks alluded to in the Report, the quantity taken was 2,495 barrels, of which 447 were retained for home consumption, the remainder 2,098 being with the exception of 70 barrels to foreign ports, shipped to different markets in the Dominion.

Summer Codfishing.

As already stated the summer fishery has been very good this year, and bait abundant. The average total catch for each boat was about 50 quintals. The quantity taken was 5,755 cwts.

Autumn Codfishing.

This fishery depends greatly upon the state of the weather. There were taken 2,600 cwt.

No dog-fish were seen this year on the banks ; their presence spoils the fishing as they drive the fish all before them.

Haddock.

Of this fish there were taken 395 cwt.

Halibut.

In 1869 there were taken 50 brls.

Eels.

100 barrels of eels were taken in Amherst harbor, with hook and line. They are only used for home consumption.

NORTH COAST.

This part of the coast of the river St. Lawrence extending from Point des Monts to Blanc Sablon, a distance of over 400 miles, comes within the cruising range of *La Canadienne*. It is better known under the general name of Labrador, and was long ago frequented by the French for fishing and fur trading purposes. About the end of the last century a powerful company from Quebec had secured almost all the fishing stations and trade of this coast, making thereby a large fortune; but the company having dissolved, the fishing stations were distributed among several private individuals, who in turn amassed considerable wealth therefrom. Fishing is not now what it used to be; the fishermen have grown poor, and few signs of the former prosperity are visible. No land fit for culture is to be met with on this rocky and barren coast, and consequently when fishing and the chase fail, the inhabitants are exposed to great suffering and want, as too plainly shewn last winter. The traveller who sees these places for the first time cannot but pity those whom fate has thrown there, and who cannot leave it, either from want of means, inaptitude for other pursuits, or because the recollection of the days of former abundance still gives them gleams of hope and success in the future. The upper part of the north coast, from Natashquan to Point des Monts is most interesting; communication is easier, vegetation is even good at certain points, and vegetables can be brought to maturity. Salmon and codfishing are generally good, and the mines of iron ore, which are now worked on a large scale, give an air of activity to the locality, and ensure work to a large part of the population.

POINT DES MONTS TO RIVER STE. MARGUERITE.

This is the least important division of the North Coast in every respect. Although codfish ascend the gulf as far as Point des Monts and sometimes higher, few fishermen follow them, and that only when salmon fail, or the season for catching them is over. This year, however, cod was so abundant on the coast, that the fishermen of this division have had their perseverance crowned with more success than ever before. Salmon fishing would have been far superior to that of previous seasons had it not been for a misunderstanding between the local fishery Overseer and several licensees in Trinity Bay, which caused the latter to lose the best part of the season's fishing. The spawning beds of Little Trinity River were swarming with salmon in the fall, and this is not to be wondered at when it is taken into consideration that very few nets were set, and that the fish could enter it without hindrance. We may expect that next season the fishermen of Trinity Bay will be enabled to amply recover from the mishap experienced during the present year.

From Trinity Bay to Seven Islands there are but few houses, the occupiers of which subsist by hunting and fishing, and by what they can pick up from shipwrecks, which are, unfortunately, too common on this inhospitable coast. What is known as Seven Islands is a group of that number of rocky islands, forming, with the mainland, one of the finest harbors in the world. This harbor, which can easily shelter from 3,000 to 4,000 vessels, and the entrance of which is quite easy, is not as well known as it ought to be by sailors, especially those of foreign countries. How many sufferings, dreary nights amidst the storms of the Gulf, accidents and wrecks might have been avoided had this

harbor been better known. In order, however, that it may be more useful and better known, a light of the second order placed on the outer island (Carousel) is absolutely needed, and eagerly asked for, by all sailors frequenting the Gulf of St. Lawrence. Such a light would not only indicate the harbor, but would also serve as a guide to vessels going up the St. Lawrence during strong north east winds, and which, having been out of sight of land, hug the north shore, first to make Point des Monts' lighthouse, and thence take their regular course. Bayfield's sailing directions, which are very safe in fine weather, are dangerous to follow when the weather is foggy or dark. Wrecks occur every year between Seven Islands and Trinity Bay; and this summer four vessels were lost, two of them with their crews, and the sailors of the other two barely escaped with their lives, after great suffering. Every one agrees in saying that the currents set straight in shore in this part of the Gulf, causing great deviation in the vessels' course, so that the mariner has often found himself ashore while thinking he had ample sea room. The sailors of wrecked vessels often say, that, according to their reckoning, they calculated to be at least five or six leagues from the land when they struck. A lighthouse on Carousel Island would obviate all these dangers.

RIVER MOISIE.

Moisie River and the neighbouring country has assumed considerable importance of late years, and its population has much increased. There are now about one hundred families engaged in fishing, and in working at Molson's forges, or at Holliday's establishment. The total population may be estimated at 700 in summer and 800 in winter. The forges employ from 200 to 250 hands, all of whom, with the exception of four, are Roman Catholics. These works, so far, have not proved remunerative owing to several causes, amongst which the following are the principal:—Want of proper postage, and other communication during winter and summer;—the isolated position of the place;—and, what operates severely against this branch of industry, the admission of iron into Canada duty free. The maintenance of a resident priest, and support of a church, principally by the works and those employed there, is also a heavy tax. Again, as Indians are constantly coming to Moisie in a starving condition, Mr. Molson finds it absolutely necessary to give them employment, or suffer loss from the pilfering which would otherwise ensue. The "Margaretta Stevenson" made weekly trips to Quebec during the season, but owing to the heavy expense attending this service, and the utter impossibility to maintain it without a subsidy from Government, the owners speak of abandoning it. Should this occur, it will be a heavy blow on the future prosperity and progress of that part of the north coast. Mr. Holiday has about seven schooners constantly on the move carrying fresh salmon to the Quebec markets, besides which he employs a great number of men and boats in the cod-fishery. This activity gives Moisie a lively appearance during the summer season, and its inhabitants are prosperous.

Although the catch of salmon at Moisie, as well as in the other rivers of the north coast, was not so good as last year, the spawning beds were equally well frequented according to the reports of fly fishermen. This decrease in the catch is explained from the fact of the salmon having entered the rivers much earlier than usual, the high water enabling them to reach their spawning beds before the nets were set. The same thing occurred at Ste. Anne des Monts, on the south shore.

Cod fishing was far superior to that of last year, as bait did not fail during the whole summer; but it was a remarkable fact that the fish would bite only during the night; nothing was done during the day. The average catch has been 100 quintals per boat.

The local fishery guardian under whose charge the river was this year placed, has shown great activity and energy in the performance of his duties. He ascended the river to a distance of from 75 to 80 miles in order to watch the Indians, and prevent them from spearing on the spawning beds. Owing to his prudence and the liberal and substantial presents of necessaries of life made to them by Mr. Holliday before their departure, they kept their word and committed no injury.

I cannot close these remarks on Moisie River without saying a few words on the energy displayed by Mr. Holliday, the lessee of the net fishing division of the river. Besides an artificial fish-breeding establishment which he has built on a small tributary of the main stream, eight miles above its mouth, and which must shortly give the most satisfactory results by assuring the reproduction of salmon artificially in the river, Messrs. Fraser and Holliday have also another extensive establishment at Quebec, where salmon is kept fresh for export by artificial freezing. The fish caught at Moisie is packed in snow, and arrives fresh in Quebec. Those which are not immediately disposed of on the spot, or for the markets of Canada, New York and Boston, are submitted to a process for which Mr. Holliday took out a patent last year, and are kept frozen and perfectly fresh, until ready for disposal. The operation has proved a perfect success. By this means the markets can at all times be supplied with fresh salmon. It is to be hoped that this enterprising firm will shortly be enabled to extend their business, and send their fish to Europe. They also put up salmon and lobsters in hermetically-sealed tins, and with great success.

From Moisie to Mingan, cod was so abundant that in several places, at Sheldrake, Magpie, and Long Point for instance, in order to give an idea of the quantity the fishermen remarked that "one could walk with snow shoes over the waters of the bays." Apart from exaggeration in this matter, some boats took the unusually large quantity of 250 quintals of fish during the summer. Its curing was, however, attended with considerable difficulty, the fish was so abundant, and the bad weather so frequent, that a large quantity had to pass as "interior quality." Fall cod-fishing was also abundant: the year, may therefore, be considered as having been a good one for the fishermen.

Salmon fishing with nets at St. John's River, was poor, compared with that of last year, owing to the same causes which prevailed at Moisie. Fly-fishing was excellent. At Magpie, Sheldrake, and Thunder Rivers, the catch of salmon was about the same as that of last year.

MINGAN, POINTE AUX ESQUIMAUX.

Mingan is an excellent harbor. One of the largest of the Hudson Bay Company's posts is located there. The Montagnais Indians resort there in the spring to attend the mission, and to renew their hunting supplies. At the time of the first visit of *La Canadienne* in July, there were still about one hundred Indian families at Mingan. During their stay on the coast, a large number of them were suffering from affection of the lungs, caused by the vitiated air of their small bark huts, where three, and even four, families crowd together in small spaces, without any arrangement for ventilation. Few Montagnais lived to an advanced age; most of them die young, from organic diseases, and especially from consumption, caused by their mode of life and the hardships they encounter in hunting. These Indians are good tempered, easily governed, moral and honest in all respects. Like all others of their race, they are given to spearing fish; but this is not to be wondered at, as they have been brought up in this habit. They were, however, very quiet this year, the Government having sent them some money, which they thankfully received, and the Department having provided them with a salmon fishing station near their camping ground. They seemed much pleased with this, though they did not, for some unknown reason, avail themselves of it. The licensee of the net fishing division of the river caught only about thirty barrels of salmon and ten barrels of trout, but hopes for greater success another year, when better prepared. The upper part of the river was vacant. Salmon went up in large numbers.

Esquimaux Point is the finest spot on the north shore. It is a pretty village, situated on a point of land sheltered from the winds by the islands which surround it. Its population numbers about one hundred families, most of whom are of Acadian origin. Their principal occupation is fishing, and the men are considered the most hardy fishermen on the coast. The weak constitution and sickly look of the women and children is, however, something painful to see, and fully one-third of them are affected with

consumption and chronic cough. This is to be attributed mainly to the intermarriage of families, combined with the hardships to which they are exposed. Cod not being caught in the vicinity, the inhabitants club together, and repair in schooners to the Labrador coast, where they fish on shares till the herring season sets in. Seal hunting and fishing generally were good this year, the fishermen seldom having met with such success. Seal hunting has grown up with these people to be a passion, and nothing is more pleasing to an inhabitant of Esquimaux Point than an expedition among the ice banks, for that purpose. It is the only feature of pleasure in their routine of life. No sooner have they returned to winter quarters, than they begin to talk of their next spring's prospects, building up a thousand projects and boundless hopes, and the day of starting is the happiest day of the year to them. The women share equally in the enthusiasm, and nothing can exceed the joy of the whole population when the first schooner enters the harbor on its return, accompanied with the discharge of guns announcing success. The shore is thronged to welcome the returning voyagers. As above stated, spring hunting was uncommonly good, twelve schooners bringing back 4,000 large seals, which yielded about £55 to each man as the result of his three week's expedition.

NATASHQUAN, BLANC SABLON.

Blanc Sablon is the eastern limit of Canada; the coast of Labrador, further down, belonging to Newfoundland. Owing to the poor success in hunting and fishing, experienced in 1868, the inhabitants of these localities had a right to expect better things this season, and they were not doomed to disappointment; although cod struck rather late, it became so abundant in the middle of July, that they were often obliged to send it to the south shore, in order to have it cured.

Salmon fishing was excellent in all the rivers of this division, and it would, undoubtedly, have been much better still, had the people been well prepared for it; want of means, however, prevented a great many from being ready by the spring, so that several stations were either vacant, or only half fished. The fact is, the fishermen of this part of the coast have been so much disheartened by a succession of bad years' fishing, that this unexpected abundance took them completely by surprise. It may, therefore, be safely estimated that no less than 200 barrels of salmon, and several thousand quintals of cod-fish, were lost by want of proper preparation for catching salmon and curing cod.

The information that the Department had extended the time for salmon fishing to the 16th of August, in the rivers east of Kegashka; was received with great satisfaction by the inhabitants of that part, and this action will, undoubtedly, be fully appreciated and recognized by a still closer observance of the laws.

The six schooners which left Natashquan and Kegashka for seal hunting, in the month of March, had but poor success. Having gone too far south, they missed the ice-fields, and the seals drifted quite close to the north coast, where the Esquimaux Point fishermen had done so well. Fall seal fishing with nets failed as usual. Formerly thousands used to be caught on that part of the coast from Little Meccatina to Blanc Sablon; only 708 were taken, however, this year. They have not, however, abandoned the coast; large shoals are met with on the shores, and Mr. Robertson, of La Tabatière, who has a large number of seal nets, would have caught over a thousand in a single haul, had not a whale unfortunately broken his nets while the seals were in it. The main secret of ill-success in this fishery is to be attributed to stormy and cold weather, ice, and also to the want of proper materials for the making and repairs of nets.

Several schooners went this year to Labrador for fall herring fishing. Although fish were abundant, they struck so late, that most of the vessels had to return with very light or no cargoes. Those who remained later did very well; for instance, those belonging to Esquimaux Point returned about the 1st of November, loaded with herrings of the finest quality. The outfitters would doubtless do better by clubbing together and using a seine; that would not fail to ensure a successful trip. Otherwise they are at the mercy of strangers, and even residents, who, however kindly disposed they may be, cannot supply

the demand. The losses of this year will be sufficient, it is presumed, to put our merchants and owners of schooners on their guard for another season.

At the time of *La Canadienne's* visit to this part of the coast, a schooner, from Nova Scotia, the *Mary*, Captain Chandler, was trading with the fishermen without having paid duty on several of the goods offered for sale.

The attention of the Government should be drawn to this rather general practice, and some means adopted to put a stop to the illegal traffic carried on, and to prevent the public revenue from being defrauded in such a manner. Somebody might be appointed at a small cost to look after this, and at the same time secure a proper observance of the fishery laws.

St. Augustine, Bonne Esperance, and Blanc Sablon, which were formerly visited by hundreds of foreign schooners are now completely abandoned. It is especially towards this part of Labrador adjoining the ocean, where they have hitherto succeeded well, that the French schooners try their chance on the banks of Blanc Sablon. However well-behaved in other respects the crews of the vessels are, they effect considerable injury by throwing the offal of the fish overboard—a practice detrimental to the success of fishing generally. On the arrival of *La Canadienne* at Blanc Sablon, four of these vessels were fishing near Wood Island, but before they could be over-hauled they escaped, favoured by fog and cloudy weather.

THE WILD FOWL OF THE GULF.

Before closing this report, it may not be out of place to say a few words relative to the eggs of wild-fowl, the preservation of which is of importance, not only to the dwellers on the north coast, but to the county at large. The plunderers from Nova Scotia and New Brunswick, forgetful of the fate of the "Ocean Bird" returned this year in greater force than ever. It is evident that if these illegal practices are much longer tolerated, several species of birds which formerly were most abundant in the Gulf, whose flesh supplied food to the poorer fishermen, and the feathers and down which are so much appreciated by the wealthier classes of society, will soon become extinct. An unanimous cry is raised against the damage done by these robbers, who not only carry off the eggs, even when half-hatched, but even kill the parent birds for the sake of the down. The present game law would be still more effective should the legislatures of Nova Scotia and New Brunswick be induced to pass an enactment forbidding the sale of the eggs. It is to be hoped that public attention may be drawn towards this question, which is a more important one than it seems at first sight. A clause might be inserted in this law to meet the pressing wants of the poor population of the coast, where luxuries of life are far from being abundant, viz. : to allow them to take these eggs during the space of one month for their own use. Several species of wild fowl lay their eggs in May, some in June, and some still later. By allowing the eggs to be taken by the people only till the 1st July, instead of the 1st June, the objects of the law will be attained. As the law now stands, the honest fisherman dares not gather them, knowing it to be contrary to law; should he do so, he becomes exposed to a penalty, and a number of families are deprived of a class of food, placed at their own doors by nature, and yet see the same carried away by foreign depredators.

This brings to a close the remarks on the north shore. Although seal hunting was a failure, the other kinds of fishing were good, and such an abundance had not been experienced for a number of years past. Everywhere on the coast our fishermen saw the approach of a long winter without dread, being amply provided with all the necessaries of life.

ISLAND OF ANTICOSTI.

This island so well-known for the numerous wrecks on its coasts has been, till of late years, comparatively speaking, neglected. Its resources are, however, now attracting some attention, and numerous fishermen repair to its shore to fish. There are now about

fifteen salmon stations yielding to the Department a fair revenue. The holders of these, although paying high license fees were satisfied with their season's catch.

Cod fish struck late on the coast of Anticosti, but became abundant towards the middle of summer, and continued so to the end of the season.

The statistics annexed to the report will give a more general and concise idea of the yield of the Gulf Fisheries.

After a hard and difficult cruise of five and a half months duration, *La Canadienne* once more entered the harbor of Quebec on the 2nd November.

An experience of six months amply proves the wisdom of the changes effected by the Department in the management of this cruiser. The intelligence and activity displayed by the Agent of the Provincial Steamers at Quebec (J. U. Gregory, Esq.), have removed numerous cumbersome details off the hands of the officer in command of *La Canadienne*, and consequently left him more leisure to attend to what may be called the legitimate part of his duties.

N. LAVOIE,
Fishery Officer in Command of *La Canadienne*.

REMARKS ON THE FISHERIES OF THE NORTH COAST OF THE RIVER AND GULF OF ST. LAWRENCE FROM POINT DES MONTS TO BLANC SABLON, INCLUDING THE ISLAND OF ANTICOSTI, IN 1869.

Summer Cod-Fishing.

The catch of this Fish was..... 22866 cwt.

Autumn Cod-Fishing.

The catch was..... 3581 cwt.

Haddock.

Of this Fish there were taken 27 cwt.

Herring.

The catch was 3536 barrels.

Cod Oil.

There were yielded this season..... 28864 gallons.

Salmon.

For full details see Report. There were taken this season..... 2384 $\frac{3}{4}$ barrels.

Halibut.

The catch was..... 121 barrels.

SEAL HUNTING.

Seal hunting was very good. In many cases only the amount of gallons of oil are returned, the number of seals not being stated. Between Baile des Rochers and Rigolet aux Chats, there were taken this year 3,000 young seals on the ice in spring, yielding about 6,000 gallons of oil. Their skins being of a small size, were only worth 50 cents apiece. At Esquimaux Point and vicinity, 3,799 were caught of a large size, their skins being worth 80 cents apiece. These yielded 25,832 gallons of oil. The whole yield of seal oil this season was, in this division, 46,931 gallons.

RETURN OF FISHING STATIONS, kinds of Vessels, number of Men, kinds of Nets
Bonaventure, Magdalen Islands and the North Coast of Labrador
COUNTY

NAME OF THE PLACE.	KINDS OF VESSELS.			NUMBER OF MEN.		KINDS OF NETS USED.								Codfish.								
	No. of vessels.	No. of fishing boats.	No. of flat boats.	No. of sailors.	No. of fishermen.	No. of shoremen.	No. of codfish seines.	No. of mackerel seines.	No. of herring seines.	No. of capelan seines.	No. of lance seines.	No. of seal nets, fathoms.	No. of cod nets.	No. of mackerel nets.	No. of herring nets.	No. of salmon nets, fathoms.	No. of trout nets, fathoms.	No. of brush fisheries.	Summer fishing, cwts.	Fall fishing, cwts.	Haddock, cwts.	
Cap Chatte.	2	162	....	9	320	12	....	....	....	1	....	....	....	....	327	....	....	5	2000	1200	100
Ste. Anne des Monts	2	132	....	5	480	15	....	....	....	2	....	....	....	....	309	61	....	3	2650	1595	80
Ruisseau Albour	4	2	....	....	8	....	....	....	....	....	....	....	....	....	5	....	....	....	110	40	2
Claude River	11	5	....	....	22	11	....	....	....	....	....	....	....	....	16	....	....	....	250	40	5
River à Pierre	7	4	....	....	14	7	1	....	....	....	....	....	....	....	14	....	....	....	300	120	8
Mont Louis	40	20	....	....	80	40	....	....	....	1	....	....	....	....	70	25	....	....	2250	400	100
Anse Pleureuse	8	4	....	....	16	8	....	....	....	....	....	....	....	....	16	....	....	....	250	80	3
Gros Mâle	2	2	....	....	4	2	....	....	....	....	....	....	....	....	3	40	....	....	60	20	2
Manche d'Épée	7	2	....	....	14	6	....	....	....	....	....	....	....	....	10	....	....	....	150	50	5
Madeleine River	5	3	....	....	10	5	....	....	....	....	....	....	....	....	3	200	50	....	100	40	5
Grande Vallée	62	25	....	....	100	62	....	....	....	2	....	....	....	4	104	80	120	....	2920	605	100
Petite Vallée	2	2	....	....	....	2	....	....	....	....	....	....	....	....	4	....	....	....	100	50	....
Anse à Malo	6	6	....	....	....	6	....	....	....	....	....	....	....	....	12	....	....	....	310	150	....
Pointe Jaune	6	6	....	....	....	6	....	....	....	....	....	....	....	....	12	....	....	....	300	150	....
Pointe à la Fré- gate	1	1	....	....	2	1	....	....	....	....	....	....	....	....	1	....	....	....	50	20	....
Petite Anse	5	5	....	....	10	5	....	....	....	....	....	....	....	....	7	....	....	....	250	87	....
Chlorodyorme	14	14	....	....	28	14	....	....	....	....	....	....	....	....	27	....	....	....	780	237	....
Pointe Sèche	17	12	....	....	34	16	....	....	....	....	....	....	....	....	34	....	....	....	1059	150	....
Grand Etang	20	5	....	....	40	25	....	....	....	....	....	....	....	....	50	....	....	....	1800	100	....
Echouerie	5	5	....	....	10	....	....	....	....	....	....	....	....	....	4	10	....	....	120	100	....
Petit Capl.	10	10	....	....	20	....	....	....	....	....	....	....	....	....	2	20	....	....	400	200	....
Petite Rivière	14	14	....	....	28	....	....	....	....	....	....	....	....	....	2	28	....	....	600	300	....
Grand Fox River —East.	30	30	....	....	60	4	....	....	....	....	....	....	....	....	4	60	....	....	1200	500	....
Grand Fox River —West.	17	17	....	....	34	5	....	....	....	4	....	....	....	....	2	34	....	....	650	325	....
Anse au Gris Fond.	56	56	....	....	112	75	2	3	10	....	....	....	....	....	42	112	....	....	2352	952	....
Anse à la Louise	22	22	....	....	44	28	....	....	....	....	....	....	....	....	4	44	....	....	880	462	....
Jersey Cove	7	7	....	....	14	6	1	....	....	....	....	....	....	....	4	14	....	....	280	150	....
Cape Rosiers	36	36	....	....	72	32	1	1	12	....	....	....	....	....	20	72	....	....	1440	792	....
Grande Grève	52	52	....	....	104	80	2	1	15	....	....	....	....	....	40	104	....	....	2808	936	....
Gaspé, Southside of Bay	....	....	....	....	10	6	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
Gaspé, North	....	....	....	....	15	9	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
Bon Ami	29	20	....	....	50	87	....	....	....	....	....	....	....	....	....	....	....	....	50	30	....
S.W. and N.W. Rivers	4	....	....	....	28	20	....	....	....	....	....	....	....	....	....	....	....	....	40	20	....
Sandy Beach	....	....	....	....	12	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
N.W. Arm	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
St. John River (with fly)	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
Carried over ..	4	793	367	15	1795	599	1	6	5	58	128	1522	406	170	8	26509	9901	410

used, kinds of Fish and Fish Oils, &c., &c., in the Counties of Gaspé and from Point des Monts to Blanc Sablon, including the Island of Anticosti.

OF GASPE.

KINDS OF FISH.								OILS.				FISH USED FOR MANURE.				REMARKS.					
Ling, cwts.	Mackerel, barrels.	Herring, barrels.	Smoked herring, boxes.	Sardines, barrels.	Halibut, barrels.	Tunny, barrels.	Salmon, barrels.	Trout, barrels.	Eel, barrels.	Cod tongues and sounds, barrels.	Seal oil, gallons.	Whale oil, gallons.	Porpoise oil, gallons.	Cod oil, gallons.	Herring, barrels.		Capelin, barrels.	Flat-fish, barrels.	Smelt, barrels.	Sticklebacks, barrels.	
23		70				2		2						1800		5770					
12		86				7	14	6						2490		4475					
1	1	6				3					1			3		15					
1	4	20				4					2			7		100					
2	5	10												13		100					
60	10	50				4	8							60		300					
1	5	20				2								8		20					
1	4	10					12				1			2		30					
3	6	20				4					2			6		30					
2	15	6					20	10						3		50					
60	32	88				15	10	6		11				830		100					
	3	7				3								130							
	7	19				6								500							
	6	19				6								480							
	2	4				2								60							
	4	17				9								165							
	16	41				16								525							
	16	21				23								510							
	6	20				8		6						1200							
	10										2			240							
	4										2			450							
											2			600							
											4			1350							
											2			900							
	24	95									15			2700							
	8	36									3			1166		40					
	5	15									1			310		20					
	25	50									6			1944		200					
	20	80									10			3224							
	10						138														
	10						116														
	60						50														
	8						11														
							3½														
167	326	810				114	382½	30		70				21726		11250					

RETURN OF FISHING STATIONS, kinds of Vessels, number of Men, kinds
COUNTY OF

NAME OF THE PLACE.	KINDS OF VESSELS.			NUMBER OF MEN.		KINDS OF NETS USED.										Codfish.					
	No. of vessels.	No. of fishing boats.	No. of flat boats.	No. of sailors.	No. of fishermen.	No. of shoremen.	No. of codfish seines.	No. of mackerel seines.	No. of herring seines.	No. of capelin seines.	No. of lance seines.	No. of seal nets, fathoms.	No. of cod nets.	No. of mackerel nets.	No. of herring nets.	No. of salmon nets, fathoms.	No. of trout nets, fathoms.	No. of brush fisheries.	Summer fishing cwts.	Fall fishing, cwts.	Haddock, barrels.
<i>Brought forward.</i>	4	793	387	15	1795	599	1	6	5	58				128	1522	406	170	8	26509	9901	410
Douglastown		28	10																40	30	
York River (with fly)																					
Malbaie		72	60		300	97													60	49	
Barachois		39	35		100	95													50	30	
Coin du Banc		3	6		23	12													60	30	
Percé	18	130	146	115	240	215	1		11					6	280				10427		
Bonaventure Is-land		72	32	80	144	102				2				5	168				4620		
Anse a Beaufile		40	25		86	45				10				10	130				2400	1000	100
Cape Cove and Little River, E		79	50		186	90				15				12	160				3950	2000	100
Grand River and Little River, W		92	50		184	80				16				15	180	270			5520	2400	100
Grand and Little Pabos		74	40		148	65				13				12	148	414			3310	1850	50
Newport		78	45		156	70				16				10	156				4290	2340	60
St. Adelaide																50					
Anse aux Canards																50					
Total	22	1496	836	210	3362	1471	1	7	5	141				198	2744	1190	170	8	61236	19621	820

COUNTY OF

Anse aux Gascon	73	46		160						9					70				1130	1130	
Anse a la Barbe	9	9		27																450	
Port Daniel	27	20		54						5					70				945	710	
S. W. Point of Port Daniel		4		4											6				80		
Point Loup Marin																					
Shidouac		12		6						4					30				60		
Nouvelle (below)	30	8		41						3					40				300	60	
Paspebiac	55			110															1050	300	
New Carlisle	67	42		133	141		16	19					20	50					1152	830	40
Grand and Little Bonaventure	15	15		34	75		5	6					11	17					450	340	29
New Richmond & Black Cape.	65	65		130	80		25	14					48	65	311				2200	1170	85
Maria	15	20		30	23		7	1					6	15	1902	121			375	150	3
Carleton															3698				30		
Nouvelle (above)															2202						
Shoolbred															420						
Restigouche Riv.															719						
Total	346	241		726	319		53	61					85	363	8421	121			7772	5140	157

of Nets used, kinds of Fish and Fish Oils, &c., &c.—Continued.

GASPÉ.—Continued.

KINDS OF FISH.									OILS.				FISH USED FOR MANURE.				REMARKS.				
Ling, cwts.	Mackerel, barrels.	Herring, barrels.	Smoked herring, boxes.	Sardines, barrels.	Halibut, barrels.	Tunny, barrels.	Salmon, barrels.	Trout, barrels.	Eel, barrels.	Cod tongues and sounds, barrels.	Seal oil, gallons.	Whale oil, gallons.	Porpoise oil, gallons.	Cod oil, gallons.	Herring, barrels.	Capelin, barrels.		Flat-fish, barrels.	Smelt, barrels.	Sticklebacks, barrels.	
167	326	810			114		389 $\frac{1}{2}$	30		70				21726		11250					
	170						82 $\frac{1}{2}$														
	180						82 $\frac{1}{2}$														
	140																				
	90																				
	0	213				2				103				11120							
		45								32				3970							
	10	100								10				2050							
	10	250								15				3570							
	20	150					27			20				4750							
	20	200					43			20				3100							
	30	100					1			15				3980							
							8														
167	1002	1868			114	2	591 $\frac{1}{2}$	30		285				54266		11250					

BONAVENTURE.

														2200							
														450							
		20					79							1600							
														70							
														60							
														120							
														350							
	8	300												1200							
	4	280												950		100					
														400		1500					
	15	2260					8 $\frac{1}{2}$							1400	300					5000	
		1700					56	9 $\frac{1}{2}$						190	150	300					
	30	6300	400				64 $\frac{1}{2}$		8					1000					200	100	
	25	7500	200				37 $\frac{1}{2}$							500					500		
	20	230					29												200		
							25														
							201														
102	18770	600					500 $\frac{1}{2}$	9 $\frac{1}{2}$	8					8870	1950	1900	900	5100			

RETURN OF FISHING STATIONS, kinds of Vessels, number of Men,
COUNTY OF

NAME OF THE PLACE.	KINDS OF VESSELS.			NUMBER OF MEN.		KIND OF NETS USED.										Codfish.						
	No. of vessels.	No. of fishing boats	No. of flat boats.	No. of sailors.	No. of fishermen.	No. of shoremen.	No. of codfish seines.	No. of mackerel seines.	No. of herring seines.	No. of capelin seines.	No. of lance seines	No. of seal nets, fathoms.	No. of cod nets.	No. of mackerel nets.	No. of herring nets.	No. of salmon nets, fathoms.	No. of trout nets, fathoms.	No. of brush fisheries.	Summer fishing, cwts.	Fall fishing, cwts.	Headlock, barrels.	
Pointe au Colom- bier																						
Godbout River (with fly)			2																			
Bersimis	25																					
Maniconagan	6	4													2							
Betsie River (out- side)	1	1		1	1											75						
Pointe des Monts Trinity Bay	4	3					2									340	50					
Trinity Riv. (out- side)	1	1				2																
Little May River Caribou Point	2	2				1																
Little Trin. Riv. English Bay	1	1				1																
Pentecost River Ragged Islands	1	1		2	1																	
Riv. St. Margaret do (with fly)	7	5		14	6			1	1										146	37		
do	3	6		6												260			40	150		
Seven Islands				1																		
Pointe Jambon Moisie Riv. (nets inside)	1	6	8	20	12			1					800	20	200		2				300	
do (nets outside)	2	4	4		23																	
do (fly)	9	7		29	5	1	3							47	380				336	934		
Pigou	4	2		8	1				1											160	400	
Trout River	1	1											25	22	300							
Shallop Creek Gibraltar Cove	1	1		2	1			1	1											60	25	
Le Gros Cove	1	1		2																40	20	
Sheldrake	1	8	4	2	16	11	2		2	2										450	425	
Primrose Cove	8	5		16	6			4	3						5					676	108	
Duck Creek	1	1		2	1			1	1						1					70		
Thunder River	3	2		6	1			2	2						1					326	66	
Magpie River	2	21	7	12	42	36	1	1	1	1				1	4					2154	88	
Arce des Rous- sics	4	6		8	2			1	1						6					158	100	
Rambiers Cove	6	2		12	6			1	1						2					300	20	
Ridge Point	24	12		67	44			18	18						9					3718	192	
Jupitagan River River St. John do (with fly)	8	1		10				1	1											540	60	
do	1	17	7	3	34	23		2	2						34							
do															3					1475	218	
Long Point	1	33	12	6	64	39	1		7	7					3					3581	304	
Esquimaux Point Mingan River	13	35		37	79	194		5	3	3					3					5838		
<i>Carried over</i>	21	257	111	62	452	297	4	3	6	48	44				826	182	4575	80	3	18068	3447	

RETURN OF FISHING STATIONS, kinds of Vessels, number of Men,
COUNTY OF SA

NAME OF THE PLACE.	KINDS OF VESSELS.			NUMBER OF MEN.			KINDS OF NETS USED.										Codfish.				
	No. of vessels.	No. of fishing boats.	No. of flat boats.	No. of sailors.	No. of fishermen.	No. of shoremen.	No. of codfish seines.	No. of mackerel seines.	No. of herring seines.	No. of capelin seines.	No. of hake seines.	No. of seal nets, fathoms.	No. of cod nets.	No. of mackerel nets.	No. of herring nets.	No. of salmon nets, fathoms.	No. of trout nets, fathoms.	No. of brush fisheries.	Summer fishing, cwts.	Fall fishing, cwts.	Haddock, barrels.
<i>Carried forward.</i>	21	257	114	62	452	297	4	3	6	48	44			826	182	4575	80	3	18068	3447	
Mingan River with fly)																					
Canadian Harbor	2	8	2	12	22			4	3										400		
Natashquan do	4	15	39	36	33				1						8		12		2740	40	
do Bank do River (with fly)																				1140	150
Romaine do (with fly)			1		2															80	
Kegashka River and outside do Bay	2	5	3	3	3											150	30			690	21
Musquarro			1		1											80					
Washeecootai do Point			1		2											150					
Mistassini			1		1											60					
Atcepetal	1		1		2							50				20					
Cornelle	1		1		1							31				75	14				
Grand Watsies- choo	1		2		3							70				130	15				
Little do	1		1		2							80									
Nabissipi	1		2		2							76				200					
Agwanus	1		2		3							250				550					
Baie des Rochers	1	1	1		2	2														13	
River Napitippi	1	1	1		2	2															
Shicataka	3	3	3		6	5															27
Canso Harbour	1	1	1		2	2															
Anse du Portage	1	3	3		2	4						500									
Esquimaux Bay	1	1	1		2	1															
St. Augustine River St. August- tine	1	4	5		8	6	1	1												3	
Whale Head Pa- cachoo	1	2			2	2						150									
Red Point	2	3			4	4						120									
River Kikapoe and Chaines de Kennedy	1	1			2	1						400									
Fonderie de Fec- tean	1	2			2	2						500									
Salt Lake	1	1			2	2						70									240
La Tabatiere and Red Bay	4	4			8	8						1400									26
Great Meccatina Island	3	3			6	2															
Sheep Bay	3	2			6	3						150									95
<i>Carried over</i>	36	315	204	129	639	344	5	4	10	52	44	3858		826	194	8860	179		20612	3618	

kinds of Nets used, kinds of Fish and Fish Oils, &c., &c.—Continued.

GUENAY.—Continued.

KINDS OF FISH.							OILS.	FISH USED FOR MANURE.					REMARKS.											
Ling, cwts.	Mackerel, barrels.	Herring, barrels.	Smoked herring, boxes.	Sardines, barrels.	Habitut, barrels.	Tunny, barrels.		Salmon, barrels.	Trout, barrels.	Eel, barrels.	Cod tongues and sounds, barrels.	Seal oil, gallons.		Whale oil, gallons.	Porpoise oil, gallons.	Cod oil, gallons.	Herring, barrels.	Capelin, barrels.	Flat-fish, barrels.	Smelt, barrels.	Sticklebacks, barrels.			
107	3486				71	1369	26				25879	213	230	25221		6								
						2					2400			380										
						279	1				30			1060										
					50					2	4800													
						30																		
						12																		
						10																		
						16					2000			490										
						5																		
						33																		
						6																		
						3					56													
						10		4			55	10												
						17		2			34													
						3					58													
						20					30													
						18					90													
						75																		
						10																		
						5																		
						4																		
						4					276													
						20																		
						125																		
						18					18													
						2					48													
						8					312													
						15					270													
						10																		
						18					108													
						15					2148													
						12																		
						11					72													
107	3486				121	2111	321			2	38682	223	230	27151		6								

Between Baie des Rochers and Rigolet-aux chats 3000 young seals were taken on the ice in the Spring, worth, say: \$2.50 cts, yielding 6000 gallons oils; skins averaging 50cts. a piece.

RETURN OF FISHING STATIONS, kinds of Vessels, number of Men,
COUNTY OF SA

NAME OF THE PLACE.	KINDS OF VESSELS.		NUMBER OF MEN.		KINDS OF NETS USED.										Codfish.						
	No. of vessels.	No. of fishing boats.	No. of flat boats.	No. of sailors.	No. of fishermen.	No. of shoemen.	No. of codfish seines.	No. of mackerel seines.	No. of herring seines.	No. of capelin seines.	No. of lance seines.	No. of seal nets, fathoms.	No. of cod nets.	No. of mackerel nets.	No. of herring nets.	No. of salmon nets, fathoms.	No. of trout nets, fathoms.	No. of brush fisheries.	Summer fishing, cwt.	Fall fishing, cwt.	Haddock, barrels.
<i>Carried forward.</i>	36	315	294	129	639	310	5	4	10	52		3853		826	194	8860	179	3	20612	3618	
Great and Little Meccatina Riv.		1	2		2	2						200									
Whale Head, Meccatina Riv.		3	3		6	6						150							300		
Boat Harbor		2	2		4	4						200							100		
Rigolet aux Chats		2	1		4	4						500							60		
Dog Islands		1	2		2	1				1		200			1	100	25		30		
Lydia's Cove		1	1			1						20				100	25		20		
Peche à Lizotte.		1	1			1						20			1	100	25		10		
Old Fort Island.		2	2		4	3	1		1	1		100			1				100		
Burnt Island		2	2		4	1			1	1		50			2	50	25		100		
Bonne Esperance		6	7		12	7	1		1	1		50				100	25		500		
Godard's Island.		1	3		4	2	1		1	1		50			1	100	25		200		
Stick Point		1	2		2	1			1	1		150				200	50		30		
Salmon Bay		9	6		16	10	1		1	2		150			2	100	25		680		
Five Leagues		1	2		2	2						50				100			50		
Middle Bay		1	1			1			1	1		25				50			50		
Belles Amours	1	2	3	2	4	2	1		1	1		200			2				120		
Bradore		2	2		4	6	1			1		325							60		
St. Paul's River.		2	2		2	2										150					
Little Fishery		1	2		2							100				100			10		
Total	37	356	250	131	715	402	11	4	14	63	44	6398		826	204	10110	407	3	23012	3618	

ANTICOSTI

S. W. Point	1	7	5	4	14	8			12	2					12				610	175	
Pavillon River																2	1				
Shallop Creek																1	1				
Dauphine River.																1	1				
Fox Bay		10	7		20	10						10		7	14				1200	175	
Salmon River																2					
Muskkrat Rock																1					
McDonell's Cove		10	7		20	8			2	1					7				500	150	
Baie des Anglais		12	8		24	13			2	1					8				630	200	
Baie de Gamache												10									
Becsic River.												2									
Ste. Marie Bay												3									
Otter River																1	1				
Jupiter River																1	1				
Total	1	39	27	4	78	39			12	6	2	25		7	41	11	7		2940	700	

kinds of Nets used, kinds of Fish and Fish Oils, &c., &c.—Continued.
 GUENAY.—Continued.

KINDS OF FISH.										OILS.				FISH USED FOR MANURE.				REMARKS.			
Ling, cwt.	Mackerel, barrels.	Herring, barrels.	Smoked herring, boxes.	Sardines, barrels.	Halibut, barrels.	Tunny, barrels.	Salmon, barrels.	Trout barrels.	Eel, barrels.	Cod tongues and sounds, barrels.	Seal oil, gallons.	Whale oil, gallons.	Porpoise oil, gallons.	Cod oil, gallons.	Herring, barrels.	Capelin, barrels.	Flat-fish, barrels.		Smelt, barrels.	Sticklebacks, barrels.	
107					121		2141½	32½		2 38682	223	230	27151							6	
							62				210										
							20				132										
											24										
											282										
							9	1			600			30							
							15	1			80			20							
							15	1						10							
											200			100							
							3				30										
							6				600	150		500							
							9				600			200							
							30	3			100			30							
							20				1200			680							
							5				300			50							
							3				200			30							
											1260			120							
											1400			60							
							40				100										
							6				150			10							
107	3486				121		2384½	38½		2 46120	373	230	28991							6	

ISLAND.

		70		23										785							
					2	1															
					12	2															
1375		1000		65	8½	2							250	530	530						
					21																
						9															
650		300		54							130		356	356							
830		450		34							175		400	400							
											256										
					2	2															
					1	1½															
					3	3															
					21	10															
2855		1820		176			70½	30½			811		1286	2071							

RETURN OF FISHING STATIONS, kinds of Vessels, number of Men,
RECAPITU

NAME OF THE PLACE.	KINDS OF VESSELS.				NUMBER OF MEN.		KINDS OF NETS USED.										Codfish.				
	No. of vessels.	No. of fishing boats.	No. of flat boats.	No. of sailers.	No. of fishermen.	No. of shoremen.	No. of codfish seines.	No. of mackerel seines.	No. of herring seines.	No. of capelin seines.	No. of lance seines.	No. of seal nets, fathoms.	No. of cod nets.	No. of mackerel nets.	No. of herring nets.	No. of salmon nets, fathoms.	No. of trout nets, fathoms.	No. of brush fisheries.	Summer fishing, cwts.	Fall fishing, cwts.	Haddock, barrels.
County of Gaspé	22	1496	896	216	3362	1471	1	7	5	141				198	2741	1190	170	8	61236	19621	820
County of Bonaventure		346	241		726	319			53	61				85	363	8421	121		7772	5140	157
Magdalen Islands	7	154	30	61	308	308		1	3	2				232	107				5755	2600	395
County of Saguenay	37	356	250	131	715	402	11	4	14	63	44	6398		826	204	10110	407	3	23012	3618	
Island of Anticosti	1	39	27	4	78	39			12	6	2	25		7	41	11	7		2940	700	
Total	67	2391	1444	404	5189	2539	12	12	87	283	46	6423		1348	3459	19731	705	11	100715	31679	1372

kinds of Nets used, kinds of Fish and Fish Oils, &c., &c.—Continued.

LATION.

KINDS OF FISH.												OILS.				FISH USED FOR MANURE.				REMARKS.
Ling, cwts.	Mackerel, barrels.	Herring, barrels.	Smoked herring, boxes.	Sardines, barrels.	Halibut, barrels.	Tunny, barrels.	Salmon, barrels.	Trout, barrels.	Eel, barrels.	Cod tongues and sounds, barrels.	Seal oil, gallons.	Whale oil, gallons.	Porpoise oil, gallons.	Cod oil, gallons.	Herring, barrels.	Capelin, barrels.	Flat-fish, barrels.	Smelt, barrels.	Stickleback, barrels.	
167	1002	1868	...	...	114	2	591 $\frac{1}{4}$	30	...	285	...	...	...	54266	...	11250	...	...	...	...
...	102	18770	600	...	...	...	500 $\frac{1}{4}$	9 $\frac{3}{4}$	8	...	...	...	...	8870	1950	1900	900	5100	...	...
...	2495	70800	...	...	50	...	...	...	100	...	6880	...	...	6880	950	...	...	...	...	...
...	107	3486	...	...	121	...	2384 $\frac{3}{4}$	38 $\frac{3}{4}$	...	2	46120	373	230	28991	...	6	...	...	...	...
2855	...	1820	...	...	176	...	70 $\frac{1}{2}$	30 $\frac{1}{2}$	...	...	811	...	1286	2071	...	...	...	...	...	...
3022	3706	96744	600	...	461	2	3546 $\frac{3}{4}$	108 $\frac{1}{2}$	108	287	53811	373	1516	101078	2900	13156	900	5100	...	...

APPENDIX No. 4.

RETURN of Fishing Stations, Yield, Value, Kinds of Fish, &c., on the South Shore of the River St. Lawrence, from Quebec to Cape Chatte.

Name of the Place.	KINDS OF NETS USED.				KINDS OF FISH.								Remarks.
	Salmon Nets.	Brush Fisheries with Nets.	Brush Fisheries.	Eel Fisheries.	Number of Salmon.	Number of Stbad.	Herrings—barrels.	Number of Eels.	Sturgeon—barrels.	Sardines—barrels.	Bar and White Fish—doz.	Small Fish—barrels.		Fish for Manure.
Ste. Famille.....			33	13				3145	110		1336	128	
Argentenay.....			13					2466			453	35	
St. Francois.....								2135					
St. Laurent.....						800					25		
St Pierre.....						1000					40		
		Island of Orleans											
Point Levi.....	5				224	3350			13		400		
Beaumont.....	33				165	2700			5		165		
St. Michel.....	1				30	500			5		36		
St. Valier.....	1				100	1200		1000	10		400		
Isle Madame.....	1				15				5		40		
Berthier.....	1			25	25	700		2117	1		40		
St. Thomas.....			8	15				1123	49		405	44	
Cap St. Ignace.....			13	4				1160	50		413	86	
Anse a Gilles.....				3				1270					
L'Islet.....				22				3480					
St. Jean Port Joli.....				43				8766					
St. Roch.....				16				4535					
Cap Martin.....				16	4	104		5143	29		138		6
Ste. Anne.....				1				5780	43		105		17
River Ouelle.....				39				35700	12		36		5
Petite Anse St. Denis.....				6	160	5000		3805	39				300
Pointe St. Denis.....				1	10			5865		400			
St. Denis.....				5	2	100	1300	145	4	355			
Cap au Diable.....				2	1	6	700	10	1	50			
Kamouraska.....				10	8	189	1500	707	2000	8	1606		390
St. André.....				8	10	1	202	898	3475	1	874		600
N. D. du Portage.....				11				2455					
River du Loup.....				1	4	75	100	900	800		50		100
Cacouna.....				17	1	952	1369	1912	420				
Green Island.....				13	3	157	3087	1500	700				586
Isle Verte (mainland).....				21		10	825	1547					
Pointe à la Loupe.....				1				30					
Trois Pistoles.....				10		81		417		147			
Cap à l'Aigle.....				2		185							
St. Simon.....				2				75					
Port Pic.....				3		240				3			
Pointe à la Cive.....				3		1	340		300				
Anse à Mercier.....				1	3	1	240	145	301		162		40
Anse au Bonleau.....				6		375	655	365		198			80
Bic.....				1	2		328	60	90		48		30
Isle Brulée.....				3		37		60		40			
Islet au Massacre.....				1	1		343		25	25			

13 Porpoises at \$40 \$520
8 Porpoises at \$300.
50 Porpoises were caught at River Ouelle fishery.

Had not the fisheries been carried away by storm, the catch of Salmon would have been double.

RETURN of Fishing Stations, Yield, Value, Kinds of Fish, &c., on the South Shore of the River St. Lawrence, from Quebec to Cape Chatte.—Continued.

Name of the Place.	KINDS OF NETS USED.				KINDS OF FISH.								Remarks.	
	Salmon Nets.	Brush Fisheries with Nets.	Brush Fisheries.	Eel Fisheries.	Number of Salmon.	Number of Shad.	Herrings—barrels.	Number of Eels.	Sturgeon—barrels.	Sardines—barrels.	Bar and White Fish—doz.	Small Fish—barrels.		Fish for Manure.
River Hatée.....			3		27		120			130				(Codfish was more abundant between Matane and Cape Chatte than in 1868, but men were scarce, and consequently less fishing was carried on. The catch is, however, 10 per cent better than last year. See recapitulation.)
Anse au Sable.....			8		149		1095			415			240	
Rimouski.....			1				150			25			10	
Islet Canuel.....			2		95	490	440			50			75	
Isle St. Bernabé.....			3		170	1200	1300			450			300	
Rimouski Wharf.....	1		1		265		25			10				
Pointe au Pere.....			4		4		115			86			50	
Anse au Lard.....			7		8		64			355				
Anse aux Coques.....			12				129			545				
St. Flavie.....			1		20		20			60			50	
Pointe aux Snelles.....	1		5		89		221			225				
Anse aux Morts.....			6		61		53			174			75	
Little Metis.....			2		35		22							
Sandy Bay.....			3		24		21						8000	
Matane.....			16				362						2000	
Grands Mechains.....	1				350								3000	
	14	16	263	266	5758	26987	13135	99500	369	10262	3032	293	15954	

RECAPITULATION of the Yield and Value of Fisheries from Quebec to Cape Chatte.

No. of legal Salmon nets.	No. of brush and net fisheries.	No. of brush fisheries.	No. of Eel Weirs.	No. of Men.	No. of Boats.	No. of Salmon.	No. of Shad.	No. of barrels of Herring.	No. of barrels of Sardines.	No. of barrels of Sturgeon.	No. of Eels.	No. of barrels of small mixed fish.	No. of barrels of fish for manure.	No. of doz. of Bar, Pickerel and White fish.	No. of Porpoises.	No. of quintals of Cod—Summer fishery.	No. of barrels of Cod—Autumn fishery.	No. of gallons of oil.	REMARKS.
14	16	263	266	133	50	5758	26987	13135	10262	369	99500	293	15954	3932	77	830	1890	1940	<p>There were caught with the fly in Rimouski River 57 Salmon, averaging 14 lbs. each; and 11 in Little South West Bic River.</p> <p>Bar, Trout, and other river fish, taken with the line are not entered, for want of sufficient information.</p>
Number of Salmon nets 14 Number of Brush and net fisheries 16 Number of Brush fisheries 263												Number of Eel Weirs 266 Number of Men 133 Number of Boats 50							
Number of Salmon 5,758, at \$1 00 each \$ 5,758 00 Number of Shad 26,987, at \$0 10 each 2,698 70 Number of barrels of Herring 13,135, at \$3 00 per barrel 39,405 00 Number of barrels of Sardines 10,262, at \$5 00 per barrel 51,310 00 Number of barrels of Sturgeon 369, at \$4 00 per barrel 1,476 00 Number of Eels 99,500, at \$10 00 per quintal 9,950 00 Number of barrels of small fish 293, at \$4 00 per barrel 1,172 00 Number of barrels of fish for manure 15,954, at \$0 25 per barrel 3,983 50												Number of doz. of Bar, Pickerel and White fish 3,932, at \$2 00 per doz. 655 66 Number of Porpoises 77, at \$4 00 each 308 00 Number of quintals of Cod—Summer fishery 830, at \$3 00 per barrel 2,490 00 Number of barrels of Cod—Autumn fishery 1,890 at \$3 00 per quintal 5,670 00 Number of gallons of oil 1,940, at \$0 50 each 970 00 <hr/> \$125,951 86							

Certified,

W. F. WHITCHER.

APPENDIX No. 5.

RETURN of Fishing Stations, Yield, Value, Kinds of Fish, &c., on the North Shore of the River St. Lawrence, from Baie St. Paul to Pointe au Colombier.

NAME OF THE PLACE.	KINDS OF NETTS USED.				KINDS OF FISH.								
	Salmon Nets.	Brush Fisheries with Nets.	Brush Fisheries.	Bel Fisheries.	Number of Salmon	Number of Shad.	Herrings—Barrels.	Number of Eels.	Sturgeon—Barrels.	Sardines—Barrels.	Bar and White Fish—Doz.	Small Fish—Barrels	Fish for Manure.
Baie St. Paul			2	10			1948					7	
Cap au Corbeau			1	14			2100					24	25
Isle aux Coudres			17	42			3918			47			
From Cap au Corbeau to Eboulements			3	12			1249			41		14 $\frac{1}{2}$	100
From Eboulements to Cap Martin.			15	11			470			15		46	1418
Cap aux Cies			7	6			568			76		10 $\frac{1}{2}$	668
St. Irené			1	10	2		74			70 $\frac{1}{2}$		5	417
Terre Boeane			6	3			13			20 $\frac{1}{2}$			110
Pointe au Pic			17				34						
Malbaie				2			1			60		2	
Pointe à Gaze				1			4			75		1	
Cap à l'Aigle	2	5	7		62		14 $\frac{1}{2}$			37			369
Port au Saumon		12	1				23			12			200
St. Fidèle		1	3				27			12		$\frac{1}{2}$	325
Port au Persil		13					5						
Rivière Noire		9	1				13 $\frac{1}{2}$						
Pointe au Bouleau					8								
Pointe Rouge	1		1		559								
Moulin Baudé	1				162								
Pointe des Bonnes Gens	1				54								
Anse Puante	1				130								
Pointe Cariole	1				200								
Pointe à Hubert			1				4						
Bon Desir			2				4			2			
Anse à la Cave			1				40			6			
Escoumains			1										
East Point, Escoumains	2				174								
Anse à Placide	1				200								
Pointe à Peltier	1				50								
Islet Penchés	1				30								
Petite Romaine			1		12								
Point à Boisvert	1				60								
Anse à Catherine			2				3						
Mille Vaches			3				8						
Baie de Laval	1				350								
Pointe au Colombier	1				232								
	15	64	85	97	2283		197	10327		474 $\frac{1}{2}$		97 $\frac{1}{2}$	3632

Certified,

W. F. WHITCHER.

APPENDIX No. 6.

GENERAL Recapitulation of the Yield of the Fisheries on the North and South Shores of the River and Gulf of St. Lawrence, from Quebec to Blanc Sablon, and from Point Levi to Bay des Chaleurs, during the year 1869.

	1869.	REMARKS.
	\$ cts.	
Summer Codfishing, 103,205 cwt., at	\$3 00 299,615 00	
Autumn Codfishing, 33,569 cwt., at	3 00 100,707 00	
Ling, 3,022 barrels, at	5 00 15,110 00	
Mackerel, 3,706 barrels, at	10 00 37,060 00	
Herring, 110,076 barrels, at	3 00 330,228 00	
Herring (smoked), 600 boxes, at	25 cts. 150 00	
Sardines, 10,736½ barrels, at	55 00 590,322 50	Owing to the want of reliable statistics, the yield and value of the River and inland Fisheries in those departments of the Province of Quebec, west of the City of Quebec, cannot be determined with any degree of accuracy; but the value per annum may be safely estimated at about \$100,000 for commerce and local consumption.
Halibut, 461 barrels, at	5 00 2,305 00	
Salmon, 3,948½ barrels, at	16 00 63,180 00	
Trout, 108½ barrels, at	10 00 1,085 00	
Sturgeon, 369 barrels, at	5 00 1,845 00	
Eels, 109,935 fish, at \$10 per cwt.	87 00 10,993 50	
Cod, Tongues and Sounds, 287 barrels, at	87 00 2,909 00	
Seal Oil, 53,811 gallons, at	80 cts. 43,048 80	
Whale Oil, 373 gallons, at	80 cts. 298 40	
Porpoise Oil, 2,029 gallons, at	60 cts. 1,217 40	
Cod Oil, 103,018 gallons, at	50 cts. 51,509 00	
Haddock, 1,372 barrels, at	55 00 6,860 00	
Bar and Whitefish, 3,932, at \$2 per doz.	4 00 655 66	
Mixed Fish, 390½ barrels, at	4 00 1,562 00	
Shad, 26,987 fish, at 10 cents a piece	5 00 2,698 70	
Tunny, 2 barrels, at	5 00 10 00	
Fish used as manure, 41,642 barrels, at	25 00 10,410 50	
Total	\$1,046,240 45	

DEPARTMENT OF MARINE AND FISHERIES,
Fisheries Branch, Ottawa, 1869.

(Certified) W. F. WHITCHER,

P. MITCHELL,
Minister of Marine and Fisheries.

APPENDIX No. 7.

STATEMENT of the number and tonnage of vessels and number of men engaged exporting the products of the sea-fisheries at the Magdalen Islands to places without the Dominion of Canada; the quantities, kinds, and value of fish so exported, as well as of those shipped to places within the Dominion during the season of 1869, from returns furnished by the Collector of Customs at Amherst Island.

FOREIGN, VIZ :

No. of Vessels.	NAME OF VESSEL.	MASTER'S NAME.	Tons.	Men.	To where.	Description of Cargo and Quantity.					Value.
						Cod Fish.	Herrings.	Mackerel.	Cod Oil.	Seal Oil.	
						ewt.	bls.	bls.	gills.	gills.	\$
1	Olive Branch.....	G. French.....	62	6	United States.....		600				600
2	Josephine.....	A. McDonald.....	55	6	do.....		700				700
3	Sun.....	Smaidge.....	40	6	do.....		600				600
4	G. Gilman.....	G. Gardiner.....	59	5	do.....		800				800
5	A. P. S. Tennyson.....	Wm. Cummings.....	94	7	do.....		1100				1100
6	Hattie.....	Wm. Fanning.....	52	5	do.....		700				700
7	G. Meade.....	H. Allen.....	73	5	do.....		1000				1000
8	Golden Rule.....	B. Staples.....	44	6	do.....		600				600
9	Governor.....	Jno. Peterson.....	54	5	do.....		700				700
10	Emma Brown.....	J. Turner.....	48	5	do.....		600				600
11	Julia.....	A. Foster.....	23	3	do.....		350				350
12	Cape Ann.....	J. Barter.....	42	6	do.....		500				500
13	Boynton.....	L. Tracey.....	69	8	do.....		1000				1000
14	Medium.....	E. Snell.....	26	4	do.....		500				500
15	Clenton.....	M. Weyland.....	37	6	do.....		500				500
16	President.....	Staples.....	27	4	do.....		400				400
17	Paragon.....	Hickey.....	45	5	do.....		550				550
18	Judge Low.....	Mallock.....	77	6	do.....		1000				1000
19	N. Page.....	J. Mallock.....	80	6	do.....		1000				1000
20	Coolidge.....	H. Crobtre.....	52	7	do.....		600				600
21	Romp.....	Miller.....	87	8	do.....		900				900
22	Maria Alva.....	J. McEvoy.....	36	5	P. Edward Island.....		300				300
23	Sea Slipper.....	G. McKay.....	15	3	do.....		160				160
24	Wasp.....	P. Galant.....	8	2	do.....		100				100
25	Marie.....	B. Gallant.....	12	2	do.....		100				100
26	Ariel.....	R. Moran.....	87	5	do.....		276				276
27	Alpha.....	J. McDonald.....	26	5	do.....		300				300
28	Reliance.....	Thomas Ferry.....	43	4	United States.....		400				400
29	Carpoo.....	L. Knight.....	57	6	do.....		300				300
30	Cinderella.....	Parsons.....	38	5	do.....		500				500
31	Wooster.....	A. Foss.....	78	7	do.....		500				500
32	Fleetwing.....	F. Coolidge.....	52	7	do.....		600				600
33	Mary Ann.....	C. Lepage.....	12	3	P. Edward Island.....		100				100
34	Dashaway.....	F. Galant.....	9	3	do.....		30				30
35	Pinter.....	Wm. Holmes.....	74	7	United States.....		900				900
36	William Tell.....	G. Gott.....	60	6	do.....		900				900
37	Vixen.....	J. Clement.....	36	5	do.....		400				400
38	J. Car.....	M. Gallant.....	19	3	P. Edward Island.....		200				200
39	Frank.....	S. Gallant.....	61	6	do.....		220				220
40	C. McKean.....	McKean.....	46	6	do.....		130				130
41	Sea Bird.....	A. McKinnon.....	63	5	do.....		376				376
42	Foam.....	J. Gallant.....	29	4	do.....		280				280
43	Sea Slipper.....	G. McKay.....	15	3	do.....		120				180
44	Annie.....	J. Mathieson.....	33	4	do.....		330				330
45	Ocean Lady.....	R. Cohoon.....	29	3	do.....		200				200
46	Josephine.....	S. Chivirie.....	40	7	do.....		400				800

STATEMENT of the number and tonnage of vessels, &c.—Continued.

FOREIGN.—Continued.

No. of Vessels.	NAME OF VESSEL.	MASTER'S NAME.	Tons.	Men.	To where.	Description of Cargo and Quantity.					Value.
						Cod Fish.	Herrings.	Mackerel.	Cod Oil.	Seal Oil.	
						cwt.	bls.	bls.	gls.	gls.	\$
47	Jane	D. McCormick	64	8	P. Edward Island	4	500	.....	.....	.....	1000
48	J. E. Carr	M. Gallant	19	3	do	4	140	.....	.....	.....	292
49	Fly	B. McEwen	12	3	do	3	50	.....	.....	.....	115
50	Josephine	J. Chivrie	40	3	do	.....	350	.....	.....	.....	700
51	Ariel	F. Raymond	23	3	do	.....	20	.....	.....	.....	40
52	Scioto	John Tillson	33	4	do	.....	.....	70	.....	.....	420
Total Exports Foreign, to date			2205	263		7	23882	70	.....	.....	\$25,882

EXPORTS COASTWISE TO PLACES BEING WITHIN THE DOMINION.

1	Flash	Hyson	40	4	Nova Scotia .....	.....	500	.....	.....	.....	620
2	Sabine	Rae	50	6	do .....	.....	900	.....	.....	.....	900
3	Joanna	Holmes	40	5	do .....	.....	609	.....	.....	.....	600
4	Blue Wave	Stanwood	42	5	Yarmouth .....	.....	500	.....	.....	.....	500
5	Good Intent	Moses	34	4	West Isles .....	.....	400	.....	.....	.....	400
6	British Tar	A. Evans	41	5	Halifax, N. S. .....	.....	500	.....	.....	.....	500
7	Young Witch	Boudreau	30	4	Cheticamp .....	.....	200	.....	.....	.....	200
8	Laura	W. Clough	64	5	Halifax, N. S. .....	.....	1000	.....	.....	.....	1500
9	Ava	John Young	62	5	Pugwash .....	.....	600	.....	.....	.....	600
10	Jane Amelia	William Leslie	48	5	Spry Harbor, N. S. .....	.....	400	.....	.....	.....	400
11	Loup Marin	Burgeois	37	5	Halifax, N. S. .....	.....	600	.....	.....	.....	600
12	Humming Bird	C. Harnish	29	5	do .....	.....	500	.....	.....	.....	500
13	Ellen	D. Spinney	29	4	Yarmouth, N. S. .....	.....	300	.....	.....	.....	300
14	Victory	E. Proctor	37	4	P. Richmond, N. S. .....	.....	300	.....	.....	.....	300
15	Engedi	G. Cormier	25	5	Halifax, N. S. .....	.....	230	.....	.....	.....	230
16	Bell	Kent	43	5	St. Andrews, N. B. .....	.....	550	.....	.....	.....	550
17	Brilliant Star	S. Smith	39	5	Halifax, N. S. .....	.....	400	.....	.....	.....	400
18	Glide	T. McDonald	21	4	Arichat, N. S. .....	.....	100	.....	.....	.....	100
19	Barnes	C. McDonald	39	5	Halifax, N. S. .....	.....	400	.....	.....	.....	400
20	Anna Bell	Embree	30	5	Hawkesbury, N. S. .....	.....	250	.....	.....	.....	250
21	Stirling	Landry	54	5	Halifax, N. S. .....	.....	150	.....	.....	.....	150
22	Silver Bell	McKay	33	3	Westport, N. S. .....	.....	300	.....	.....	.....	300
23	Hero	J. Walker	50	4	Hawkesbury, N. S. .....	.....	800	.....	.....	.....	1200
24	Resident	G. Oliver	49	5	Cape Canso, N. S. .....	.....	200	.....	.....	.....	400
25	Virgine	Le Blanc	56	4	Gaspé, 2	230	.....	.....	.....	.....	690
26	Mary	W. Murray	41	4	Hawkesbury, N. S. .....	.....	300	.....	.....	.....	600
27	President	Burgeois	30	5	Pictou, N. S.	8	.....	.....	.....	.....	24
28	Lucinda	Noonan	24	6	Halifax, N. S. .....	.....	75	20	.....	.....	330
29	Emelite	Burke	26	4	do .....	.....	.....	.....	4200	.....	3000
30	Express	Redmond	34	5	do .....	.....	9	130	.....	.....	960
31	Jane Otis	Maguire	50	5	P. Mulgrave, N. S. .....	.....	150	.....	.....	.....	840
32	Express	Redmond	34	5	Halifax, N. S. .....	.....	9	130	.....	.....	960
33	Janet	William Hubley	30	8	Spry Harbor, N. S. .....	.....	200	130	.....	.....	1050
34	Ocean Bride	P. Malcomb	13	4	P. Richmond, N. S. .....	.....	.....	130	.....	.....	650
35	Emily Jane	J. Murphy	34	6	Halifax, N. S. .....	.....	.....	85	.....	.....	425
36	Catharine	J. Gerard	27	6	Spry Harbor, N. S.	20	.....	120	.....	.....	780
37	Lavina Elizabeth	R. Hawes	23	6	do .....	.....	.....	200	.....	.....	1200
38	Anna Belle	H. L. slie	45	8	do .....	.....	.....	200	.....	.....	1200
39	Engedi	G. Cormier	25	5	Halifax, N. S.	367	.....	37	.....	1350	2030
40	Emelitte	Burk	26	4	do	160	.....	12	3500	.....	2334
41	Annie	Terriault	41	5	do	800	.....	7	760	.....	1222

STATEMENT of the number and tonnage of vessels, &c.—*Continued.*EXPORTS COASTWISE, &c.—*Continued.*

No. of Vessels.	NAME OF VESSELS.	MASTER'S NAME.	Tons.	Men.	To where.	Description of Cargo and Quantity.					Value.
						Cod Fish.	Herrings.	Mackerel.	Cod Oil.	Seal Oil.	
						cwt.	bls.	bls.	gills.	gills.	\$
42	Panda	Oniel	35	5	Nova Scotia	16	.....	70	56	.....	510
43	Mary	C. Chesson	34	5	Halifax, N. S.	500	.....	25	4400	.....	3825
44	Engedi	G. Cormier	25	5	do	511	.....	3	.....	.....	2062
45	Dolphin	J. Richard	52	6	Quebec .....	.....	214	179	1960	.....	2733
46	A. Painchand	Tallon	36	5	Pictou, N. S.	32	.....	.....	92	.....	164
47	Emillette	Burke	26	5	Halifax, N. S.	170	.....	120	120	1330	1995
48	Jane Amelia	W. Leslie	48	4	do	500	.....	280	500	.....	3990
	Exports Coastwise		1781	237		3314	11487	2028	11688	6880	45,474
	Add Foreign Exports		2295	263		7	23882	70	.....	.....	25,882
	Total of Fish Exports to date		4076	500		3321	35369	2098	11688	6880	\$71,356

N.B.—It may be remarked that 19 Foreign vessels came to this port last spring for cargoes of fish; they were of large tonnage, and, probably, would carry about 1,500 barrels each, they, however, took no clearance outwards, nor made any report, thus evading the law.

P. MITCHELL,

DEPARTMENT OF MARINE AND FISHERIES,

Minister of Marine and Fisheries.

Fisheries Branch, Ottawa, 1869,

(Certified,) W. F. WHITCHER.

APPENDIX No. 8.

**SYNOPSIS OF FISHERY OVERSEERS' REPORTS IN THE PROVINCE OF
QUEBEC, FOR THE SEASON OF 1869.**

SOUTH SHORE DIVISION, FROM QUEBEC TO CAPE CHATTE.

ALFRED BLAIS, *Overseer.*

This division extends from Quebec to Cape Chatte, an extent of coast of over 130 miles, with 459 fisheries. The duties of the local officer are responsible and difficult.

The herring fishery, which was unusually good in 1868, proved a failure this year, the yield being 16,700 barrels less than that of the previous season. This diminution is attributable chiefly to the reckless destruction of the young fish hitherto in the brush weirs.

There is a marked decrease in the shad fishery, owing, undoubtedly, to the large quantities of young shad destroyed in the brush weirs during the fall. These weirs should be removed by the 1st of October, as after that date they give but poor returns, and the sardines caught in them are small and in poor condition.

Owing to a prevalence of strong southerly winds, there has been a large decrease in the catch of eels this year; the amount being 62,700 barrels less than last year. No particular mode of protection seems to be known.

Although an increase in the number of bar-fish is noticeable since the abolition of small-meshed seines, still a large quantity of young bar-fish are constantly destroyed in the boxes of fall fascine fisheries. To obviate this, the net-work at the end of each box should be made level with the ground, thus providing an easier mode of escape for the young fish. By this arrangement, the small fry of white fish and doré would also be protected. The alteration might interfere to some extent with smelt fishing in the fall,—but of what value is a smelt compared with a full-grown bar-fish?

The attention of the Fishery Overseer has been called to the injury done to fishing by the undue destruction of the fry in the fascine fisheries, and he was instructed to enforce the clause of the law relating to the same, which, through neglect, or otherwise, he seems to have omitted to do.

Salmon fishing is steadily increasing in this division, the increase this year being 1340 fish over the take of 1868. Rimouski River continues to improve, as the following table shows. No other kind of fishing is allowed there but angling.

In 1865 there were caught with the fly,	8	salmon.
1866	“	“
1867	“	“
1868	“	“
1869	“	“

The river this season was not half so much fished as last year.

Owing to the successful prosecutions brought against notorious poachers at Little South West Bic River, it is to be hoped that in a few years this pretty stream will be fully restocked. From its readiness of access, and vicinity to Bic, it must soon be a favorite resort for anglers. Eleven fish were taken in it with the fly in 1869. The succession of lakes in its immediate rear abound with trout of a large size. These lakes can all be reached by canoe.

Matane River was well guarded last season. It is, however, to be regretted that

through carelessness and bad management, a large quantity of mill rubbish found its way into the stream.

Salmon spawned this year in Metis River, near the bridge; but, owing to the accumulation of rubbish of all sorts, it will be some time before any marked increase of the fish takes place in this stream.

The long-vexed question, whether or not sawdust is injurious to fish, seems to have been solved. Whilst at Rimouski, last fall, looking after salmon spawn, trout were observed hidden on the spawning grounds, feeding on salmon ova. Removing the stones in the river, some of the eggs were found in a healthy state; whilst others, to which sawdust had adhered, were dead. Rimouski River being one of the best protected, what must be the case in other exposed streams where sawdust and all sorts of mill-rubbish are allowed to pollute the waters?

The attention of this officer having been especially directed to putting a stop to the illegal destruction of trout in the inland lakes of the Counties of Rimouski and Temiscouata, numerous prosecutions, fines, and confiscations of fish were the result. It is to be hoped that poaching in this part of the country will soon be entirely put a stop to.

During the year, eighty-three licenses were issued, and the sum of \$191 collected.

Thirty-three prosecutions, for contravention of the Fisheries Act, were brought by the Overseer against different parties; and the fines collected amount to \$59.

A statement of the different kinds and quantities of fish caught in this district will be found at Appendix No. 4.

CAPE CHATTE DIVISION.

JOS. J. LETOURNEAU, *Overseer.*

The catch of salmon in the River Ste. Anne des Monts was somewhat less than that of last season, owing to the high state of the water, and the consequent delay in setting the nets. But, on this account, the river being clear of nets for some time, the salmon were enabled to reach their spawning beds without hindrance, and a large number were seen there; as a consequence, next year's fishing may be expected to be very good. The removal of the mill-dam on Cape Chatte River will also enable the salmon to ascend that stream, and an improvement may consequently be looked for there also. The prosecutions brought by the Department in 1868, have evidently had a most beneficial effect in preventing illegal fishing in this division this season.

PERCÉ DIVISION.

P. VIBERT, *Overseer.*

The main duty of this officer is the issue of licences to foreign fishing vessels. He issued none in 1869.

GASPÉ DIVISION.

JOS. EDEN, *Overseer.*

The catch of mackerel this season has been much larger than ever known before. The salmon fishery has been double the average of former years, owing to the different rivers being properly protected and the netting kept within reasonable bounds, also to the assistance of private guardians employed by the lessees of the fishing division. As

salmon were abundant on the different spawning beds, there is every probability of good fishing next season. The cod fishery on the coast was about an average catch.

One hundred and ninety eight salmon were caught with the fly in York River, 22 of which averaged 23½ lbs, and the remainder about 18 lbs. per fish. The catch in River St. John was 68 fish, of an average weight of 12 lbs. each.

PABOS DIVISION.

JAS. M. REMON, *Overseer.*

Salmon has been more plentiful this season than last; but, owing to rough weather, the catch by net fishing has been less than it otherwise would have been. In the pools of West River of Pabos, which, on account of the mill-dam, salmon had ceased to frequent, a number of these fish have been seen this year. Grand River was not angled during the season.

PORT DANIEL DIVISION.

WM. PHELAN, *Overseer.*

The salmon fishery has been remarkably good this season, the returns showing an increase over last year. Some of the stations were not regularly fished. It was feared at the commencement of the season, that because of the failure of caplin, codfishing would be poor, but this was not the case; during the summer it was very satisfactory, and though the fall fishing commenced with poor prospects, it was remarkably good at the end of the season. At Chigouac and Faspébiac during the latter part of November, boats were taking from one to three drafts a day each. There is abundance of mackerel along this part of the coast, of which American fishermen take large quantities, though the resident fishermen neglect the fishery altogether.

NEW RICHMOND DIVISION.

R. W. H. DIMOCK, *Overseer.*

The catch of salmon in this division was below the average, although it is reported that large quantities of these fish ascended the rivers to spawn. This may probably be attributed to freshets during the month of June. Large quantities of salmon were seen on the spawning beds throughout the fall. The Overseer reports six of them having been caught with the fly in Grand Caspédia River.

MARIA DIVISION.

FINLAY COOK, *Overseer.*

Salmon fishing was good. Three of the best stations were not fished this season, owing to an infringement of the law. This accounts for the apparent decrease in the catch.

MATAPEDIA DIVISION.

ALEX. FRASER, *Overseer.*

Salmon has been more than an ordinary catch, particularly with the fly, attributed to causing the nets to be raised from Saturday night to Monday morning. The Indians have had a good season. There has been no occasion to make any seizures here, as parties have always obeyed the law after due warning. Five salmon were caught with the fly in the Casupsault, a tributary of the Matapedia, averaging over 19 lbs.

RESTIGOUCHE DIVISION.

JOHN MOWAT, *Overseer.*

Salmon fishing has this season been about the average of former years in this division. The stands on the Canada side made better fishing than those on the New Brunswick side of the river, the nets in the latter being too close together, many of them not being more than 250 yards apart. An unusually large number of fish visited the spawning beds, and a fair supply also reached the upper waters of the river. Fly fishing was remarkably good. The Indians have had a fair share of fish. It would be advisable, should they be at any future time allowed the privilege of spearing, that they do so only three nights a week. No violations of the law occurred in this division.

No returns of the catch were received from the anglers on the Restigouche River: but judging from the Overseer's statement, their sport must have been good. Mr. Mowat incidentally mentions that whilst he was on a visit to Kedgwick River. they caught no less than 15 salmon in five hours' time.

QUEBEC DIVISION.

D. ROSA, }
L. P. HUOT, } *Guardians.*

The former officer has charge of lakes in rear of Quebec, especially Lakes St. Charles and Beauport. For four years past, the latter has been closed, by Order in Council, during the winter season, for purposes of natural reproduction of fish. The improvement therein has been steady and remarkable. Mr. Rosa has during the year effected several seizures, and brought prosecutions for violation of the Fishery Laws.

Mr. L. P. HUOT was appointed in the place of G. Boily, deceased. This officer has charge of lakes in counties of Montmorency and Charlevoix. Several confiscations of illegally caught trout were effected during the season in this section.

MURRAY BAY DIVISION.

C. DEMEULE, *Guardian.*

Reports general satisfaction and compliance with the Fishery Laws in his division. The catch of salmon was somewhat under that of last year, owing to several local causes. The number of trout caught in the inland lakes in rear of Murray Bay, is estimated at 120,000. Porpoises were more numerous than formerly. See Appendix No. 5.

SAGUENAY DIVISION.

R. BOULLIANE, *Overseer.*

No report from this Officer. The duties here are very important, but appear to be grossly neglected. There was a slight increase in the number of salmon, and a considerable falling off in the sardine fishery. See Appendix No. 5.

116 salmon were caught with the fly in Ste. Marguerite River; average weight over 17 lbs. In Little Saguenay, 10 fish, averaging 11½ lbs.

GODBOUT DIVISION.

A. COMEAU, *Overseer.*

No Report. This officer should be replaced by a more attentive person. Statistics of fishing in this Division will be found at Appendix No. 3.

Owing to frequent and unusually heavy rain, the Godbout River continued too high during the season for good fishing, and in consequence a number of the best pools were so flooded as to prevent the fish from lying therein, or at least taking the fly as freely as in former seasons. The catch, however, amounted to 515 fish, averaging 10½ lbs.

MOISIE DIVISION.

F. SYLVESTRE, *Guardian.*

For detail of the yield of fisheries in this Division, refer to Appendix No. 3. In the Bay of Seven Islands and vicinity, young salmon were so numerous in the fall, that large quantities were unavoidably caught in the herring nets. These nets had to be taken up at the end of September, to prevent an undue destruction of young fish.

The fly-fishing in Moisie River was exceedingly good. Three rods caught in the short space of 34 days 241 salmon, of an average weight of 17½ lbs., 10 of the largest fish weighing 28 lb., and 20 others 26 lbs.

MINGAN DIVISION.

JOS. BEAULIEU, *Overseer.*

The statistics of this Division (see Appendix No. 3) show an increase in the catch over that of last year. The fishing in the estuary was not quite equal to that of last year, the fish having probably gone up during the protracted high water before the nets were set. The Overseer reports that Indians observed the law this season.

The number of salmon caught with the fly in Romaine River amounted to 190. Average weight 15¾ lbs. In the St. John's, 174 fish, of an average weight of 12 lbs. Mingan River was not angled during last season.

NATASHQUAN DIVISION.

G. MATHURIN, *Guardian.*

For full details of the Fisheries in this division, refer to Appendix No. 3.

The Guardian reports general compliance with the law.

Caught with the fly in Natashquan River, 716 salmon of an average weight of about 11 lbs. The season was wet and the water kept very high.

WATSHEESHOO DIVISION.

P. FOURNIER, *Guardian*,

Reports general compliance with the law. The details of the yield of fish are embodied in Mr. Lavoie's report.

PACACHOO DIVISION.

F. KENNEDY, *Guardian*.

Owing to prevalence of bad weather, salmon fishing has slightly fallen off from that of last year. 3,000 young seals were taken on the ice in the Spring.

BONNE ESPERANCE DIVISION.

W. H. WHITELEY, *Guardian*.

Reports salmon fishing as very successful; cod fishing very good; herring fishery a failure. The inhabitants were well provided with provisions for the coming winter.

ANTICOSTI ISLAND.

F. THIVIERGE, *Guardian*.

Salmon fishing was good. Several new stations were fished during the season, with remunerative results. No fly fishing was done in the rivers. With the exception of a slight infringement of the law everything was peaceable.

MAGOG DIVISION.

S. F. COPP, *Overseer*.

There is a marked increase, especially in small lunge, in this division. The drought of 1868 destroyed large numbers of speckled trout which had ascended the creeks for the purpose of spawning, and which were left in the pools as the streams dried up, and died in great quantities. The fish taken in this section are all sold fresh.

ST. FRANCIS DIVISION.

W. C. WILLIS, *Overseer*.

This Officer reports salmon on the increase, and of larger growth than usual. They have returned to and spawned in the Eaton River, once famous for them, but where they had been of late years utterly exterminated, none having been seen there for thirty years. The fishway erected on the mill-dam at the mouth of the river doubtless admitted of their ascent. Statistical information of the catch of fish in this division very difficult to obtain, but it may be roughly estimated at from 250 to 300 barrels of all kinds of fish.

RICHELIEU DIVISION.

H. W. AUSTIN, *Overseer.*

The number of fish taken in this division is very large, but it is almost impossible to obtain reliable statistics. The boats on the lakes and rivers, and men and lads residing in the locality, are employed in fishing combined with agricultural pursuits. The number of barrels of fish taken in the Richelieu River is estimated at 8,550, and are roughly valued at \$42,750, this is rating them only at \$5 per barrel, while many sell for from \$10 to \$12 per barrel. The value of the fish taken at the eel weirs is about \$3,800, making a total value of \$46,550 for this division.

MISSISQUOI DIVISION.

P. E. LUKE, *Overseer.*

Fishing middling this season in consequence of unusually high water. White-fish sold well, averaging 12½ cents per lb., owing probably to the Sandusky fishermen freezing theirs for winter use. The catch this season was 4008 shad, and 51 barrels of mixed fish.

YAMASKA DIVISION.

R. McCORKILL, *Overseer.*

The principal work of this officer has been enforcing the building of fishways on mill-dams on the Yamaska River. This has been attended with success, and the law complied with by every mill owner.

CHATEAUGUAY DIVISION.

D. MCFARLANE, *Overseer.*

In this division also the main duty of the Fishery Overseer related to the construction of fishways on mill-dams. After some trouble and opposition, there are now nine fishways built on the Chateauguay River, between its mouth and its source. A marked increase of fish is reported in this section.

APPENDIX No. 9.

REPORT OF S. WILMOT, ESQ., ON THE FISH-BREEDING ESTABLISHMENT AT NEWCASTLE, ONTARIO, DURING THE SEASON OF 1869.

In the month of April last year, I had the honor of forwarding to you a Report embodying views and experiments in reference to artificial fish breeding and fish culture, a science in which I have been engaged for the past few years. In that report, I drew attention to the action taken by other countries in Pisciculture, and gave in detail, a description of my operations and experiments, as applied to the more important and valuable commercial fishes of the country, then being carried on at the experimental fish breeding establishment at Newcastle, in the Province of Ontario.

In the report referred to, I submitted my views as to the possibility of making fish-culture a means by which a valuable article of food might be preserved and multiplied for the uses of the people of this Dominion.

I also drew attention to the very great necessity that existed for the proper preservation and protection of all kinds of fish during their spawning seasons; and described the nature and habits of the more important descriptions of fish frequenting the inland waters of this country; at the same time, suggesting the views that I entertained, as to the proper times that should be set aside for the close or spawning season for the different kinds of fish enumerated.

Having discussed these points with some particularity, it will be unnecessary, in reporting the progress since made, again to draw your attention to the general subjects just mentioned, as contained in my last report. It will be well, however, to state that from the experience and knowledge obtained by me since, I am stronger in the belief of the correctness of the views then enunciated, and would urge the propriety of legal enactments being made, by which the suggestions then offered might be carried out.

The greatest necessity exists for the most wholesome and stringent laws being passed by the Legislature, for the proper protection of fish, and unless this be done, the lakes, rivers, and streams throughout the populous parts of the Dominion, will, in a very short time, be wholly depopulated of the most valuable description of their finny tribes.

Since the publication of your last Departmental report, an evidently increasing interest seems to pervade the minds of the public, as to the magnitude and importance of the subject of fish culture.

The evident annual decrease in the catch of several of the better kinds of fish, carries conviction to the minds of the people, that some effort should be made to check this falling off in one of the most important sources of our national wealth and comfort. So great is the desire to augment the supply of fish-food, that it would be unwise indeed to condemn any means by which this could be brought about. A universal opinion prevails that in no better way could a portion of the public funds be expended, than in the encouragement of this object by liberal grants from the Legislature towards aiding the science of fish-culture in this country.

I notice a very long and ably written report which was presented to the United States Congress, by the Department of Agriculture for 1868, in which the subject of artificial fish breeding is highly spoken of and commended. Several of the States of the Union have already appointed Fishery Commissioners, to whom large grants of money have been given, for the purposes of introducing and extending the operations of this useful work.

The Commissioners from eight of the States, at a convention held by them, thus publicly expressed their views: "That fish culture, both by the artificial impregnation of

the ova, and by the modification of obstructions which have reduced the natural area of the spawning grounds of the fish, although as yet comparatively in its infancy, has yielded most satisfactory results, and will furnish valuable assistance in stocking and replenishing public waters."

I will now proceed briefly to describe the progress made by me in the work of fish-culture since my last report.

RESULTS OF THE OPERATIONS IN FISH-BREEDING AT WILMOT'S CREEK, FROM THE FALL OF 1868.

Salmon.—Upwards of one hundred thousand salmon fry were hatched out in April last, in the breeding establishment on this creek. These were the brood raised from the stock of eggs laid down in the fall of 1868. After the absorption of the umbilical sac by the fry, (which requires a period of about thirty or forty days), they were turned into a pond hurriedly prepared for them. In this pond they were fed daily, the food used being thickened or curdled milk, and beef's liver well boiled and dried, and then finely pulverized. They have a great preference for the latter food. This pond being about fifteen rods long, by two rods wide, and shallow in depth, proved quite too small for the number of fry placed in it. A very much larger surface of water than the above, is required for so great a number of fish, as it would produce a correspondingly greater amount of surface and insect food, which being their natural food, is much better adapted for the nourishment and growth of the young fry.

A great disparity was observable in their growth, for in the month of December some had only reached two inches in length, whilst others had grown to be three and a-half and four inches long. This inequality of growth, however, corresponds with observations made under similar experiments at the Stormontfield nursery in Scotland.

The apparent loss of fry during this season was very trifling indeed, and from all appearance (judging from size and general developement) a very large proportion would have become smolts, and migrated from the stream in the spring of 1870. I was prevented, however, from ascertaining whether their migration would have actually taken place, by the breakage of the dam.

The unusually heavy rains which fell during the winter caused heavy freshets in the creek, overflowing everything and causing a breakage in the pond, by means of which the fry were liberated some months earlier than I had desired.

This untoward circumstance, though discouraging to me, cannot, I think, have had a serious or damaging effect upon the young fish, as they escaped into the larger body of the stream, where they would no doubt (as in the natural way) procure the required food and shelter. I am of opinion that it would be advisable in future, to distribute the young fry in the various streams of the country, so soon as the umbilical sac becomes absorbed, keeping on hand however at all times a considerable number in a suitable pond for experiment and observation.

White Fish (Corregonus Albus).

In November, 1868, a number of white fish eggs were laid down in the hatching troughs for experiment. In the following March and April a large number of young fry made their appearance. The difficulties attending the incubation and after care of the white fish are somewhat greater than with the salmon, on account of the minuteness both of the egg and the young fish after emerging from the shell. The egg of the white fish when first laid, is a little over one thirty-second part of an inch in diameter, but, in a short time increases to nearly one-eighth of an inch. The little fish when first hatched out, is about three-eighths of an inch, almost transparent, and having a small umbilical sac attached to its body, filled with a transparent oily fluid, upon which, it almost wholly subsists for about three weeks; at which time it becomes absorbed.

The salmon lies prone upon his side during absorption of the sac, while the young white

fish, on the contrary, immediately after emerging from the shell, begins swimming about rapidly, and apparently rests neither night nor day.

Every effort was made to find out the proper description of food for these little creatures, but without success, the consequence was, they dwindled away and died. I therefore felt much discouraged and disappointed at this unfortunate result of my first experiment. An accident, however, gave me the information that all my investigations had failed to elicit. It happened that a few of these minute creatures had managed to escape through the fine wire gauze screen, and passed down through some pump logs into a small pond, in which they evidently found food which suited their nature, as they grew rapidly, and soon became beautifully developed young fish. In the pond into which the young fry had escaped, I had, about three years before, placed some roots of an aquatic plant, which grew vigorously, spreading itself all over the bottom of the pond. The fibrous parts of this plant were covered with a small crustaceous insect, upon which I frequently noticed the young fish feeding.

The supply of water in this pond proved too limited during the hot summer months, I was therefore obliged, at some considerable expense, to increase the supply by means of a force-pump, from the creek, which answered every purpose.

I placed some of these little fish on exhibition, at the Provincial show at London in September last, where they attracted much attention. They were then about five inches in length. Others, in December, had attained the length of seven inches and were beautifully formed.

From the above successful experiment and simple discovery, it may be presumed that we have obtained the knowledge by which the most valuable commercial fish frequenting the inland waters of America may be bred and matured to any extent desired; and that, by the same process, white fish may be introduced into waters in which they were never previously known.

I may be permitted to add, that I believe this to be the first successful experiment on record anywhere, of the artificial production and after-growth of this highly prized and delicious fish. To the science of pisciculture, as applied to the artificial breeding of fish, must be attributed the valuable knowledge I have thus been enabled to obtain.

INCREASE OF SALMON AND GRILSE IN WILMOT'S CREEK, IN THE FALL OF 1869.

The numbers of salmon and grilse that entered this creek during the fall of 1869 were far greater than the most sanguine in their expectations had anticipated. As previously stated the remnant of salmon that had escaped extermination in this creek in the fall of 1866, did not exceed *half a dozen* in number, and formed the slender stock from which the present system of artificial fish breeding has been successfully introduced into the Dominion.

In the fall of 1869, the number had increased to such an extent, that upwards of *three hundred salmon and grilse* could be seen at one view in the reception house, (a building 15 by 36,) upon that stream. It was filled literally to overflowing. Over and above the fish in the building, it was estimated by many that there were a still greater number in the stream below, (that is, between the reception house and the lake, a distance of about two miles.) These latter fish were allowed to spawn in the bed of the creek, in the natural way, and although the utmost care and vigilance were exercised for their protection, many were molested and destroyed upon the spawning beds, by lawless inhabitants and poachers.

I succeeded in bringing to justice some of the more evil disposed and reckless persons whom I caught in the act of violating the law. In carrying out my duty a most wanton and flagrant attack was made upon me at midnight, by persons in disguise, who inflicted upon me many bodily injuries.

The determination shewn by your Department in sustaining me in the prosecution of my duty, and the promptness displayed in despatching your Commissioner, Mr. Whitcher, from Ottawa, to bring to justice the parties who violated the Fisheries Act, were such as will give confidence to your several Fishery Officers, and assure them that in carrying out their onerous duties they will be sustained.

GENERAL OPERATIONS IN ARTIFICIAL FISH-BREEDING DURING THE FALL OF 1869.

Wilnot's Creek.

This Creek it may now be said, is "well stocked with parent fish." The salmon that were entrapped in the reception house upon this stream, or at least as many of them as were fitted for manipulation by the artificial process, were operated upon and then returned to the stream. The ova taken from them were laid down in the hatching troughs in the adjoining breeding house. Their eggs, together with those obtained at Grafton and Duffin's Creek, are now passing through the various stages of incubation.

The season thus far, for fish breeding purposes (natural as well as artificial), has proved to be very unfavourable, on account of the frequent and heavy rain storms which have prevailed almost constantly during this winter causing unusual freshets. The immense quantities of sediment and other injurious substances brought down the stream by these freshets, the rapid and frequent fluctuations of temperature up to the present time—combined have had most serious and destructive influence upon the ova whilst undergoing the earlier stages of embryo development.

Notwithstanding all these difficulties, and although having to use for breeding purposes the water as it flows from the creek, (without any filtration), I shall yet, if no unforeseen accidents occur, be enabled to turn out in April and May next, some hundreds of thousands of salmon fry for distribution in the several streams of the country.

Grafton Creek.

Last year I gave full particulars of this important stream and of the works erected upon it, therefore very little additional information can now be given. Some further improvements were required this year in erecting a new and more permanent barrier, to replace the old one hurriedly and temporarily erected in the fall of 1868. The one now built answers admirably the purposes for which it is required.

The number of salmon that entered this creek last fall was somewhat in excess of the previous year. A more thorough and systematic method of guarding this stream from the inroads of lawless persons will have to be instituted in future. I regret to state that a large number of salmon after being let loose from the reception house, were destroyed by parties who, I am pleased to state were arraigned, convicted and imprisoned. Had the guardian in charge acted with determination and fearlessness in the performance of his duty, this unfortunate circumstance in the loss of so many parent fish could not have occurred.

This creek is an important and valuable one for procuring parent fish, and therefore every effort should be made to preserve and maintain its usefulness as a nursery for salmon.

Duffin's Creek.

This creek is situated nearly midway between Toronto and Newcastle, and enters Lake Ontario about twenty-six miles east of that city. In former years it was a favourite stream for salmon to enter for spawning purposes. By an Order in Council this creek was set apart last fall for the natural and artificial propagation of salmon. The object of setting apart this stream, and others as well, has thus far operated very satisfactorily. It has had the effect of convincing those persons who had hitherto been in the habit of disregarding the law, that more energetic and practical measures have been instituted by the Fisheries Department, to put a stop to the lawless and wanton destruction of fish in our streams. The effect produced by the setting apart of streams is now understood to increase the penalties for infractions of the law to the amount of *two hundred dollars*. Whilst in streams not set apart, the penalties for taking salmon out of season cannot exceed *twenty dollars*. This increased penalty together with other stringent regulations, which follow from the setting apart of a stream, has a tendency to prevent the former constant and open violation of the law.

Duffin's Creek cannot at present, be considered well adapted for the *natural* spawning

of salmon. A very short run of gravelly bottom intervenes between the head of the marsh or dead water and Smith's mills just above the railway track, leaving not more than four or five rods of the stream suited for spawning purposes. If salmon were allowed to pass beyond the mill up the stream, (which would be difficult for them to accomplish from the scarcity of water and other obstructions), not one would escape destruction from the hands of the lawless among the inhabitants. As it would be almost impossible to guard the stream thoroughly against the poaching that would be practised along its banks; for the present then, Duffin's Creek must be utilized upon the small space referred to below Smith's mill, by allowing as many salmon as possible to spawn naturally within this limit. The remainder of the fish entering the stream would yield a considerable amount of ova for use in the fish breeding establishment at Newcastle. These eggs when hatched into fry, might be again distributed in Duffin's Creek and such other streams as would be well adapted for their after growth.

In this creek, a considerable number of salmon entered for spawning purposes last fall. Having obtained permission from Mr. Smith, I placed in the tail race of his mill, a weir, in which I entrapped about twenty salmon and grilse, from these I obtained about twenty thousand ova, which were laid down in the breeding establishment at Newcastle. A few more entered the creek and were allowed to spawn upon the small natural bed previously referred to.

The salmon entering Duffin's Creek last fall were thoroughly guarded and preserved by the obliging and voluntary services given by Mr. Hattrick, a Justice of the Peace, and Mr. Smith, the owner of the mill. I have also the pleasure to state that these gentlemen rendered me, in the most courteous manner, every facility and assistance in their power, in the prosecution of my work.

If a similar course were pursued by prominent individuals in other localities, for the preservation and protection of the valuable fish, that were once so abundant in every stream in the country, the most gratifying and satisfactory results would follow.

From the operations at Duffin's Creek, last autumn, the cheering prospect of an abundant supply of salmon in that stream, is before us. By combining the natural and artificial methods of propagation, this stream will in a few years give its full quota of salmon in forming the general supply for Lake Ontario.

It is indispensably requisite that some cheap but permanent enclosure or reception house, for the more efficient carrying on of my work, should be erected upon this creek during next summer.

FAILURE TO OBTAIN WHITE FISH EGGS.

I regret very much that I was unable to procure a supply of the ova of this fish last fall. The inclemency of the weather in November last, (the time at which the white fish spawn) was such as to preclude the possibility of procuring these fish along the shore of Lake Ontario at that time. I was, therefore, obliged as a last resource, to proceed to the Detroit River, at Sandwich, in order to secure, if possible, a supply of white fish eggs, to lay down in the breeding house at Newcastle. I there met with similar disappointment from the severity of the frost; the ponds were frozen over, making it very difficult to obtain any fish. I procured some, however, from the fishermen, that had been taken out of the ponds for market, but found upon manipulation that they contained no eggs.

When in Detroit I had the pleasure of meeting Mr. Green, Fishery Commissioner, for the State of New York, who was there on the same errand, and who like myself was disappointed.

He and I together, manipulated about five hundred white fish, but were unable to obtain any eggs. These fish were furnished us for the purpose, by the kindness of Messrs. Clarke, Paxton and Campau, gentlemen deeply interested in the fisheries at Detroit,

who expressed their determination to lay before the Legislature of their State the importance and necessity of passing such laws as would tend to protect and increase the white fish in that neighbourhood. Being a matter of mutual interest, it seems some joint action should be taken by the Governments on either side of this national boundary, for the preservation of this great source of international wealth.

The great decrease in the catch of fish last autumn, on both sides of the Detroit River, has awakened the minds of the people there, to the necessity of some immediate action on the part of the Government, to prevent the present improper and unnatural methods pursued in catching them out of season.

I took the liberty some three years ago, of drawing the attention of our Government, to the improper modes and times of taking white fish, in the Detroit River, stating that if this system were continued for a few years longer, this valuable fish, once so numerous there, would become exterminated. The great decrease of fish in the river last fall is to some extent a verification of my statement.

Mr. Green had been more successful in obtaining a supply of white fish eggs, on a visit to the Detroit River some ten days previously. The eggs then obtained by him were intended for distribution in such States of the Union as might apply for them.

I propose making such provision next year, as will enable me to obtain a sufficient supply of the ova of the white fish, which, if successfully hatched out, I would suggest the propriety of being turned into some inland lakes where they are not now known.

SALMON TROUT.

The difficulties which presented themselves in procuring white fish eggs, were met in the attempt to obtain the ova of salmon trout. I succeeded, however, in getting a small supply, although the severe frost at the time injured many of them. Hitherto I have been unable in my experiments, to hatch out any of the fry of this fish, this difficulty appears now to be overcome, as I can at present notice the formation of the young fish in many of the eggs. This success may enable me to form more correct data, from which more extended operations in the artificial breeding of this species of fish may be carried on in future.

PROPOSED DISPOSAL OF OVA AND SALMON FRY.

Restocking Lake Ontario.

It is of importance that the natural and artificial methods of producing fish should be combined, and with a view to this object, as well as to establish salmon fisheries in Ontario, it would be advisable that several thousands of the fry should be placed early next spring in such of the rivers and creeks emptying into Lake Ontario, as may be found best adapted for that purpose. By this means new families or colonies of young salmon would be established, forming in each stream a nursery, from which in due time they would migrate, and return when matured, to reproduce their young.

A repetition of this process for a few years, aided by judicious enactments, for their after preservation and protection, would undoubtedly soon replenish and restock the waters of Lake Ontario with salmon.

Planting Salmon in Lake Huron.

The opinion entertained by many in this Province, that the salmon, although originally coming from the sea, has become naturalized to the waters of Lake Ontario, if

found to be correct, leads to the conclusion that they may, in like manner, be introduced into the larger inland seas of the west, and there become acclimatized and naturalized.

This question being of great importance, not only as regards science, but also, in a commercial point of view, is one which if practically and satisfactorily solved, will have a tendency to open up new channels of trade and enterprise, and should be fully tested. With a view to this end, I intend (as lately suggested to your Department), next spring, placing a large number of salmon fry in some one or more well selected streams, emptying into Lakes Huron, Erie, and Superior.

Should any of the fry thus distributed return again to these streams after the lapse of a few years, either as grilse or salmon, the problem would be solved. In such a case, no long period would pass before the great fresh-water seas of Erie, Huron and Superior could be populated with this valuable fish, in addition to those which they already contain.

Disposal of Ova and Fry to Native and Foreign Applicants.

Besides the channels now suggested for disposing of the ova and fry, a new and profitable one might be opened up, by disposing of the surplus to native and foreign applicants. Many of the latter class will, no doubt, be found in the several States of the neighbouring Republic.

Efforts have already been made by the fisheries commissioners of some of these States to procure salmon ova to re-stock their exhausted rivers. Dr. Fletcher and Rev. Livingston Stone were engaged in obtaining the ova of salmon, from New Brunswick, under the direction of state officials, in New Hampshire.

Now that a fish-breeding establishment is being carried on by the Government of this country it would be impolitic to allow foreigners to procure fish ova from our rivers and streams. Should they desire a supply, either of ova or fry, the proper channel through which to obtain them will be the Piscicultural Establishment under your Department.

As you are already aware, Mr. Atkins, Fishery Commissioner for the State of Maine, has applied for a supply of impregnated salmon ova from the establishment under my charge. Numerous applications have also been received by me from private individuals in the United States, asking for supplies of ova of different kinds of fish, and residents of our own country have frequently made similar applications.

The introduction and maintenance by the Government of a fish-breeding establishment in this country, although it has for its primary object the re-stocking of exhausted waters within the Dominion, may nevertheless be used as a means to open up a new channel of trade, and materially aid in defraying

APPENDIX 9.—*Continued.*SPECIAL REPORT OF MESSRS. WHITCHER & VENNING, ON FISH
BREEDING, AT NEWCASTLE, ONTARIO.

To the Hon. P. MITCHELL,

Minister of Marine and Fisheries, &c., &c.

OTTAWA, 4th June, 1869.

SIR,—We proceeded yesterday to Newcastle, Ontario, in compliance with your directions, and made a personal inspection of the Fish Breeding Establishment there under charge of Mr. Wilmot.

The premises are situated on Baldwin's (or Wilmot's) Creek, a small stream traversing the township of Clarke, in the county of Durham, and discharging into Lake Ontario, about forty miles east of Toronto.

This creek is well situated for salmon, as it forms a natural inlet of the sheltered bend of the lake between Bond Head and Darlington. Although at its entrance into the lake it passes through a marshy lagoon, the bed of the stream further inland is of a gravelly nature and the water is pretty clear, regular and lively in its flow.

In early times it was famous for salmon, great numbers of which fish frequented it every autumn for the purpose of spawning. They were so plentiful forty years ago, that men killed them with clubs and pitchforks—women seined them with flannel petticoats—and settlers bought and paid for farms and built houses from the sale of salmon. Later they were taken by nets and spears, over one thousand being often caught in the course of one night. Concurrently with such annual slaughter, manufactories and farming along the banks had fouled and changed the creek from its natural state and made it less capable of affording shelter and spawning grounds. Their yearly decreasing numbers at length succumbed to the destruction practised upon them each season from the time of entering the creek, until nearly the last straggler had been speared, netted or killed. Such is, in short, an epitome of the history of every once populous water connected with Lake Ontario.

In 1865 a scanty remnant was snatched from extinction through the efforts of the Fishery Department.

Mr. Wilmot purposes bringing to Ottawa, and exhibiting to all interested, living specimens of the salmon fry so reproduced. Also the stuffed male and female full grown salmon from which the milt and eggs were obtained; together with a pair of grilse presumed to be from the hatch of 1867. This exhibition of the parent salmon, the adult, and the infant fish should convince the most skeptical of the reality and utility of the fish culture with which these experiments are connected.

The buildings in which Mr. Wilmot's operations are carried on are durable, efficient and economical. They consist of a hatching house and a reception house. The former is about sixty-four feet long and some twenty four feet in width, strongly roofed, and having a stone masonry wall seven feet deep, and so embanked with solid earth as to form a complete underground cellar impervious to frost. Within these walls are placed on trestles, longitudinally, a series of wooden hatching troughs, extending nearly the whole length of the apartment, each about twelve inches wide and six inches deep, raised three feet from the ground floor. These troughs are laid on a slight decline to facilitate the steady and constant flow of water through them to ensure due aeration. They are fed from a water-tight tank at the head, pierced for tin spouts and arranged to admit the water through filtering screens. This tank is supplied from the canal dug alongside of the main stream, on a small dam across it, which at once gives a head for the canal and turns the salmon into the tail race below, leading them into a commodious reception house adjoining, where they are enclosed and kept until ripe for manipulation. Above the cellar are other useful apartments. The whole establishment is built on a well devised, simple and inexpensive plan. It is calculated for the disposal of between four and five millions of fish eggs.

After the ripened eggs are expressed from the female fish and impregnated by the milt from the male fish, they are placed on grills made by arranging double rows of glass rods in small wooden frames, sufficiently close together for the eggs to rest without falling through. The frames are so disposed in the troughs that a gentle current of water flows constantly over them from the reservoir and the work of incubation proceeds. Incessant care and delicate and minute attention are necessary to ensure the safety and healthy condition of the eggs, and the gradual development of the embryo fish. The slightest mistake, neglect or carelessness might frustrate every endeavour, and some trivial accident may thwart the entire process. The hatching out occupies from 150 to 180 days, according to the mean temperature. Most of the eggs laid down by Mr. Wilmot in November hatched out on the 24th of April. When the young fish first emerge from the shell they are self subsisted for about six weeks from the oily yolk of the egg in the form of an umbilical sac adhering to their transparent bodies. This appendage having become absorbed by the living organism, the young fish require to be afterwards fed by artificially prepared food. Boiled bullock's liver grated very fine is scattered amongst them and they devour the morsels with great avidity.

The outside works at Mr. Wilmot's, intended as receptacles for the brood, consist chiefly of a succession of ponds caused by damming the main creek at different places. In these the fish will be nursed till they attain sufficient strength and size for the lake, preparatory to pursuing their natural instincts—salmon to seek the salt water, white fish and salmon trout the larger water of the lake.

When it is considered that fully seventy per centum of the eggs deposited in this

has been in full operation for upwards of ~~three~~ years.

Besides the salmon eggs hatched out a Newcastle, Mr. Wilmot has tried some equally satisfactory experiments with the ova of white-fish, hatching out considerable numbers. Owing to an accident the bulk of these were unfortunately destroyed. He also has proved the result of impregnating with the milt of a male grilse the eggs of a female salmon-trout. This experimental cross has resulted in the production of hybrids of a very promising kind. It is quite probable such a mixture may form a desirable addition to our already varied stock of native fishes—partaking perhaps of the fine edible qualities of both the migratory and lacustrine species. These hybrids may not propagate, but if they can be artificially bred in sufficient numbers, the improvement is a very material one. We have the testimony of Professor Von Siebold and Dr. Gunther, for the superiority as food of barren fishes of the salmon family. Their flavor is excellent, and their flesh is more easily cured than that of the true salmonidæ.

The principal advantages to the public fisheries of the Province of Ontario, which these very successful operations justify us in anticipating, are of a two-fold nature—direct and indirect. Directly we count upon a cheap and immediate increase, capable of almost indefinite extension, in the supply of salmon to our markets; and the restoration of this fish to many of our rivers throughout Canada, which are now in an exhausted or deserted state. The breeding also by similar process of other descriptions of fresh water fishes, such as can be propagated in unlimited quantities, consequently at cheaper cost, and are required to furnish the wants of those classes among our people who cannot afford the high priced fishes, is also a direct public benefit. This establishment may become not merely an exemplar, but a feeder to other endeavours of the same kind in the various Provinces of the Dominion; and, in a commercial sense, we are justified in expecting remunerative results from the enhanced value of the various fishing stations.

We venture to affirm that within three years not only the present, but any like establishment, may be made self sustaining through the pecuniary proceeds from the sale of fish eggs obtained, and fish purchased for use in the neighboring States, and by private individuals. The states of Maine, Vermont, New Hampshire, Massachusetts, Rhode Island, Connecticut and New York are now making most vigorous efforts to procure impregnated ova and young fish. They pay high prices and individuals find it profitable to raise and sell them. There are at present several persons engaged in this business. With the exception, however, of one person who has invested capital in obtaining vivified salmon eggs in Canada, the other parties devote their attention mainly to the breeding and rearing of brook trout and shad. Mr. Seth Green, who lives near Rochester, New-York, has amassed wealth by selling eggs and young of speckled or brook trout. He receives \$10 per thousand for the eggs, and \$40 per thousand for the young fish. The spawn and fry of Canadian trout and white fish are of superior worth, and those of the salmon more than double that value. There would be no difficulty in procuring and hatching millions of eggs from various species of fish, out of which sales could be made from the surplus, after supplying our own waters.

There is a special feature in these indirect benefits which applies more particularly and forcibly to the maritime Provinces; it is, that by these nurseries, myriads of small fishes may be readily produced, and used to replace the failing supplies of piscine food, on which depends so vitally the prosperity of the coast fisheries, and the loss of which has for two or three seasons past, reduced the sea board population in many places to actual want.

We cannot close this brief report without bearing cheerful witness to the untiring zeal, practical intelligence, and ingenious industry which have enabled Mr. Wilmot to surmount difficulties and brave discouragements necessarily attending the experiments which he has so perseveringly pursued to a successful conclusion; and we beg leave respectfully to commend his interesting and useful labors—promising extensive benefits for our fishing interests—to such substantial recognition on the part of the Government as they deserve.

We have the honor to be, Sir,

Your obedient servants,

W. F. WHITCHER,

W. H. VENNING.

Fishery Officers.

APPENDIX

RETURN of Fishing Stations, Yield, Value, Number of Men Employed, Number of

DIVISIONS.	Number of Men Employed.	Value of Boats, Nets, and Material Employed.	Gill Nets.	Scoop Nets.	Seines.	Hoop Nets.	Pound Nets.	Number of Barrels of Fish.	White Fish.	Trout.
Lake Superior division; from head of Lake Superior to Thessalon River	172	8,324 00	81,100	13	3			2,061	1,624	395
Lake Huron and Georgian Bay division; from Thessalon River to Penetanguishene	365	22,398 00	141,050		3			5,960	3,057	2,740
Indian Peninsula division; from Penetanguishene to Cape Hurd	64	6,420 00	17,200					4,163	2,900	1,243
Saugeen division; from Cape Hurd to Goderich	183	19,166 00	24,850		6			4,123	1,300	790
Huron, Lake and River St. Clair division; from Goderich to River Thames	66	3,240 00			16			1,553	250	
London division; Thames River and tributaries	21	375 00			3			500		
Detroit River, and Lake Erie division; from River Thames to Rondeau	247	17,350 00	5,400		45	11		930	878	
Lake Erie division; from Long Point eastwards	90	5,622 50	17,850	25	14			677	178	
Lake Ontario division; between Niagara River and Six Mile Creek	34	3,463 00	11,600		8			302	135	2
Lake Ontario division; between Six Mile Creek and Bronte	66	9,443 00	31,970		18			521	163	55
Lake Ontario division; between Bronte and Whitby Harbor	43	5,204 60	48,260		9			813	194	287
Newcastle division; from Whitby Harbor to Prossquile	63	5,150 00	19,760		2			775	500	100
Bay of Quinte division	115	5,538 00	1,000		2			1,467	356	
Prince Edward County division	39	12,716 00	152,700		64			2,682	1,526	853
Wolfe Island division; including Amherst Duclts, and Timber Islands	105	7,702 00	55,850			80	6	1,959	521	733
Brockville and Cornwall division	41	3,709 00	4,080		3	42		385	20	
Lake Simcoe division and Sturgeon Lakes	13	448 00	2,000		2			83	18	55
Total										

DEPARTMENT OF MARINE AND FISHERIES,

Fisheries Branch, Ottawa, 1869.

(Certified) W. F. WHITCHER.

No. 10.

Nets, and Yards of Gill Net, in the Province of Ontario, during the year, 1869.

Herring.	Sciscoes.	Maskinongé.	Pike and Bass.	Bass and Perch.	Pickrel.	Coarse Fish.	Value.		Total Value.	Where Disposed of	REMARKS.
							Fresh.	Pickled.			
							\$ cts.	\$ cts.	\$ cts.		
.....	42	.....	3,832 00	11,484 00	14,866 00	Can. & U.S.	
.....	139	23	8,133 00	24,398 00	32,531 00	do	
.....	10	10	11,805 00	8,818 00	20,623 00	do	
2,033	368 00	23,277 00	23,645 00	do	
1,203	100	.....	2,500 00	3,160 00	5,660 00	do	
.....	100	100	.....	300	6,000 00	.....	6,000 00	do	
52	9,305 00	.....	9,305 00	do	Return imperfect.
99	2	7	3	139	251	5,596 00	1,216 00	6,812 50	do	
56	1	9	.....	55	2,704 00	.....	2,704 00	Canada.....	
104	86	.....	1	.....	44	108	5,361 00	.....	5,361 00	do	
33	215	.....	23	.....	2	60	7,794 50	.....	7,794 50	do	
175	11,100 00	1,100 00	12,200 00	Can. & U.S.	
1,111	3,200 00	3,235 00	6,435 00	Canada.....	
133	140	.....	.....	.....	15,522 40	3,028 50	18,550 90	Can. & U.S.	
16	153	99	99	261	13,724 00	400 00	14,124 00	do	
.....	1	122	10	10	200	1,650 00	.....	1,650 00	do	
10	198	.....	.....	1	1,941 10	.....	1,941 10	Canada.....	
.....	

P. MITCHELL,

Minister of Marine and Fisheries

APPENDIX No. 11.

SYNOPSIS OF FISHERY OVERSEERS' REPORTS IN THE PROVINCE OF ONTARIO, FOR THE SEASON OF 1869.

LAKE SUPERIOR DIVISION.

JOS. WILSON, *Overseer.*

Notwithstanding the long continued stormy weather of this season, white fish and trout fishing yielded more than an average, and the increased facilities of shipment afforded by the steamer *Chicora*, gave a fresh impetus to the trade in these kinds of fish. A large business is done at the establishment of Mr. Post, at Parisienne Island; the fish is brought fresh by a small steamer to Pointe aux Pins, where they are packed in ice and shipped to Toronto, Detroit, and Cleveland. The rod fishing, on Nepigon River has greatly improved. The order in council making the close season for speckled trout in Ontario from 30th September to 1st May, has had a most beneficial effect.

LAKE HURON AND GEORGIAN BAY DIVISION.

WILLIAM PLUMMER, *Overseer.*

No report. Statistics show an increase in the catch in this division this season.

INDIAN PENINSULA DIVISION.

G. S. MILLER, *Overseer.*

No report. Statistics show a slight falling off, as compared with last year's catch.

SAUGEEN DIVISION.

JOHN EASTWOOD, *Overseer.*

The fishery in this district was not so productive as usual, but the prices ruled higher. Storms of unprecedented severity destroyed and damaged the nets, leaving many of the fishermen in very poor circumstances. The greater part of the fishing is carried on here in the fall. The market prices of fish at the close of the season at the ports on Lake Huron, were for white fish \$7.00 @ \$7.50, trout \$6.00 @ \$6.50, herrings \$3.75 @ \$4.50 per barrel.

HURON, LAKE AND RIVER ST. CLAIR DIVISION.

S. A. MACVICAR, *Overseer.*

No report. Statistics show a decrease in this season's catch of fish.

 RETROIT RIVER AND LAKE ERIE DIVISION.

 P. MARENTETTE, *Overseer.*

The yield of fish this season is much smaller in this division than usual, and the paucity of the catch of white fish, is mainly attributable to the frequent storms and high north winds, which drove the fish into the lake. All the fishermen along the Detroit River agree on this point. The best, and so to say, the only catch, occurred between the 11th and 19th October, the only calm days during the whole fishing season.

 ERIE, NIAGARA, AND PART OF LAKE ONTARIO DIVISION.

 J. W. KERR, *Overseer.*

This is a most important division, extending from Long Point to Toronto, and one which requires the greatest activity and attention. As will be seen by referring to Appendix No. 10, it may be subdivided into four sections, viz: Lake Erie,—Lake Ontario, between Niagara River and Six-mile Creek,—between Six-mile Creek and Bronte,—between Bronte and Whitby Harbor. The statistics of the yield and value of the fisheries in this division, will be found at pages 70 and 71. The general catch has been much larger than that of last year, and a manifest increase in the value of the fish taken. Mr. Kerr has succeeded to a great extent in abating the sawdust nuisance in the rivers in his division, and he reports that salmon are again appearing in Duffin's Creek,—where they spawned,—Rouge River and Highland Creek, and looks for a return of large quantities of salmon by keeping sawdust and mill rubbish out of the streams. White fish and salmon trout have been more numerous in this officers' division than for the last 12 years. This he attributes in some measure to a more strict observance of the fishery laws on the part of the fishermen themselves.

A fish-breeding establishment has been commenced at Galt, on the Grand River, for the hatching of speckled trout; in which it is intended as closely as possible to imitate the *natural system* of propagation. The proprietors contend that in the manipulation of parent fish for the purpose of procuring the ova, many eggs must necessarily be exuded which are not ripe, and that out of the numbers of ova which fail to come to maturity in most hatching establishments, the majority will be found to have been obtained in a premature state. Consequently the object of this establishment is to allow the fish to deposit their spawn naturally, and thus ensure its fecundation. As far as can be judged there is promise of success. The location is well adapted for the wants of a hatching establishment. The property comprises about 12 acres of land, purchased especially for the purpose of carrying out these experiments.

 NEWCASTLE DIVISION.

SAMUEL WILMOT,	}	<i>Overseers.</i>
JAMES K. CAMERON,		

Mr. Wilmot has especial charge of the fish-breeding establishment at Newcastle. A special report from him will be found in Appendix No. 9. During the present season, he was also instructed to visit the Province of New Brunswick for the purpose of establishing artificial breeding establishments there. A report of his doings there will be found detailed in Appendix No. 14.

 BAY OF QUINTE DIVISION.

 CHARLES WILKINS, *Overseer.*

The abolition of hoop and pound nets in the Bay of Quinte is marked by a great improvement in the increase of fish in this Officer's District. Pickerel fishing through the ice has been carried on to a great extent, the fish being exported fresh to the United

States. Mr. Wilkins made a thorough inspection of mills and mill-dams on the Moira, Napance, and Salmon rivers in connection with the building of fishways and prevention of sawdust and mill rubbish being thrown into the streams.

PRINCE EDWARD COUNTY DIVISION.

JOSEPH PIERSON, G. D. PLATT, }
W. A. PALEN, J. G. HICKS. } *Overseers.*

Mr. Pierson reports a falling off in the catch of fish in his section, the reason assigned for it, being the boisterous weather through the season.

Mr. Platt reports fishing on all the stations in his section to be yearly diminishing.

Mr. W. A. Palen reports similarly.

Mr. J. G. Hicks reports the yield in his section as being pretty fair.

Details of the yield and value of fisheries in this Division will be found at Appendix No. 10.

WOLFE AND AMHERST ISLANDS.

P. KIEL, *Overseer.*

This officer reports that although the season throughout has been unprecedentedly stormy, yet the fishermen have had a profitable year. Fish never were so numerous in this division as they were this summer and autumn. On 28th October, two tons weight of fresh fish were delivered at Cape Vincent from Canadian fisheries. The increase in the catch may be attributed to a better mode of regulating the setting of nets, and to a general observance of the fishery laws. Hoop nets are confined to certain places where the more valuable kinds of fish are not met with, their catch consisting principally of bullheads and coarse fish, which find a ready sale in the American markets, and are also used for home consumption.

BROCKVILLE AND CORNWALL DIVISION.

JOHN MOONEY, *Overseer.*
JOHN WALLACE, }
HENRY HUNT, } *Wardens.*

Most of the fishing here is done in the spring. Mr. Mooney reports no scarcity of fish, but that several leasees did not fish.

Messrs. Wallace and Hunt report an increase in the catch since the use of trap nets has been abolished, but state that complaints are made against licensing hoop nets, they being only a modification of trap nets under another name.

SIMCOE AND PETERBORO' DIVISIONS.

A. MCKENZIE, }
W. H. SHIPMAN, } *Overseers.*
JAMES BIRD. }

Mr. McKenzie reports that the unusually severe weather of the fall made it impossible for the fishermen to remain on the fishing grounds during the proper season. The close seasons laid down for his section work well.

Mr. W. H. Shipman, who has charge of Seugog, Balsam, and other lakes, reports the fish in his section as having increased greatly during the last two year.

Mr. James Bird was only appointed in July last.

APPENDIX No. 12.

REPORT OF W. H. VENNING, Esq., INSPECTOR OF FISHERIES, NEW BRUNSWICK AND NOVA SCOTIA, FOR 1869.

In presenting my Report on the Fisheries of New Brunswick, and that of Mr. Rogers on those of Nova Scotia, for the year 1869, I have much pleasure in informing you that the general disregard of all laws and regulations, described in my former reports, has given place to a greatly improved state of things in both Provinces. Public opinion generally is in favor of a stringent enforcement of the *Fisheries Act*, and sustains the officers in performing their onerous duties; in consequence of which a visible improvement in the Fisheries is now manifest in almost every county in the Provinces.

The machinery provided by the Department of Marine and Fisheries for the enforcement of the wise regulations of the Fisheries Act of 1868, is now in good working order, and, as a general thing, these regulations are rigidly enforced by the overseers and wardens charged with that duty. In some localities, which will be particularized in the course of this report, additional officers will be needed, and in several cases the salaries of overseers should be advanced, as they are now wholly disproportionate to the importance of the duties performed.

In *Charlotte County*, the protection of the spawning grounds at the Southern Head of Grand Manan has been followed by a great increase in the catch of herring in all the bays and inlets on the coast. The "winter herrings" have been very plentiful this winter, and large quantities have been taken all along the coast from Campo Bello to Lepreaux. During the past summer I visited the mill dams across the St. Croix River, in company with Charles G. Atkins, Esq., the Fishery Commissioner of the state of Maine, and after carefully inspecting them, we agreed upon a plan of fish-way to be placed in the three dams which obstructed the passage of salmon, shad and alewives to their accustomed spawning places. These passes have been erected under the superintendence of the overseer, P. Curran, Esq., and there is every reason to expect that this river, once so valuable as a nursery of these three species of migratory fish, will soon be restored to its former state, as one of the most prolific rivers in the Province. The fish-way placed in Deny's River, at Moore's Mills, has been found effective, and last spring large numbers of alewives ascended to their old spawning places. The salary of Mr. Curran, the overseer of this important district is only \$30, and I have no hesitation in saying that his duties are of such a nature, and are performed in such a manner as to fully entitle him to your most favourable consideration, and an advance of salary more in proportion to the duties devolving upon him.

In *St. John County* the law has been enforced with more strictness, and as the result of a long correspondence had with the Common Clerk of the city, the Corporation of St. John have passed a resolution to enforce their Bye-Laws for the protection of the harbor fisheries,—a measure which cannot fail to be attended by the best results to no fewer than eight counties, which are wholly dependent upon the mouth of the St. John River for their supply of migratory fish. In this county another overseer in the parish of St. Martin's is required to protect several rivers, which are now much reduced, and need only judicious protection to become once more valuable salmon nurseries.

In *King's County*, I am happy to state that the indiscriminate destruction of salmon in Kennebecasis River has almost entirely ceased, since, by Order in Council, this river and its tributaries have been set apart for natural propagation. Last fall quite a large number of breeding fish were seen on their accustomed spawning grounds, and there is no reason to doubt that a very few years will see it restored as an important salmon river of

the Province. An additional warden is much needed on Hammond River, one of its tributaries, to which almost all poaching and illegal fishing is now confined.

In *Albert and Westmorland Counties* the long continued destruction of fish in the Petitcodiac and its tributaries, Coverdale and Pollet rivers, has received an effectual check, and these rivers having been set apart for natural propagation, there is reason to hope that they will, in a few years, become re-stocked, and that the only Salmon rivers at the head of the Bay of Fundy will be saved from destruction. Fish-ways have been erected in the dams on all these rivers, and Mr. Alcorn, the overseer of Albert County, reports that quite a number of salmon passed through them last fall. He also reports that Gas-pereax again ascend to Germantown Lake, which was formerly an important spawning place. Upper Salmon River, in this county, has been well protected during the past season, and the overseer gives a most encouraging account of its present state and prospects. Some more stringent regulations to prevent the destruction of small shad, and to protect the valuable shad fisheries at the head of the Bay of Fundy, are very desirable. Those which I shall propose for your consideration are now in preparation, and will be submitted as soon as completed. The appointment of another warden to have a local supervision of Shepody River and Germantown Lake is much needed, the present wardens reside at too great a distance to enable them to attend to these localities.

In *Westmorland County* I have to report a better observance of the regulations for the protection of the oyster beds in Shediac Harbor. The close time is now rigidly enforced, but these beds have been so much reduced by years of indiscriminate raking, that a long time will elapse before they will be restored. I have already called your attention to the inadequate salary of Mr. Alcorn, the active and attentive overseer of Albert County, which is quite out of proportion to the nature and extent of his duties. I can only repeat that Mr. Alcorn is well deserving of your most favorable consideration.

In *Kent County* the appointment of an overseer and wardens has been attended by the most happy results, and the law is now enforced with vigor in localities where formerly it was totally disregarded. Cocaigne, Buctouche, and Richibucto Rivers having been set apart for natural propagation, and the law being now strictly enforced, there is every reason to hope that the fisheries of this county will soon be restored to something like their former value. Large quantities of Smelts and Frost Fish have been taken in Cocaigne and Buctouche Rivers, and in the Richibucto River vast numbers of bass. These are exported fresh, in a frozen state, to Boston and New York. The oyster beds in Richibucto Harbor and River, are now greatly reduced and almost valueless, and the only mode of restoring them is to prohibit raking entirely for a number of years, or to lease them for natural and artificial culture. The local officer, John McD. Sutherland gives the following account of their present state:—"There are a good many oyster beds, in the river, but with the exception of one at Indian Island, (near to the South Beach) the oysters are very small, and of so poor a quality—that none have been sent away for some years—in fact they will not sell. The only beds from which any are taken at present, are two at Kingston Bridge, and one or two further up the river, and only in very small quantities, as they are of so poor a quality, that it is difficult to find sale for them. There is a very large bed at Indian Island, and the oysters are very large and of excellent quality, but they are scarce and hard to get. Not more than 30 or 40 barrels were taken from it last year. A man may rake all day and perhaps get only a bushel. There are hundreds of barrels of shells on this bed, and some farmers are making arrangements to get the shells off it as manure for their farms. If anything could be done to protect or increase the oysters in this bed, I think it deserves attention. The only suggestion I can offer is that the shells and dead oysters be removed, and raking prohibited for a number of years. There are some beds on which the oysters are all dead, from which large quantities of shells are taken every year by the farmers. The main cause of the destruction of these beds, was the practice of throwing back the shells and dead oysters, which covered the living ones, and killed them. I do not think the digging of mud for manure in any way injures the oysters, as there are none in the mud so taken, but a large quantity of very small mussels."

In *Northumberland* the improvement I reported last year has continued, and the valuable fisheries of Miramichi Bay, the river and its numerous tributaries, have been very productive and lucrative. The overseers on the north-west and south-west branches report that a fine number of breeding fish ascended both last autumn, and the best exertions of both overseers and wardens were directed to their protection from illegal netting and spearing. The utmost vigilance was necessary, especially on the upper waters and on the tributaries, to prevent the destruction of fish on their spawning beds, and it was found necessary to employ additional assistance for a few weeks, in order that the exertions of the officers in enforcing the law lower down the river should not be rendered useless by poachers on the upper waters. A large number of nets have been seized and confiscated, and a number of fines imposed upon violators of the law, but still much illegal fishing is practised whenever the vigilance of the officers can be evaded. I regret to have to report that a most determined disposition is still manifested by a number of persons to violate the law and spear the fish when depositing their spawn. As this is done in the night, and many miles from the settled portions of the rivers, the duties of strict guardianship are severe and difficult to accomplish, and the apprehension of the offenders almost impossible, owing to the manner in which they are disguised. As an additional means of protecting these upper waters, I would strongly recommend that they be leased for angling. The presence of a party of anglers on the streams will be the best guardianship they can have; and will, to a great extent, put a stop to poaching. I know of no other mode so effectual in protecting the upper waters of salmon rivers.

I regret to report, that in consequence of the failure of Messrs. Stone and Goodfellow to carry out the conditions into which they entered with the Department, I was obliged to close their hatching house in North Esk, and withhold from them any further permission to take spawn. This abrupt conclusion of what, at one time, promised to be a most advantageous arrangement for the river, is a source of regret, but I hope the hatching house contemplated to be erected under the auspices of the Department will be ready to receive spawn during the coming season, so that the great advantages derivable from the artificial process of hatching may be secured without loss of time. The results produced in the hatching house at North Esk, described in my last report, and those in the piscicultural establishment at Wilmot Creek, in Ontario, prove beyond a doubt the perfect success with which millions of fish-eggs can be artificially hatched, and point to a speedy and cheap mode of increasing our fisheries to an unlimited extent, by re-stocking rivers now deserted, and introducing fish into streams and lakes adapted to their habits and sustenance.

The order in Council, setting apart the Tabusintac, Big and Little Bartibog, Burnt Church, Big Sevogle, and Renous Rivers for natural propagation has been enforced during the last season; and as the local wardens reported a number of breeding fish in each of these rivers last fall, there is no doubt that the measure will be attended by the most successful results, and that in a few years these streams will be valuable and prolific nurseries and feeders to the fisheries of the main river and bay.

I beg to call your attention to the case of Portage Island, at the mouth of Miramichi River. In 1865 the Government of New Brunswick granted this island to the Lords Commissioners of the Admiralty for naval purposes. Since that time the Admiralty agent at Halifax has been in the habit of granting leases, or licenses, to fish from the shores of the island, and of appropriating the rents accruing. I have examined the grant under which the Admiralty holds, and can find no grounds for the assumption of this right. The ownership of the land gives no exclusive right to the fisheries, and in assuming to grant exclusive leases or licenses I respectively submit that the Lords Commissioners, through their agent, are transcending their authority. I beg to refer you to a special report on this matter, dated 10th September last, to which is appended a copy of the grant, a plan of the Island, and such references as will enable you to fully understand the whole matter.

In *Gloucester County* I have much pleasure in reporting a steady improvement in the coast and river fisheries, and I refer to it with great satisfaction as a convincing proof of the beneficial results of protection. A few years ago, the principal river, the Nipissiguit,

was so reduced that it had almost ceased to attract attention as a salmon river, while, as a consequence, there was a visible falling off in the salmon fisheries along the coast in the vicinity of its mouth. During the last three years there has been a steady and visible improvement, and last summer the increase in the number of fish taken was so great that even the most sceptical and prejudiced minds were satisfied that the result was due to the strict enforcement of the *Fisheries Act* of 1868. The number of salmon taken with the fly at the several angling stations on the upper waters of the river exceeded 600—more than three times the number that has been taken in any previous season for the last fifteen years. This result is most cheering, and is due wholly to the active and unceasing efforts of the overseer, Mr. Hickson, and the warden, Mr. Bateman, whose whole attention, from June till November, is devoted to the duties of their office. The only violation of the law that has escaped punishment on this river for the last two years was that committed by Joseph Boucher, in spearing five salmon in the latter part of September last, and it is to be regretted that, owing to a clerical error in writing out the Warrant of Commitment, this determined poacher escaped the full penalty of his daring and lawless act.

In Shippegan and Caraquet close time for the protection of the oyster beds has, for the first time, been partially enforced. These beds are extensive and widely separated, and it is a matter of much difficulty to prevent occasional violations of the law; but I anticipate the best results from the continued vigilance of the local officers. Much injury is still done to the mackerel and herring fishery, owing to the continued practice of throwing over "gurry" on the fishing grounds. It is exceedingly difficult to prevent this destructive practice, owing to the facility with which it can be done in the night. I am now conferring with the Messrs. Young and other intelligent gentlemen largely interested in the fisheries there, and I hope to be able this season to devise means to more effectually remove this source of complaint. I think it will be necessary to appoint an additional warden to accomplish this end, as the attention of the overseer is mainly directed to the protection of the oyster beds.

In *Restigouche County* I am much gratified to have to report a continued improvement, both in the coast and river fisheries. The appointment of an additional overseer and two wardens in this county has been followed by a more strict enforcement of the law, the good effects of which will soon be apparent. I have again to urge the importance of reducing the netting stations at the head of the tide, and, besides, express my firm conviction that no nets should be set from islands and middle shoals. The excessive netting in this locality prevents the fish from ascending the river in sufficient numbers to keep up the stock, and their reduction is absolutely necessary to the increase of the fisheries both in the river and on the coast. I must also direct attention to the great difference that exists between the number of nets allowed on the Quebec side of the river compared with the number set on the New Brunswick side, and have to repeat the observation made in my last report, that the interests of the river, as well as fairness to the Quebec fishermen, demand a reduction. There is a growing disposition on the part of the fishermen of Restigouche County to lease their fishing stations, in the same manner as is now done by the fishermen of Quebec and Ontario; and I cannot too strongly urge that this method be adopted, not only in Restigouche, but in all the other counties of New Brunswick and Nova Scotia.

The main river was last year leased as an angling district—the tributaries as another, and I am glad to report, that the presence of the lessees and their friends on the upper waters, prevented the poaching that has heretofore been practiced to a large extent, both on the main stream and its affluents. I anticipate the best results from this measure, as it will effectually prevent the incursions of bands of poachers, who have been in the habit of crossing from the St. John river, via the Tobique to the head waters of the Quatawamkedgwick, to pursue their depredations with the spear. A party of these made the attempt last season, but were met by the lessee and ordered to leave the stream, which they speedily did, having had only their journey for their pains. This is another evidence of the wisdom of leasing the head waters of Salmon rivers for angling purposes.

In *Victoria County* the appointment of an intelligent and active overseer, and two additional wardens has had the effect of giving a check to the wholesale destruction of fish which for years has prevailed in that county. Overseer McCluskey gives a very cheering account of the improved state of things, and I indulge the hope that the Tobique, under his efficient guardianship, will soon be restored as the most important nursery on the whole course of the St. John river. The active, and energetic overseer, F. W. Bullen, Esq., not having returned from England, it will be necessary to appoint an intelligent man in his place on the upper waters of the river, where the services of an officer are much needed to prevent the destruction of fish on their spawning beds.

In *Carleton County*, I have to report a gradual improvement. The fish-ways placed in the Meduxnack and Eel river dams are found to work well, and have opened these rivers to the ascent of Salmon and Gaspereaux. In the Big and Little Presquile and the Aroostook, I have not insisted on the dams being opened, until I receive assurance from the Commissioners of Maine that the ascending fish will be protected when they reach the waters over which that State has jurisdiction. The overseer, Mr. Harrison, reports very few violations of the law during the past season, and the reduction of his too extensive district, by the appointment of an overseer and wardens for York County, will enable Mr. Harrison and his wardens, more effectually to guard the rivers in his district, which is still sufficiently large to require all their care and attention.

In *York County*, which for many years had been without local officers, and in which, as a consequence, a general disregard of the Fishery Laws prevailed and all sorts of illegal fishing had been pursued, an overseer and three wardens have been appointed, which has introduced a much improved state of affairs. The sawdust and mill rubbish, which formerly passed into the river, have been otherwise disposed of, and illegal netting and spearing, formerly openly practiced, have received an effectual check. An excellent fish-way has been placed in the lower dam on the Nashwaak river, and preparations are being made to open the upper dams, so that at length, there is a good prospect of this once prolific river being re-stocked, the effect of which cannot fail to largely increase the value of the fisheries in the main River and Harbor.

In *Sunbury and Queen's Counties*, Mr. Hoben has been enabled to give more attention in consequence of his district now ending at the York County Line. He reports but very few violations of the law, and a general disposition to conform to its requirements, except on Salmon and Gaspereaux rivers at the head of Grand Lake, and on Canaan river, at the head of Washademoak Lake. There is a warden on the former rivers, who, since his appointment in June last, has done good service in preventing the destruction of the limited number of fish which still frequent them.

The appointment of an energetic man as warden on Canaan river is much needed, to prevent its total depopulation. This river was once a very prolific one, and, being now set apart for natural propagation, the services of an officer are much needed, in order that the benefits intended by this measure may not be lost.

I regret to be again obliged, to call your attention to the encroachment of American vessels on all our best fishing grounds, in the Gulf of St. Lawrence, as well as on the coasts, and in the bays and harbors of Nova Scotia and New Brunswick. As our fisheries improve, in consequence of the expenditure of the Government, and the exertions of the officers of this department, American fishermen become more and more daring in their encroachments, and the extraordinary spectacle is presented of a government legislating, for the benefit of the foreign people, whose legislation in return, is by no means reciprocal. During the present winter, the shoals of herring have been very extensive in the inlets and harbors on both sides of the Bay of Fundy, and American fishermen have boldly entered them, and pursued their vocation utterly regardless of the rights of our fishermen. They have plainly stated when warned off, that they would not leave until forced to do so, and the absence of any suitable vessels in the Bay to enforce the stipulations of the Convention of 1818, has left the officers powerless. Every year, as the fisheries improve, these encroachments are becoming more serious, and in some places great dissatisfaction is expressed. I have in former reports expressed my conviction

that a Marine Police, in the shape of swift-sailing, armed vessels, is the only means of preventing these encroachments. I can only add, that the necessity for these vessels has been constantly increasing, until their employment has now become unavoidable, if the right to control our own waters is to be maintained.

From the foregoing summary of the results already produced, by the enforcement of the *Fisheries Act* of 1868, you will perceive that there is every prospect of the fisheries becoming lucrative in New Brunswick, and the same prospect is held out by the report of the Nova Scotia officer, which is appended. In view of this result I would respectfully submit to your consideration the propriety of introducing into these Provinces the system which has long prevailed in Quebec and Ontario, of placing the various fishings or stations under lease at rentals proportionate to their respective values. In the latter Provinces this system has worked satisfactorily, as well to the fishermen as to the fisheries, and its extension to the waters of the whole Dominion will eventually be followed by the best results. It is based on reason and common sense, making those who reap the immediate benefit of the fisheries contribute to the protection of the source whence they derive their profit. In former reports I have alluded to this subject at greater length, and I have since seen no reason to change the opinions therein expressed. Under the working of the present law the fisheries are becoming profitable—the carrying out of the law necessitates a large expenditure. Those who derive the immediate benefit of this expenditure should, in fairness, contribute at least a portion of it. While it is the duty of a Government to foster and protect all sources of national wealth, it is also its duty to adopt means which will make all great interests self-sustaining, which will relieve the general public from taxation for the special benefit of a class. These means are at hand. They are fair and equitable to the fisherman, because the enhanced value of the fisheries will enable him to pay the merely nominal rent of his fishing station. They will prove beneficial to the fisheries, because the rents thus accruing will foster and protect them. Heretofore the fishermen in New Brunswick and Nova Scotia had pursued their business like an improvident farmer, who takes everything from his land that it will produce and gives it nothing in the shape of manure in return, until at last the soil is exhausted. They have taken by all means, lawful and unlawful, everything from their fisheries and contributed nothing to their protection, until they, too, were in imminent danger of being exhausted.

The want of a general Inspection Law, by means of which the quality and quantity of fish exported could be guaranteed, is being more seriously felt every year. In the absence of such a law all manner of frauds are practised: inferior barrels are used, the packages are often short of proper weight, and the fish carelessly packed, with less salt than is necessary to preserve them. All these dishonest practices have a direct tendency to lower the reputation and depreciate the value of our fish, which are admitted to be equal in quality to those of any country in the world. The enactment of a law, with suitable provisions, making it necessary to have every package of fish inspected and branded with its proper quality, would, in a very short time, raise the reputation and enhance the value of our fish to such a degree that the demand for them would be much increased. The importance of this measure cannot be too strongly urged, and I hope the next Session of Parliament will not be allowed to pass without the enactment of a law suited to the wants of the trade. In other countries such a law is rigidly enforced, and until adopted in the Dominion the products of our unrivalled fisheries will never secure the high reputation to which their undoubted excellence so justly entitles them.

The following is the report received from Mr. Rogers, the fishery officer for Nova Scotia, which I append unabridged, as it gives much information respecting the fisheries of several counties not included in former reports:—

I am much pleased to be able to say, with reference to the local officers, that I find them, for the most part, good men, and much interested in the discharge of their respective duties, but as might be expected, in order to secure uniformity of action, some of them required instructions, which it was my duty to give, and it will doubtless be two or three years, before we get the whole machinery in good working order; however, much has been already done in enforcing the laws, as will be seen by reference to fines imposed,

Salmon and Alewives are passing up streams, where they have not been seen for years, and there is scarcely a mill dam of any importance in the Province that is not provided with a good ladder. I find the mill owners generally willing, as far as it is in their power, to obey the requirements of the Fishery laws. In some few cases the matter of putting in fish ladders and keeping sawdust and mill rubbish out of the rivers, was attended with so much expense and inconvenience to the mill owners, that I directed the local officer not to be too exacting, but to give to all parties who manifested a willingness to obey the law, every reasonable chance to do so, without inflicting fines, but in cases of an opposite character, of lawless poachers, and noted violaters of law, my directions were to deal with them with the utmost severity. I am happy to be able to report, that on most of our rivers, the fact of a staff of sworn and paid officers having been appointed, has deterred many from pursuing their former illegal practices altogether, while nearly all intelligent and respectable people manifest much interest in the law and co-operate with the officers of the Department in enforcing it.

In most of the counties there are more wardens required. *Halifax* County should have 10 or 12 more wardens at least, as the rivers in this county are very numerous and some of them of considerable extent, and in order to give the Fisheries anything like fair protection, additional wardens are indispensable.

Cumberland.—Although the coast fisheries are not so extensive as in other counties of the Province, still they are susceptible of much improvement, and formerly produced a considerable quantity of fish. There are four or five rivers of considerable importance as Salmon and Gaspereaux fisheries, upon the condition of which I reported pretty fully last year. I have therefore, only to remark, that the laws have been enforced, poachers have been punished, ladders have been constructed in the principal mill dams, and the fish are again allowed to visit their old spawning grounds. Overseers Dimock and Patten report that it is very difficult to obtain correct statistics of fish taken, a certain portion of the Press having, during the recent political changes, made the people believe that they were to be heavily taxed, and they fancy that the Government require to know the quantities taken, in order to levy.

That portion of the county embraced in Mr. Patten's district, formerly abounded in Codfish, Herring, Alewives, Salmon and Trout, but during the past thirty or forty years, lumbering has been so extensively carried on in this section of the county, that mill dams, mill rubbish and sawdust have nearly depopulated both rivers and coasts, and but little business is done in fishing; the greater part of those taken are consumed by the inhabitants.

Colchester is one of our best farming counties, but little is done in fishing, and that is confined chiefly to Shad and Alewives, which are taken by the farmers and other inhabitants for home consumption. The quantities shown in the returns, amounting in value to \$19,601, were for the most part sold in the United States, but this does not amount probably to one half of the fish taken in the county, and indeed it is very difficult to get even an approximate statement of what is used fresh. The local officers have in some cases punished offenders, and the salmon have been allowed, except in a few instances, to pass up the river to their spawning grounds. The rivers are not so much injured by mill dams as in some other counties. Two or three wardens will be required in this county in order to give the rivers proper protection. William Blair, Esq., the overseer for the southern district of this county, remarks as follows:—

“I have, in accordance with my instructions, endeavoured to have the law carried into effect, and am happy to be able to state that I have succeeded to a certain extent, but not to the extent that I would like, or that is desirable. I have visited all of the rivers in my district this season, and find that we shall require to have at least two more wardens. Shubenacadie is a very important river, extending for 20 miles. Salmon, Shad, and Gaspereaux are taken in large quantities there. There is, however, but one warden on this river, and it will be necessary that another be appointed. Steviack River extends for 10 miles. One of the wardens is 3 miles from the mouth and the other 5 miles from the head, or below where Salmon go to spawn, so the distance is too great between them.

There will either have to be an additional one appointed or an alteration made by appointing another in the stead of one of those already appointed. North River was once an important river, but very few Salmon frequent it now, though there have been more this year than usual. There is no warden there as yet, and it is quite necessary that one be appointed. There were large quantities of Salmon in Salmon River this year, and in spite of the vigilance of the warden some have been taken. Three or four persons have been complained of, and I shall investigate the matter.

I am of opinion that if fishing with rod and line was extended some three or four weeks after the close season commences it would be a benefit, as parties who fish with the fly would assist in keeping the river clear of nets."

Hants.—With reference to the fisheries of this county, Mr. Burnham, the overseer for the western district, remarks: "The Avon River, before it reaches its terminus, branches off to the southward and westward. The south branch many years ago swarmed with Salmon and Gaspereaux, but owing to what we call "fish-pounds" they have almost entirely left the river. Five miles above the tide stands a natural fall, about 50 feet high, which a few hundred dollars would make passable. About a mile above the falls the river branches off again and runs through large lakes for at least 30 miles in a southerly direction. Beautiful spawning grounds are found up both branches. On the western branch of the Avon there is another branch that runs up for many miles. I followed it for 15 miles, and found four mills. The first one left the bed of the river all clear, but the others gave no chance for the fish to pass. I ordered fishways in each, and had two put in; but this branch seems to be more natural for Gaspereaux than Salmon. The Walton River I found all clear, but not much of a river for Salmon. The Cockamagun River runs a long way inland, but as it runs all the way through low and swampy land it has never been a river for Salmon. The Kennetcook River I found unobstructed as far as my district extended. The river Hebert many years ago was a salmon river, but owing to a dam at the head of the tide it has been entirely destroyed as such. I had a fishway put in this dam, and the owner told me he had the pleasure of seeing Salmon going over it. The Meander River in my district is obstructed by one dam, in which I ordered a fishway. The materials were ready, when the freshet came on, and consequently it has not yet been done.

"The St. Croix River in former years was called our best river for Salmon and Gaspereaux, but for many years Salmon have not been allowed to get up. From the head of the tide to the foot of the lakes is five miles, and in this distance there are nine dams. I ordered fishways in them, and had the pleasure of seeing four completed, and the materials on the banks for two others. I am sorry to say that the large freshet we had in October took out every fish ladder I had put in, as well as some of the dams.

"**SHAD FISHERIES.**—I conclude that the drift nets in the Avon are as destructive to the salmon as the dam across the rivers. These nets are from one hundred and fifty to three hundred fathoms in length and so effectually close up the river that it is almost impossible for a single fish to escape, I would therefore recommend that there be a warden appointed for the Avon river to see that fishermen are made to drift with their nets trailing up and down stream, and I would also recommend that they pay a license fee."

Kings.—The overseers for this county, Messrs. Benjamin Smith and John Starr, have given so much information, and have reported so fully upon the various interests connected with the fisheries of the country, that I feel I cannot do better than allow them to speak for themselves. Mr. Smith, who has charge of the rivers of this county, remarks as follows:—"Gaspereau Rivers.—Immediately upon receiving my appointment, I applied myself to the protection of this river, up which owing in no small measure to my previous exertions, many Salmon and large runs of Gaspereaux had passed. As the flood subsided in June, however, the fish were taken in vast numbers by every illegal contrivance—by pounds, seines, bagnets or "fykes," and dipnets, but owing to the lawless and clannish disposition of the poachers and their well managed systems of signals, I was unable (unaided by subordinate officials) to detect the offenders, or to bring the suspected to justice. I succeeded in taking a fyke by which I have been informed 3000 Gaspereaux and thirty

Salmon were occasionally taken in one night, it is of little intrinsic value, but might yet do mischief; it remains in my possession. On the 10th day of June, I seized a sweep seine which being much torn in the flight of its owners, and too heavy to remove up a hill of great height, I burnt. V shaped walls of stone and hewn timber are erected by the poachers, by which the stream is diverted and the fish also. These walls were erected in the months of September and October, when of course I deemed my presence on the river but little needed, and so secretly, that I did not become aware of their existence till the month of November. The parties on whose lands they are abutting shall be prosecuted in due form, and all fishing by means of these engines prohibited. To effect this, a strong staff of wardens is needed; the names of two I have submitted to Henry Chipman, Esq., M. P., and of these he approves. With all deference I would recommend that four at least should be placed on this river, as there is so much active night-work about the "walls," and such continual poaching in the tide-way, and above on the less accessible portions, that no less than that number, added to constant vigilance on my part, could put this fishery on its former footing.

"The nature of this may be apprehended from the well authenticated fact, that not twenty years since, people could drive a cart and oxen into this river, and beneath the eddy formed, fill the cart with Gaspereaux in half an hour; two years since I saw 22 Salmon taken by two rods in one day and a half; and I am credibly informed that 17,000 Gaspereaux were taken at the falls last season by William Skivers in one day, by means of a square net, which has always been considered a fair mode. There is but one saw mill of any moment on this river, owing to the peculiar structure of which it is almost impossible to save the sawdust. I have used my best endeavours to prevent the rubbish from going into the river, and await further instructions to prevent a nuisance which the torch only can wholly remove.

Cornwallis River.—This stream rises in the Caribou Bog, and pursues a westerly course for a distance of about 20 miles. It is frequented by Salmon, Shad, and numberless Smelt. Its upper waters are bright and run over sandy bottoms, where unfortunately the Indian, and too often the white man, ply the deadly spear. I know of 16 Salmon having been thus taken in one night, and am happy to say that since my appointment, this illegal practice has wholly ceased. The clearness of the water renders it almost valueless to the angler, though I have known Salmon to be taken on favorable days in the upper runs. Sea Trout of great size are taken on the first of the tide, and the upper waters abound with brook Trout. I trust to be able to compensate for any extra expenditure in protecting the first mentioned river, by attending to this unaided.

The Kentville Brook flows into the Cornwallis River at Kentville, after a course of five miles from the "Magee Lake," to which Salmon, previously to the erection of two mill dams at Kentville, repaired to spawn. I have seen Salmon beneath the lower dam endeavouring to pass, and they are occasionally taken by the angler and Smelt fisher. As this brook is of considerable magnitude in spring and autumn, I consider it worth protecting, and beg to suggest that fish-ways be placed in the offending dams. This stream is celebrated for its Smelt, and hither flock in May the whole country side, to catch cartloads upon cartloads. The delicious little fish, so valuable as a coast bait and fertilizer, would reap the benefit of an easy pass, by escaping, in sufficient quantities for breeding purposes, from the gauntlet it runs between the Cornwallis and the first obstruction. No warden is here required.

Annapolis River proper, takes its rise in the great south lakes, and flows over a rocky course of about ten miles to the valley, where it runs smoothly on to the "County line brook," where King's County ends; thence on to Annapolis a smooth course of 35 miles. On the Grand Branch there are two falls of considerable magnitude, but as the water is much broken and of a considerable volume, they offer but small impediment to up-going fish; indeed it is an established fact that the Salmon before the age of mill dams annually repaired to the lakes above them. On this branch, I am happy to say Messrs Gates have kindly erected a fish-pass, which has proved eminently successful. The millers on the Grand Branch are one and all taking care of their saw-dust, and but two artificial

obstructions now remain between the sea and the lakes. Previously to the erection of the pass at Messrs. Gates, the water beneath their stone dam was black with Salmon, and I am sanguine of the best results from this improvement. Shad were nettled last season in Palmer's meadow on this branch, 43 miles above Annapolis and 22 above the tide.

On the Kingston branch I have had much trouble and been threatened with violence. As if to punish the offenders, the heavy rains in November last, prostrated three dams, and but two now remain to obstruct the fish. Many fish was taken in October, and I succeeded in bringing two of the offenders before me, they pleaded and proved "ignorance," and being very poor were mulcted in a nominal fine and full costs. This is a highly important branch flowing from the Cloud Lakes, and judging from the number of Salmon which passed the first broken dam, will be a fruitful source of Annapolis Salmon, which have been taken on the aforementioned branches of the weight of 26lbs. The Spring or North Branch, runs near the Post Road, and formerly abounded in Salmon and white and brook Trout. Mill rubbish and a mill dam have well nigh destroyed both. A pass has been put up by Mr. Bishop, the owners, but of so inferior and unsatisfactory a nature, that I have no hopes of its meeting with your approval. On this branch, the millers cast in no saw-dust, but have reluctantly complied with the law.

I compute the Salmon illegally taken on these several branches during the last season at 15 barrels, and earnestly recommend the appointment of Wm. McIntyre, of whom I previously spoke; and trust, as his horse must be constantly used on this trifurcated river, which aggregates a length of forty-five miles in this County, he may be proportionately remunerated. I have found it necessary to proceed from time to time by the train to Aylesford, and call into requisition McIntyre's assistance and carriage: he has always proved himself zealous and highly efficient."

Mr. Starr, whose jurisdiction extends over the Shad and other fishes of the bay, remarks as follows, and I would most respectfully call your attention to his suggestions:—

"The most important fisheries of this County, are those of Shad and Herring, both of which have been constantly decreasing both in quantity and quality for a number of years. True there may have been occasional good catches, but the quality has not materially improved, and the succeeding year has invariably shewn the retrograde movement.

"As this is a matter of much importance to the Country, the question naturally arises, what are the causes that contribute to produce such results? I am of opinion that this decline is to be attributed very largely to the constant habit of over fishing, that is to say, there are twice as many nets as there should be, not so much in consequence of the number of the fish they take, as because the fish are thus driven off their feeding grounds, and favorite haunts, by drift seines that meet them in the mouths of the rivers on the flood-tide and break up the shoals of fish, and by a complete cordon of stake nets on the shores. While there may be a diversity of opinion as to the best method of catching Shad, whether by Stake nets or drift seines, all admit that it has become absolutely necessary that some restriction should be placed upon the number of nets in the basin of Minas or on the shores.—And here I would observe, that it must be obvious to any one at all familiar with the manner in which drift seines are used, that it would be exceedingly difficult if not impossible to regulate them in any way. Their work is done in the night, far out upon the waters, and in many cases by a not over scrupulous set of men, and it would be about as easy to control the wind as to confine them to any set of regulations that may be made. With the stake nets, I conceive the chief objection is their number. The distance between them should be much increased. One of their redeeming features is, that they are entirely amenable to law, and any restrictions that are placed upon them (if not outrageously unjust) can easily be enforced. In Scott's Bay, one of the most important Shad and Herring fishery stations in this County, drifting for Shad has hitherto been prohibited by order of the Court of sessions, but the fishermen of that place, being fearful that this may not afford them sufficient protection, talk of petitioning for a lease of the grounds usually occupied by them.

"At the Herring fishery station of Peraux, the fish are caught entirely with brush weirs, which are set in most cases very close together, and the brush turning black with

salt water, they form large unsightly piles, which I conceive to be injurious to fishing for two reasons; first because they are so black and consequently conspicuous, thus frightening the fish, so much so, that they can only be caught in dark nights; and secondly, because they are made as tight as possible in the bunt, thus holding all the smallest of the fish, which are sometimes carted on the land in immense numbers for manure.

“I would recommend seines to be used instead of brush weirs, and after attending two meetings of the fishermen of that place, they unanimously resolved to use a short piece of seine in the bunt of each weir, for the purpose of allowing the small fish to escape through the meshes. This fishing has declined very much, and the catch the past season has been the smallest ever known. As an efficient means of protecting the Shad and Herring fisheries of Scott's Bay and the basin of Minas, I would *respectfully beg leave to suggest*:—First—That such grounds as could be used for stake nets with advantage to the fishing, should be sold at auction to the highest bidders for a term of years (say five or six) such parties receiving lease of the same, upon giving bonds to conform strictly to such a regulations as might be made. Secondly—Allow no other nets of any kind to be used, making as complete an outlaw of a net prepared for drifting, as of a salmon spear, the possession of one being punishable with fine or at least with confiscation. Such a law might seem harsh, but I am confident that it would receive the strong support of nine tenths of the law abiding population who recognize the necessity of a reformation in this matter. It would not bear unjustly upon any class of fishermen, as the sale at public auction would give any and every man an equal chance in the competition.”

Annapolis—Mr Carty, the overseer of this County, has been pretty active in the discharge of his duties. I visited the principal mills and Fishery Stations in this County during my tour of inspection last summer, and found the mill owners for the most part busily engaged in erecting Fish Ladders, and preparing to keep out sawdust and mill rubbish. Mr. Carty says—“On my visit to the Gut Station, which lies on the south shore of the Bay of Fundy, I found only a few fishermen, who complained very much of parties from the United States, connected with men in Nova Scotia, who fish under a British Register, with trolls which are generally considered injurious to the fishing interests; they also complain of these men throwing the offal or refuse of their fish overboard, which is very injurious to herring fishing in that locality. This part of the County is not suited for farming purposes, and the people who reside there depend on fishing chiefly for a living, and they should be protected.

“The next station on the Bay of Fundy, is Leach's Cove, lying east of the Gut Station, about fourteen miles. It is a small settlement, the inhabitants of which live mostly by fishing, and the fishermen there have the same complaints against the United States fishermen, that those of the Gut Station have. The next station is Parker's Cove, about five miles east of Leach's Cove. It is a small settlement, the people being generally poor, and live mostly by fishing. They also make the same complaint as the others and ask for redress. The next station east is Chute's Cove, about ten miles east of Parker's Cove. The inhabitants are composed of white and colored people, and in general do not now get fish enough for their families. Around the locality of the Cove, the people are in better circumstances and live chiefly by farming. The next station is Port Williams, about seven miles east the last station. The Herring fishing succeeded admirably in this place and more fish has of late been caught there than at all the other stations on the Bay of Fundy. The fishermen attributed their success to their not allowing any trolls for fishing purposes, nor the refuse of the fish to be thrown overboard, as is done in the first mentioned localities. The next station east is Port George, about eight miles from Port Williams; the fishing in this locality was an average yield last season of Cod, Herring, Haddock, &c. The next station east is Margaretville, about five miles from Port George. The fishing in this place is about an average yield. This is a thriving settlement having a good wharf, and is the emporium of the fertile valley of Annapolis; the people living by trade and commerce, many of them having shares in schooners.

“As regards the inshore fisheries, commencing with Annapolis Basin, there are a great number living on the shore of the basin who depend entirely on fishing for an existence,

and they complain loudly of the American fishermen coming in the spring, lading their vessels with bait, then going to the Gut and other waters, depositing their bait and destroying the fish. These people look to Ottawa for protection. The Americans not having the liberty themselves to catch the spawning fish, come in with their nets and employ Nova Scotians to do it for them, which damages the fisheries very much.

“The salmon fishery in this country has failed very much in late years. Bear River, in the west end of Annapolis County, was, at one time, considered the best stream in the county for salmon, but this season a salmon was not seen in the river, in consequence of extensive lumbering establishments. On the east branch of the river extending into Annapolis County, over which I have control, there are seven mill dams. A fish ladder has been put in by my instructions, on the first dam, and I have taken legal proceedings against the owners of the mills for neglecting to put ladders in each of the other dams. Le-quette River, which empties into Annapolis Basin, is an excellent stream for salmon, but there is a settlement of Whites and Indians who poach the river much and destroy the fish. There are two mill dams on the stream, but there is a fishway in each. Round Hill Brook empties into the Annapolis River, about five miles east of Annapolis Town. This is a good stream for salmon and some hundreds have been taken this spring. There are four mill dams on the stream, in three of which I have caused fishways to be made and have taken proceedings against the owner of the fourth for neglecting this duty. Nictaux River empties into the Annapolis River about twenty-five miles east of the mouth of Round Hill Brook. There are on this river six mill dams, on each of which there is a fish ladder, put in by my orders. The ladder furthest up the river was built by Mr. James B. Patterson at a heavy expense, being eighty feet long. He built it with pleasure and gave me much satisfaction. I have had a great deal of trouble with some other parties on the river before I could get the fishways made to my satisfaction.

“The Annapolis River is the chief river of the county. From Clarke’s Ferry to Paradise, a distance of ten miles, that is, as far up the river as the tide extends, salmon are caught at low water, but this does not prevent the fish going up at high water. Further up the river to the county line, nets have invariably been unlawfully set previously to my appointment, and even now as there are no Wardens to look after them. There is no Warden either at Bear River, at Round Hill, nor on the Annapolis River, east of Bridgetown; all are places of importance and should be looked after. To this my time and attention was directed during the summer. A warden has been appointed for Nictaux River, but I consider him very remiss in his duty.”

Digby.—James H. Morehouse, Esq., the overseer for the County writes with reference to his important charge as follows:—“There are seven rivers all taking their rise and having their outlets within the limits of Digby County. The first, Bear River, forms the boundary between the Counties of Annapolis and Digby as far as the head of the tide water; at this point the river divides into two branches; one, taking a southerly direction into Digby County, is called the West Branch and is fed by two large lakes of remarkably pure water, the bottom and shores of which are of white sand and gravel. At the lower end of this river is a fall some twenty feet in height, which prevents fish ascending to the lakes. About \$200 is needed to overcome this difficulty. In consequence of this obstruction I have not obliged those owning mills on this river to place ladders in their dams.

The Grand Joggin is a small river fed by one lake, on it are three mills, the owners of which I have notified to place ladders in their dams.

The Sissaboo, or Weymouth River, is about forty miles in length, with several large tributaries, and is fed by fifty lakes of respectable size, besides small ones. The bottoms and shores of these lakes and rivers are generally gravel and sand. I think this river admirably adapted to the breeding of fish. I spent ten days on this river, Tusket Lakes, and the head waters of Bear River, the waters of all which were teeming with young trout. There cannot be a doubt that the Sissaboo could be made a most productive salmon fishery, but there are two things that now prevent this. At what is called the Big Mills, some six miles from its mouth, there is a dam of about thirty feet in height,

and about three miles above this, is a fall of about the same height. At both of these places ladders would be required, the cost of both which could not exceed six hundred dollars, as nature seems to have arranged purposely to meet this necessity.

Grasecoque River is visited by salmon, but has no warden. I requested Mr. Journea, Warden for Sissaboo River, to take this river under his charge, and he consented to take temporary charge, but refused to do so permanently on account of insufficient pay. I think there would be economy in increasing his pay a few dollars and adding this river to his district. I left notices with him to serve on those owning mills on this river, to place ladders in their dams.

Grand Ruisseau which is visited by salmon, has no warden, but I left directions with mill owners to have ladders placed in their dams. Here I was informed that salmon were frequently found dead below the mills, killed, no doubt, by the wheels, while endeavoring to force their way up stream.

Metigan is an important river visited by salmon and gaspereaux; the latter supplying codfish bait for some eight miles of the Bay coast. There is no warden on this river and thinking it important that there should be one, I requested John P. Thibodo, Esq., to take temporary charge of this and Grand Ruisseau, and I would most respectfully recommend this gentleman as a suitable person to be appointed warden for this district. Metigan River could be very much improved; at present a hill of about fourteen feet prevents fish ascending farther than about two miles. One hundred and seventy dollars would build a ladder which would enable fish to get into the lakes, and the advantage of this can scarce be over estimated.

Salmon River a few years ago, was a very fine salmon and gaspereau fishery, but it has since been greatly abused by dams having been built across it, so as entirely to prevent fish ascending to the lakes.

Two gang mills are in course of building; I saw several owners of mills and gave them directions to have ladders immediately placed in their dams and also left notices with the wardens to serve on others.

I find a disposition on the part of many to evade the law, but this is not to be wondered at when it is considered how long they have been acting in violation of it. I trust, however, with good management, by June next to have things in good working order in this county.

St. Mary's Bay lies entirely within the limits of Digby County: its southern shore is inhabited by French Acadians, an industrious and thriving people: much of their support is derived from the waters of this bay. It is important also as a mackerel fishery, and as many as two hundred vessels, American and British, were there employed in the month of September. Fifty barrels for each vessel would give ten thousand barrels, and I think that is rather under than over the true estimate of the fish taken. The inhabitants along the coast complain very much of the way in which the fishermen have acted, in throwing their "gurry" overboard in the bay, and they say that if this practice is continued, both the mackerel and codfisheries will be destroyed. I think the only way to prevent this effectually, is to have an armed vessel in the bay during the fishing season. The same thing is practiced by the fishermen of the Bay of Fundy, and there should be wardens at Digby Gut, Gulliver's Hole, Sandy Cove, Petit Passage, and West Port.

Digby has for many years, been noted for its fine herring fishery. These herring when intended for exportation are smoked, while those intended for home use are pickled. They are caught in weirs, the owners of which are also owners of the land or flats on which they stand. A different species of herring, much larger than those caught in weirs, have been found to inhabit these waters in winter, and a large business has been done, supplying them to American fishermen. These are caught in nets. In the spring, salmon are frequently caught in the weirs, and on account of this, I have directed gates to be placed in the weirs, to be raised at six o'clock on Saturday nights, and to remain open until six o'clock on Monday mornings."

Yarmouth.—Although Mr. Crosby the officer for this county, has gone rather more

into detail than is desirable, yet I think it well to allow him to tell his own story in his own way, as he touches many points that must be of service to the Department. He says: "I have, in making up my report, divided the county into different districts, commencing at the county line on the bay shore. The first station "Gun Cove" is for deep sea fishing, and is carried on by an American firm. A quantity of boats are engaged in the business, and most of the fish caught are purchased by this firm, who cure them and ship them to the American market.

On the stream that empties into Chegigong Bay at the Dyke, there has been built this year a dam, to procure water-power, to drive a crusher for crushing quartz, got from gold mines near by. This stream is of some value to the fishermen, although no fish of any consequence are caught in it, yet alewives resort to it for spawning purposes. These fish are netted in Chegigong Bay for bait for the codfishery, and the fishermen complain that if the river is allowed to be obstructed so as to completely bar the passage of the fish, it will break up the resort, and they will meet with a severe loss in the article of bait. The next station is in Yarmouth Harbor, carried on by a few men, and a part of their catch is sold fresh to town market. Next we have Kelly's Cove, on the east of which are busy farmers, who fish a part of their time. Next is Chebouge Point, where but one shallow is owned, which employs four men at times. There is not much fishing in Chebouge River at this time; there used to be large quantities of small mackerel, but for the last ten years they seem to have left. At Pinkney Point, on the east side of Chebouge Harbor, one family follows fishing a greater part of the year, and their market is at Yarmouth.

Mr. E. Perry, the warden of District Brunder, reports very few fish this season. Mr. Baker, warden for North Tusket River, gives a very fair report, though the catch of alewives is not what is has been, and what we hope it will be again. At the district under Mr. J. A. Hatfield, the great bulk of alewives and salmon are taken, and the weirs below the bridge report 769 barrels of alewives, and 1,985 lbs. of salmon. The traps and dip nets at the Falls have taken 680 barrels of Alewives and 370 lbs. salmon. Here twenty men at a small cost, take nearly as many Alewives, as twenty weirs, owned by fifty men, which cost from \$50 to \$100 each, and extending over double the distance. District E., under warden Kavanagh, is a long one, and on which are a great many poor settlers who live near and along the banks of the river. Under the proposed regulations, if the law is properly carried out, they will be able to take a good many fish, or sufficient to last them through the season, while now they scarcely get more than one or two barrels to a man, and that by going to some expense to procure nets and spending more time than the fish are worth.

Above Colestream Branch commences the district of Mr. Ruper, who reports no fish taken this year at all. This is not to be wondered at, when you take into consideration, that for several years the mill dams have been shut for the whole year. Had it not been for the other branches and lower lakes, the fish would have been annihilated long since. Very few mill owners have put in ladders, but the dams will be opened or else cleared out, to enable the fish to get back and increase. In district G., I include Salmon River, from its junction with Tusket, to its mouth. It can be made a valuable river for salmon and from the great quantities taken there, it derives its name. Mr. Nickerson is an efficient officer, and has prepared a complete report of the fish caught on the river this year. This finishes the Tusket River and its branches. Now we have to go around the Island, through Indian Slum, (so called) and enter the Harbour of Eel Brook and Abram River (so called). We enter through a small channel, (over which a bridge has been built, being on the Main Post Road) into Eel Lake, which is a very large one, being as much as four or five miles long. There are thirteen other lakes above this, (the last being some nine miles from the first), and which create an immense spawning ground; but here is the same old story—mill dams and other obstructions, with constant fishing in the narrow passes or connections between the lakes, have nearly broken them up.

Argyle River, the next in order, is without a warden. A great bulk of alewives are caught by dip nets at the head. Some boat fishing is done from the harbor in deep sea-fishing.

Pubnico, the next in order, is also without a warden. I visited it this fall. Deep sea-fishing is followed by a great number of the inhabitants, and they have about 30 sail of schooners, from 30 to 75 tons—some of them are handsome vessels and very nicely fitted out, manned by over 300 hardy men, who start early for bank fishing, and at the end of the year for the Bay. At Yarmouth, Lock's Island, Ragged Island and Halifax, they find those who are willing to furnish supplies and take the fish in return. In the harbor they do some Mackerel and Herring fishing with set nets. Three miles below is Hipson's Brook, and is the only stream where Alewives are caught. It flows from two lakes, one of which is claimed as private property; but I think I succeeded in convincing the owner that the Government had a right to say how they should fish.

In addition to these is the Great Barron Lake, which is also in our county, but its outlet is at Barrington Head. I was informed that mill rubbish &c., had been allowed to fill up the river, so that I called the attention of Mr. Muir of Shelburne, to the complaint, and he said he would attend to the matter. A good many of the Pubnico people go through to this lake to catch the Alewives with set nets. The Eel Fishery is of considerable value on the different rivers. On Salmon River, large quantities are taken while going into the lakes in the months of October and November, and some are also taken when going down. Both Argyle and Pubnico rivers are similar in this respect to Salmon River.

In the Tusket River there appear to be two distinct species of Eels. The season was nearly over when I and the wardens received our appointments—and for this reason the Statistics may not be so perfect as might have been, at the same time I think it covers most all of the fish caught. The catch of Alewives and Salmon is small, but the great wonder is that so many still escape from one year to another. I look for a good catch next season, as large quantities of young ones have returned to the sea this fall, thanks to a few efficient officers. A few years ago, a fair catch was 3,000 barrels, while this year we have only 2,119 barrels.

I have to report things quiet, and the people generally disposed to do what they can to improve the fisheries, but there have been a few cases of infringement of the Fishery Act, which I have attended to according to law, a report of which I will make out at the end of the year, according to instructions sent me.

Among many islands near the mouth of Tusket River, is one called Murder Island, which is a great place of resort for fishermen during the whole season from May to November. It is a good harbor, easy of access, and has plenty of Mackerel and Herring for bait, and the level beach offers every facility for spreading fish to dry. I visited it this summer so as to tell the men of the law, to prevent their dressing fish on the beach, and allowing gurry to drift to sea, as the ebb tide sets directly across the mouth of Tusket River, and it would be very injurious to the river fishery. I found probably 100 boats and small craft, from Barrington, Cape Island, and other places. Mr. Newell is the only man who lives near, and I think if he were appointed warden for this place and surrounding islands at a small salary (say \$10) it would be money well spent. He would be willing to act and glad to help to protect the fisheries.

Shelburne.—This county is one of the most important in the Province, on account of its coast and river fisheries, and I am happy to report substantial progress in their protection. On the Clyde River we have had three good fish ladders erected; also three on the Shelburne, and one each on the Jordan and Sable Rivers, up which fish have ascended and been seen where they have not been known to be for many years previously. No doubt a few years will suffice to show the wisdom of obeying the Fishery Laws. As in most other counties in the Province, the overseers and others concerned in the fisheries, are clamoring for more wardens, and in many cases they are indispensable. I have however generally observed in these cases, that we must try and improve the fisheries all we can with our present staff, and when we show the people and Government, that the benefits accruing from the present expenditures more than repay the outlay, we will have no trouble to get more officers. Some of the finest and smartest fishing vessels in the Province, are owned here. The local officer has not sent me any report of his operations

for the past year, but from personal observation I know that he has been at work, and much has been done to improve the fisheries of his county.

Queens.—S. T. N. Sellon, Esq., the very efficient officer for this county, in his report to me remarks as follows :—"The catch of this season is very small, as for want of a reciprocity treaty with the United States, a large number of our fishermen ship on board American vessels for the fishing season. The Port Medway and Liverpool Rivers have been the best Rivers in Nova Scotia for Salmon and Alewives. I have seen twenty-five Salmon taken in one morning out of an eighteen fathom net, set to a wharf in this town, the catch during the night, and I have seen 180 barrels of Alewives delivered to one merchant as part of a day's fishing. The fish were very abundant and two thousand barrels of Salmon and three thousand barrels of Alewives have been taken in this and the Port Medway River.

Mr. Freeman from Sable River reported to me that in May last he had seen large quantities of young Salmon in Western Brook and caught a few with his hands. This Brook leads from a Lake called "Pebble Lake" to the first and second lake, and thence to our river. I conclude that this is to be one of our best spawning grounds and worth the attention and consideration of the Department. Several fine breeding grounds are on the Port Medway River. There is still a sufficient supply of old fish to re-stock our rivers, if proper care and attention are used, and that at not a very large expense. This part of the Fisheries I recommend for the consideration and action of the Department. Every mill dam in this County has been visited, first to advise and direct mill-owners to the requirements of the law, and a second time, after September 30th, to see that the alterations had been made. I consider that with so much determined hostility to the new law by mill-owners and others, much has been done and a good beginning made for the protection of our fish during the few months I have been in office, but much attention and work will be required during the next fishing season."

Lunenburg Western District.—Mr. Henry S. Jost, the overseer for this District, has handed in a full and interesting report of which the following is the substance :—"The above named District,—for which a petition has just been forwarded—comprises a coast line of somewhat more than half the County ; and represents more inhabitants in proportion to extent than the Eastern District. The *Return* shows the results of the season's fishing, independent of a large quantity used fresh for home consumption, viz. :—39,351 quintals of Codfish, 1,766 do, scale do., in all 41,117 quintals ; 9,344 barrels herrings ; 2,211 do. mackerel ; 25,377 gallons cod oil, 1,000 do. dog oil ; total 26,377 gallons oil. Value \$186,467.00.

Eighty-one schooners measuring 3,742 tons, were more or less engaged during the season. Some few for the whole season—say eight months—the large majority for only from 3 to 6 months, many only making the one voyage for codfish, either to Labrador or that part of the Gulf of St. Lawrence commonly called by our fishermen the "North Bay." 1,274 men, and 460 boats of different kinds were engaged for different lengths of time during the season. But few of our schooners follow banking ; and those only for a few weeks in the early part of the season, before proceeding to the Labrador or Bay early in June. The Banking has not been remunerative ; and now-and-then the loss of anchor and hawser sometimes entails heavy loss. This Banking, with the Shore Boat fishing produced this year 6,610 quintals ; while 34,507 quintals were brought in by our vessels from the Bay and the Labrador.

The Labrador catch as a whole is not good this year. Some few vessels made good voyages, but a majority of them only secured half or three-quarter fares. The Bay cod-fishing was more successful, nearly all the vessels securing full loads. The vessels employed at *Bay Codfishing* hitherto, are not generally as large, or as a class, as well fitted and equipped as the Labrador vessels. The former are mostly employed as coasters during the remainder of the year. The catch of mackerel was very small this year, only 1310 barrels having been taken in the Bay, and very few fall mackerel on the shore.

If, independent of their own value as a *convenience* and a source of wealth, the fishes of our rivers are so necessary in sustaining and increasing our Shore fishery ; there is a

two-fold reason for protecting and developing them. Especially does this apply to our seining and our fall net fishing, which has been very poor for some years past. The Rivers in this District have been attended to during the past year, as well as the circumstances would admit.

"Mushamush" (or "Kedy's") River, has been examined and the laws and regulations were rigidly enforced. The fishways have been all looked after, and the result was that Alewives have again made their appearance far back in the country, where formerly, they were plentiful, but latterly have dissappeared.

This river enters Mahone Bay at its head, and runs beneath the bridge on the post road at that point. As the channel of the Bay is narrow for some distance below the bridge, it is thought that salmon nets are sometimes clandestinely set across it. There were, this season, more salmon than of late years in this river, and it is to be hoped, that under the supervision of a local officer, illegal practices will become of rare occurrence. There are several mills and dams on this river, within a distance of 18 miles from its mouth.

La Have River.—At Bridgewater, situated on the banks of this river, about 18 or 20 miles from its mouth, is La Have Bridge. The tide flows about a mile above the bridge. Here is situated the lower saw mill of E. D. Davison, Esq., with a dam across the river. Between the west bank and the end of the dam, is the fishway, constructed by Mr. Davison, and altered to meet the views of former County Inspectors. Mr. Davison affirms that fish do go up, others as stoutly say that they do not and cannot, as the fishway is not sufficient. Mr. Davison professes to know what is required as well as his willingness to do it. Some alteration has been made in it during the low water this year, which it is hoped will prove satisfactory. When Mr. Davison commenced building this dam, it was his intention to put a ladder in it, as was then required by the law of this Province. Before that was done, the law was altered in respect of the ladder, and hence the construction of the fishway at its present locality. About half a mile above the former, a fine new gang-mill has been erected by Mr. Davison with a dam also across the river. This dam was completed this year, and is provided with a fish-way, placed in the channel of the river. Mr. Davison has spared no expense to make this fishway efficient, and it is believed that it will be found equal to its requirements.

Within a mile farther up the river, another splendid gang mill has been built, owned by Rodenheizer and others. The dam is there also across the river, leaving a space for a fish-pass between the eastern end and the bank. This passage is claimed by the owners to be sufficient for the passage of fish; but they also say that its capability has not yet been tested, as no salmon or alewives have yet reached that point from the river below since the erection of the lower dam.

From this point up, there are several dams on the main river and branches, all having facilities, more or less, for the passage of fish at the proper season. Until within the last few years, Salmon have been pretty freely taken at different localities extending to ten or fifteen miles, from this place upwards, both on the main river and branches. The general remark *now* is, that neither Salmon nor Alewives are taken or seen in these localities. The main river and branches extend far into the interior, reaching Annapolis and Kings counties. More extensive logging and milling than ever before, are now prosecuted on the La Have river. It would seem that the supply of logs on the Port Medway and Liverpool rivers must be falling off, as besides Mr. Davison, two other firms from Queens' County have commenced at La Have in that business. One of these parties, Messrs. Macks, have erected a *Steam Mill* at Rudolf Cove, about five miles below tide water, consequently there is no dam to injure the fisheries.

Salmon, Shad, and Alewives were taken in proximity to and below Mr. Davison's lower dam during last season, contrary to law. The owner of the dam complains of this, and says: "If the fish were let alone at this place they would ascend the fishway and pass upwards." Those who take the fish say that they are prevented by the dam from ascend-

ing the river ; that they *will not go down* stream again, and that they may as well be taken by them as be destroyed in any other way.

It is hard to deal with these poachers. Many of them are Indians, some others not much in advance. From these, and many others, it would be next to impossible to extract a fine. Many Salmon are taken in this vicinity by fly-fishing, particularly by the Indians, although it is said they take them by all means. The surface-fishing is not prohibited by the Dominion Act in such cases, but we have in this county a Regulation of Sessions which would seem to prohibit the taking, *in any way*, within 12 rods of a mill dam ; but I do not think that "fly-fishing with rod and line" was intended when the Regulation passed. Owing to there having been no local officer until after the run was over, as well as from other unavoidable causes, the poaching could not be dealt with in time to prevent the evil. Some of the parties have since been prosecuted, and pleaded ignorance of the law, but which, of course, did not excuse them. As a local warden has been appointed at this locality, and other means for preventing a recurrence of this breach of the Regulations are being considered, I trust that next season we may be enabled to prevent improper interfering with the fish, so that they may, by their action, decide the question of this fishway.

Petite Rivière is situated in New Dublin Township, and considerable milling business is done on it. At Crouse Town, Conquerall, and Hebbs there are pretty extensive mills, consequently there are complaints of a falling off in the fishing. Here, as at La Have, the local officer was not appointed early in the season ; but some improvement has been made, which will be followed up next season.

The question of mills and mill-dams *versus* fish is sometimes argued thus : the anti-miller says "the dams are ruining the country in two ways, 1st, by destroying the breeding Salmon and Alewives, or, by preventing the propagation of the species, they ultimately deprive the country of a great convenience, as well as a source of wealth in respect of these fish *themselves* ; besides, by so doing they keep from us the myriads of Codfish, Herring, and Mackerel which otherwise would visit our shores, and produce a mine of wealth : 2ndly, by destroying all the timber the country is impoverished and settlement retarded, to the great injury of the cultivation of the soil and ultimate benefit to the country. The miller says : I *don't* destroy your fisheries. Your fish can produce as they did before my mill was built. But you expect impossibilities. You expect fish to be as plentiful as they were when but few of them were taken—when our population was not a tenth or a twentieth of what it is now. Our rivers are now the same size as they were then, and it is folly to expect our fish to increase or remain as plentiful as they used to be unless some means be found of multiplying the species at a greater ratio than before. You cannot expect to catch all the fish and have them remain in the water too. And, besides, the mill-owner will point to the employment he furnishes to so many men, to the trade created by the lumber produced, the shipping engaged in taking it away, the returns in money or merchandise. Such arguments I have heard advanced, but I shall not here attempt to discuss the subject.

In reference to the circular from the Department of "Marine and Fisheries," dated June 30th, 1869, relating to what is called the "Sunday Clause" of the *Fishery Act*, I would say that hitherto there has been *no* close time observed with regard to nets *outside* of rivers in this country. Bay nets are prohibited by law within a mile of the mouth of any river, and *shore nets* are forbidden also *in* the rivers, by Regulation of the Sessions.

An old Regulation by the Sessions ordered the nets in rivers below the rise and fall of the tide should be set only from Monday morning to *Friday* evening, but as both the Provincial Act and also the Dominion Act fixes the time from Monday until *Saturday* evening that Regulation of Sessions is inoperative, and I presume it will be made conformable to law.

As regards the general shore fishing outside of rivers, I do not think it necessary that the nets should be raised on Saturday, or the fishermen be under any legal restriction further than is ordered by the "Act for the Observance of the Sabbath."

I believe that the alteration of the Regulation is proper, and the distance from the

mouths of rivers (3 miles) quite enough in most cases, and more than is necessary in some ; but a good deal will depend in some cases on where the *mouth* shall be determined to be. To prevent any dispute it will be necessary (for the purposes of this Regulation) to have the mouths of rivers fixed and defined by some authority, where that has not already been done."

The Eastern District.—Daniel Dimock, Esq., the officer for this district, does not furnish me with any report, and I am not, therefore, prepared to enter into particulars as to progress made ; but having spent a few days in that portion of the county during last summer, I know that work of importance has been done by the officers, which will have its effect in due time. On receipt of a circular from the Department last spring, asking information as to the effects likely to be produced by the resolution passed at the last Session of Parliament, affecting the weekly close time, I at once forwarded several copies of it to those overseers who, in my judgment, would give me the most reliable information on the subject. Upon this, Mr. Dimock remarks :—"I would beg most respectfully to differ from some of the Honorable Members' opinions, as expressed in the Report, concerning the weekly close time, and the effect it will have on our Mackerel and Herring fisheries. In the district under my immediate charge, the Mackerel and Herring fisheries are prosecuted second to but few fishing stations along the coast. The Salmon fisheries are likewise pretty successfully carried on at the same time ; and I wish you to bear in mind that the weekly close season is no new experiment, as it has existed for years by a Statute of this Province ; and on account of some of our rivers, in which the tidal waters extended miles inland, and which are but narrow, the Sessions added one day to the weekly close time, and among our hundred of Mackerel and Herring fishers, not a remonstrance has been made, which proves to a demonstration that it did not prove injurious to them. The real fact is, they have no cause for complaint,—hence we have none. Repeal the weekly close season, and soon you will find the effects, (more particularly on such of the rivers in which the tide waters extend inland, as some do for miles, and but a few rods in breadth,) and but few Salmon or Gaspereaux will arrive to their spawning ground. It is the Salmon fishers who complain ; and that is owing in a great measure to the exceedingly high price Salmon bring in the month of March and part of April ; but should the weekly close season not commence until May, we should not hear any grumbling about the matter, as the Salmon are not then so valuable. We consider a violation of the weekly close season a minor offence ; and I have heard of none being mulcted in fine or cost, that could give a reasonable excuse. In gathering statistics, I have asked our Mackerel and Herring fishermen if there was any cause for complaint, and they answered invariably in the negative."

Halifax.—Western District is in charge of John Fitzgerald, Esq., an old and faithful public servant, who looks well to the discharge of his duties. In his report to me, dated 24th November, 1869, he says :—"During July I visited the river in my district, and found them all to be obstructed with mill dams. Large quantities of Salmon, Alewives, and Trout would frequent these rivers, for the purpose of depositing their spawn, were they not prevented by these dams, which, in two places, are placed at high-water mark. As instructed, I served notices on the mill owners, but the time for the fish to ascend the river was passed for this season, but I will endeavour to compel them to comply with the law before March next, as the fish commence to ascend the rivers about the first of April."

With regard to the shore fisheries, I have visited every harbor and cove, and found that the fishermen were pleased that an overseer had been appointed, so that disputes might be settled without going to law. According to instructions, and on account of the lateness of the season, after a great deal of labor, I have obtained an account of the number of men, vessels, and boats in my district employed in the fisheries, and the quantities and description of fish taken. I regret to have to report that the fall Mackerel fishery has been a total failure this season."

In reference to the circular regarding the weekly close time before referred to, Mr. Fitzgerald says :—"In regard to Sunday fishing, I beg to state that, owing to the coast of the district under my supervision being open to the Atlantic Ocean, if the fishermen were

compelled to take up their nets every Saturday at six o'clock, it would very often be impossible for them to set them again for four or five days, and, if the rule were enforced, they would have to give up fishing as a means of gaining a livelihood. I consider the "Order in Council," which restricts subsection fourteen of the Fisheries Act, to be a very just one. The fishermen are not in the habit of attending to their nets on Sunday, except on extraordinary occasions, when, if they were prevented from doing so, a most valuable catch of fish would be lost."

The Eastern District.—Mr. Sibley, the overseer for this district, has a very important charge:—The rivers are numerous and large, the coast-line of his district is of great length (some 120 miles), and he is allowed but two wardens; the consequence is, he is obliged to travel much more than he would if supplied with a sufficient number of wardens, and the rivers do not get anything like proper attention. Mr. Sibley has been very industrious, and has succeeded in accomplishing much. He reports as follows, viz. :—“The season for taking Salmon and Alewives having been far advanced when I received my appointment, I have attended more particularly to preparation for the coming Spring. I find that in almost all the rivers along the Eastern shore, from Dartmouth to Ecum Secum, traps and nets are used in such a way as would ultimately destroy the fish. From Dartmouth to Ecum Secum is about 107 miles, with a harbor and stream about every eight or ten miles, up which fish go to spawn.”

The principal rivers for Salmon are :—Salmon River, emptying into Lawrencetown Harbor; Musquodoboit River, sixty miles long; Salmon River, at Jeddore Harbor; Ship-harbor River and Lakes, extending about thirty miles; Tangier River, twenty-five miles long; Sheet Harbor, two rivers east and west, which empty into Sheet Harbor, each river being about forty miles long; Quoddy Harbor, with a large but short river; Salmon River, emptying into Beaver Harbor, twenty-five miles long; Moses River, thirty miles long, with two smaller streams emptying into it, and Ecum Secum River. Previous to obstructions in these rivers, large quantities of Salmon, Trout, Alewives, and Smelts annually ascended them to spawn. The tales told by some of the oldest inhabitants of the abundance of fish caught in some of the above-named rivers is almost incredible, but I have no doubt they are substantially true.

I think I have succeeded, with the assistance of Mr. William Hall of Sheet Harbour, and Mr. William Guild, of Petpeswick Harbor, as fish wardens, in having a sufficient pass for fish in all the rivers on the eastern shore, excepting Ship Harbour, and East Sheet Harbor. At Ship Harbor, one of the most important streams for fish in the County of Halifax, not a fish can pass up stream. Formerly there had been two different fishways placed in the dams, but neither of them answered the purpose intended.—I feel confident that some other plan besides those which have been tried, will have to be resorted to. At East River, Sheet Harbor, two years ago, the proprietors placed a fishway in their dams, according to a pattern recommended by the Provincial Government, costing two hundred dollars, and I was told that not one fish had ever gone up. The proprietors themselves say, that it does not answer the purpose. I think if these two difficulties, the one at East River, Sheet Harbor, and the other at Ship Harbor, were removed, there would be no hindrance for fish to pass up any or all these rivers emptying into bays on the eastern shore of Halifax County.

During the last two weeks of December, I travelled along the shore and visited all the Harbors, collecting the best information respecting the quantity of fish taken. I am led to believe that the catch was larger than my returns show, as the people seemed unwilling to give the full amount.

The Eastern shore of Halifax is too well known to require any lengthened remarks from me, further than to state that the prevailing opinion of the Fishermen is, owing to the river not being protected, the small fish used as bait do not come into the harbor, and consequently the larger fish do not come in shore as they formerly did. The catch of fish has fallen off about one-half in the last ten years, and the fishermen assign the above reason as the cause of it.

During the Summer I have travelled three times along the shore and up and down

above the tide, there is a mill dam owned by Smith and Forbes, and salmon have never been known to ascend up this branch further than where the mill now stands. On Sutherland's River, about three miles above the tide, there is a fall of from 30 to 40 feet, over which it is impossible for salmon to ascend; there is a mill at the falls and no other between that and the tide. On Barney's and French rivers there are other mill dams further up. I have not enforced the erection of fish ladders in mill dams this season for different reasons, among which are the following: I had a visit from W. H. Rogers, Esq., in September last, and we went around and examined the mill dams on the different rivers in company, and concurred in our opinion that the salmon would be better protected by appointing efficient wardens between the mill dams and the tide. The best spawning grounds are below the dams, and I have counted from twenty to twenty-five spawning beds on one ford between these dams and the tide, while above, the bottom is rocky and not suitable for spawning ground. I understand that there are some parties above these dams who are complaining that fish ladders have not been placed in them, not that they wish to see the salmon protected, but in order that they may have an opportunity of taking them more easily where the streams are small and unprotected. I have endeavoured as far as it was in my power, with the assistance of the wardens appointed, to put a stop to spearing salmon in the rivers. Information has been lodged against five individuals, caught in the act of spearing, and I have writs issued against them, but the constable has failed as yet to find them, as they are keeping out of the way. I would beg leave to suggest that by appointing two more wardens, one for Barney's and one for French River, next season I would be enabled more effectually to put a stop to this illegal killing of salmon."

Antigonish.—Richard Smith, Esq., the overseer for this county, has not sent me a written report of his district, but I travelled pretty extensively over the county last summer and found several very good fish ladders in the mill dams, put in under his directions and supervision, and, although they were not constructed after the model at present in use by the Department, yet, I have no doubt, they will answer all the purposes intended. There are some fine salmon rivers in this county and a considerable quantity of them taken, as will be seen on reference to the returns of the county. Mr Smith is an active officer, and will soon, I have no doubt, work up the Fisheries under his charge to something like what they ought to be. The coast fisheries of this county are also considerable, and many of the inhabitants follow them as their chief occupation. This is one of the finest agricultural counties in the Province, and the inhabitants are mostly engaged in that business.

Richmond.—The Western district includes Isle Madame, which is chiefly settled by the descendants of the old Acadian French, whose chief occupation is fishing and shipping, being largely engaged in carrying coal from the various mines of this Province to the United States and other markets. John H. Ballam, Esq., the very active and efficient officer in charge of this district, in his report to me, says:—

"From a want of guardianship the rivers have, heretofore, been much abused; nets, seines, bags, weirs and other obstructions have been used, causing not only great destruction, but have tended materially to prevent salmon, gaspereaux and trout from ascending the streams for the purpose of spawning. During my several visits, I found that many persons, having been so long accustomed to use these waters without molestation, it was with some difficulty their presumed rights could be interfered with, and, in some instances, I was obliged, in order to convince them that there was a law for the protection of those rivers, to use stringent means. In some measure this had the desired effect, and I have no doubt that after a year's vigilance, with the assistance of wardens for the principal streams, this class of persons will be better acquainted with the Act and be more inclined to observe its requirements. Within the limits of my district are the following rivers and streams, to which salmon, trout and gaspereaux resort.

The Grand Ruisseau takes its rise from the Grand Lake, which is three miles in length, emptying into the harbour of Big Brook. Formerly salmon, trout and gaspereaux resorted to this stream in quantities during the spawning season, but, owing to obstruc-

the rivers, taking every care to examine each river respecting the setting of nets and keeping it clear of obstructions so that the fish may have a sufficient pass up to spawn; and I have no doubt, if proper attention is paid to the river fishery, that fish will return to the shore as plentiful as formerly."

Guyssborough.—As will be seen by reference to the Returns for the Province, this is the largest fish-producing county in it. Mr. Tory, the overseer, has been persevering and successful in the discharge of his duties, as will be seen on reference to the amount of fines collected in his district. In his report to me he says:—"I am sorry to say that I cannot report 'no violations' as my return of fines, &c., tell a very different tale; and although I have succeeded in bringing up a number, still there are many more that I have heard of, but have not yet got sufficient proof to risk a suit upon, excepting one case which is pending in the Supreme Court. You will see that most of the violations have been for spearing, and I have every reason to believe it will still be carried on. As the law now stands, they will spear, in many cases, in defiance of you; and if there is a stop to be put to this mode of destroying salmon, the law will have to be changed to meet the emergency, or, in other words, fishery officers will have to be empowered to use force to prevent it, and compel such persons to desist from their unlawful work. The work of the spearer is generally carried on after midnight, and the parties disguise themselves in such a manner that it is impossible to identify them, without first divesting them of their disguise. It is rather provoking for officers to be obliged to lose their rest in watching, and to be obliged to look on and see these people violating the law without the means of preventing it, or even having the satisfaction of punishing them. If there was authority given to use compulsion I think it likely it would never have to be carried out, for parties would know that there was no escape for them, consequently would not attempt to violate. I also think that the forms or mode of procedure in the Nova Scotia Act should be repealed, and only have one mode of procedure for the Dominion, as it is at times troublesome to get two magistrates to sign papers; besides, it would put an end to dispute as to which of the two forms is to be used in Nova Scotia. Parties from an adjoining county and from vessels very often violate the law, and before you are aware of it they make their escape. A Fishery Officer or Magistrate, in such cases, ought to have power to send a warrant into an adjoining county to arrest such persons, and a constable authorised for that purpose should also have power to execute such warrant."

Pictou (Western District).—I have not received any report from Thomas Graham, Esq., the overseer for this district, but know from personal observation that considerable progress has been made in carrying out the law. Several mill dams have been supplied with fish ladders, but scarcely in time to be of much service last year, as the salmon do not ascend the rivers until the latter part of September and on through October. There are some fine rivers in this district, but they are nearly depopulated. The Coast Fisheries are not much prosecuted, the population are chiefly engaged in mining and agriculture, and do not give much attention to the fisheries, except to catch a few for domestic use.

Eastern District.—The inhabitants of this portion of the county pay much more attention to fishing than those of the western district. Salmon are taken in considerable quantities by netting from the beaches of the Gulf Shore during the months of June and July, and are the finest that I have seen anywhere, often weighing from thirty-five to forty pounds. Mr. Murray, the officer in charge, says:—"I will proceed to describe the rivers in the fishery district under my charge and the obstructions therein. Barney's River, about six or seven miles above the tide, divides into three branches. There is a mill dam on the west branch about six miles above the tide; salmon have never been known to ascend more than three miles above the dam. On each of the middle and east branches there is a mill dam about eight miles above the tide. On these branches salmon have never been known to ascend further than from two to three miles above the dams. French River divides into two branches about one mile above the tide. On the west branch there is no obstruction, but on the east, about two miles

tions of every kind, they have been almost exterminated. This stream, if properly attended to, and a warden appointed, would be invaluable as a spawning ground for salmon.

Babin's Brook, connected with four lakes to which trout and gaspereaux resort, has never received any attention.

Decousse River, visited by gaspereaux and trout, quantities of which are yearly taken out, has been treated in the same manner as Babin's Brook.

Riviere Moulin, one of the best, I believe, in Cape Breton, for alewives, has been almost destroyed by the continued use of weirs, nets, traps and seines. No salmon visit it, but gaspereaux and trout ascend it in large quantities. In one of the smaller branches of this stream, nearly two hundred and fifty barrels of alewives were taken last spring, previous to my appointment as overseer.

Black River is a splendid spawning ground for salmon and trout; alewives also make it their resort, but, like other rivers, it has been almost destroyed.

False Bay Brook has a mill dam on it, about six miles from the sea. Salmon and trout resort to it yearly to spawn.

River Inhabitants.—Salmon ascend this river nearly twenty miles. Up to this fall, nothing was done to prevent the taking of salmon in the part of the river that lies in my district. The warden, appointed by the Dominion Government, has attended strictly to his duty, and no nets or other contrivances have been used since his appointment.

River Trial.—A part of this river is in my district, the other part being in Mr. Cameron's. Salmon, trout and gaspereaux frequent it. There are a number of smaller streams to which gaspereaux and trout resort, but not in any considerable quantity; the principal streams being those I have already mentioned.

I would suggest that a warden be appointed for each of the following rivers:—Black River, Grand Ruisseau, False Bay, and River Moulin; the three latter being from twelve to sixteen miles from Arichat and across the Lennox Passage. The moment the overseer's back is turned, parties living near those places, commit depredations of which no positive information can be got."

The Eastern District.—Mr. Cameron, the active overseer at St. Peter's, strongly urges the appointment of additional wardens in his district, and from personal observation I may state that they are indispensable. I will give you the names of persons who I think should be appointed, in a few days. Mr. Cameron reports upon this district as follows: "The two principal rivers in this vicinity, both of which are in my division, are Grand River and River Tier. Grand River, lying about fifteen miles east from St. Peter's, empties into the Atlantic. This river, as regards size, comes up to first class, on this side of Cape Breton Island. Its waters principally flow from Loch Lomond and West Lakes; the former being six miles long and varies from a half to a mile and a half in breadth; the latter about four miles in length and two in breadth, both of these lakes having sandy bottoms. From the mouth of Grand River, the tide flows for a distance of four miles. Salmon, in large quantities, resort to this river up to the falls, a distance of about ten miles.

River Tier lies about two miles west of St. Peter's, and empties into St. Peter's Bay. From the entrance of this river, the tide flows inland two miles, one mile of which is navigable for small vessels. The stream is large and flows from several lakes, namely:—Big Lake, three miles long and one wide; Long Lake, three miles long and half a mile wide; and Cranberry Lake, about one and a half miles long and one wide. The outlets from these lakes forming tributaries. This river is resorted to by salmon, trout, alewives and eels in considerable quantities. Salmon have been known to ascend it for a distance of ten miles.

I have been down to the extreme end of this county and saw that the Flamboise River originates from a number of small streams flowing from the interior of the county, forming tributaries to the river. From the estuary of this river, the tide floods about three miles into the country. I understand that salmon, in considerable quantities, frequent this river and in the autumn go up stream into fresh water, and I consider it necessary that a warden be appointed on it. I would respectfully recommend that Mr.

Alexander Urquhart, the present warden at Grand River, be also appointed warden of Flamboise River. He is worthy of confidence, and I find he takes great interest in protecting the river fisheries. I am happy to be able to state that the wardens, Messrs. Urquhart and McKinnon give every satisfaction.

Coast Fisheries.—I have much pleasure in stating that the catch during the past season shows an increase over previous seasons, consequently the labors of the industrious and hardy fishermen have been more remunerative, more particularly as the market for fish held firm and prices were unusually good. A much larger quantity of codfish has been taken at River Bourgeoise during the past season, than that of last year; meantime, haddock proved almost a failure at St. Peter's Island and Lardoise, where large quantities used to be taken for many seasons past.

Cape Breton.—Francis Quinan, Esq., the overseer for this county, has given a very full and interesting report of his district, of which the following is the substance:—

“The county of Cape Breton, in regard to fishery matters, may be divided into three sections, viz.—Coast Fisheries, Lake Fisheries, and River Fisheries. The coast fisheries extend from Gabarus on the south-east coast, to Point Econe on the north-west, embracing the following bays and fishing stations, viz.—Gabarus Cape, Gull Cove, and Gabarus Bay. Complaints have been made in these places, of the practice of trawl fishing by strangers on the coast, to the destruction of the large early spawning fish. At Louisburg, Big Lorraine, Little Lorraine, Banleene much dissatisfaction was manifested at vessels from the banks standing into port to clean fish, throwing the offal overboard to the detriment of the inshore fisheries. Mainadieu, Catalone Gut, Mira Bay, Mira Gut, Cow Bay, Schooner Pond, Glace Bay, Lingan Bay, Low Point and Bras D'Or Gut. I have visited twice during the fishing season, and, in general, have found the fishermen disposed to abide by the law, and accept the advice, which from time to time I thought it my duty to tender them.

The surface of this county is thickly dotted with lakes of various sizes, the most of which are well furnished with trout, suckers and other small fish, all of which, however, are left very much undisturbed by the inhabitants of the surrounding country, with the exception, always, of eels, which appear to be pursued with special ardour by many of our people. The great feature, however, in our lake fisheries, is the Bras D'Or Lake. All that part of it which is in the limits of this county, is very prolific in almost all kinds of fish, and what is most singular and very worthy of note is, that all species of fish which, in summer, abound on the coast, are to be found in the waters of the lake during the winter months. During the winter, at almost all times, cod can be caught by fishing for them through the ice, and also herring by setting nets in large openings also made in the ice.

The rivers in this county are not very remarkable, but the principal one we have is the Mira River, which is navigable for a distance of twenty-five miles, and formerly was very productive of migratory fish. Into it falls Salmon River, which is its principal tributary, and which, like the river itself, was formerly frequented by salmon and gaspereaux. The following rivers are frequented by salmon, viz.—Mira River, Salmon River, Forks Branch of Sidney River, Biry Bracks' River, falling into Bras D'Or Lake; Indian River, McIntosh River, McRae's River, Ball's Brook, Benucadie River. There are also the following rivers in the county:—Gabarus, Louisburg, Trout Brook, George's, Leitch's Creek River, Meloney's Brook, Horn's Brook, Christmas Island River and McLeod's Brook.

On visiting the various mills built on the rivers of this county, I have to report that I found none with fish ladders constructed according to the Act, and but one had any kind of a way. All the proprietors, however, expressed their willingness to comply with the law, and to construct ways according to the model furnished by the superintendent. I am happy to be able to state that the wardens appointed by the Department are a zealous body of men, anxious to perform their duty and using every effort in their power to post the people up in the meaning of the law, and showing the benefit that must ultimately result to themselves by a strict compliance with its provisions. It is desirable that wardens be appointed in the following places:—

Indian River, Sydney Mines Ponds, Slinacadie Pond and Bony Branches Brook. There is a lake also in the immediate vicinity of Sydney, and on the track of the railway now being built, much frequented by gaspereaux and well stocked with trout, over which some supervision should be had. I beg to recommend all these appointments.

In closing this report, I beg to express the hope that from year to year our returns may be of a more important and valuable character. At the present moment, there are many little difficulties to contend with, which will, I trust, soon disappear. Our people are not yet thoroughly convinced that the Dominion are as much in earnest in this matter as they really are. We have had, in the past, fishing regulations which were never carried out, and officers whose duties were never clearly defined, consequently, persons who contravened the provisions of the then existing law were never interfered with, and it will take certainly more than six months to convince them that matters are changed and that a strict supervision will be maintained. The obstacles we have to contend with in the river fisheries are the spear and the net, and these are used without mercy, when profit can be made by them. As, however, we have to deal, in our rural districts, with a law-abiding people, I feel no difficulty about the future, but, on the contrary, am full of hope that a little patience and some reasoning will render our rivers as secure and as much respected as are now the fields and forests that surround them."

Victoria.—Donald McRae, Esq., the overseer for this county, writes, with reference to its fisheries, as follows:—"I shall report each river in this county, as well as its coast fisheries.

Middle River is about twenty-five miles long, running its whole length over a clear, sandy bottom, and salmon begin to ascend in August, and may be found any time afterwards in any part of the river, which, emptying as it does into the Bras D'Or Lake, thirty-five miles from sea, where fish are scarce and dear, it is scarcely to be wondered that the people consider the Fishery Act a direct interference with their interests, and considering the short time the law has been in operation, it is strange that it has not been oftener violated, one case only having been reported to me by the warden, which is now under investigation. The river is thickly settled from its mouth on both sides fifteen miles up stream, and is guarded by two efficient wardens.

Baddeck River is in every respect similar to Middle River, but rather larger, and about seven miles from its mouth divides into two branches. There are two very efficient wardens on the main river, but none on the north branch, and that branch being about ten miles long from where it enters the main river, and being much frequented by salmon from August to November, it is very important that a warden should be appointed. This river gave warden McRae a great deal of trouble in the early part of the season; nets were set across the whole width of the river, three of which he at one time seized, but they were stolen from him; he, however, afterwards seized one net placed nearly in the same position as those first seized. He handed the last net to me, which I had sold at auction, but there being no bidders present, it realized but a few cents. The owners could not be discovered.

North River, St. Ann's.—This river, although much frequented by salmon, being much shorter and very much nearer the coast fisheries, is not so troublesome as the two former rivers. It is guarded by one warden, who thinks in a year or two, the people being by that time educated to the necessity of preserving the salmon, he will have little trouble and the fish will be allowed to spawn in peace. There are no mill dams on any of the foregoing rivers, the only obstruction being a fall on the North River, about seven miles from its mouth. There are several small rivers emptying into the ocean along the north shore from St. Ann's Harbor to Cape Enfume, but there do not seem to be many salmon frequenting that part of the coast, and as I cannot find that they ascend those rivers, it is not necessary to go into particulars about them.

There are three rivers of considerable size at Cape North, two of which are largely

frequented by salmon and large sea trout. Two wardens, at least, should be appointed for these three rivers, as they are of much importance, although not required to be guarded as closely as the Inland rivers.

Mill Brook, Boulardin.—This small river runs its whole length in the line between the counties of Cape Breton and Victoria, and, at one time, was one of the best salmon rivers in the county, but being now obstructed by two mill dams, the fish have nearly all been destroyed. As the coast about the mouth of this river is a good deal frequented by salmon and sea trout, the erection of proper fish ladders on the mill dams and an efficient warden would, no doubt, bring the fish back again. An old and respectable inhabitant of this neighbourhood told me that before the mill dams were erected, this river swarmed with salmon and trout.

The Coast Fisheries were pretty largely prosecuted the past season, and with very profitable results to all engaged in them. Although herring and mackerel were very scarce, yet the high prices realised made up, to a certain extent, for the smallness of the catch.

Inverness.—M. Ross, Esq., the overseer for the northern district of this county, says :—“After receiving my instructions, I used every effort in my power to prohibit the unlawful taking of salmon, gaspereaux, &c., which was attended with good results. The rivers in my district are—the North-East Branch Margaree, South-West Margaree, (these two rivers are the principal ones that need protection), Big River, Brand Cove, Little River, Cheticamp, and McKenzie’s River, Cape North. I used every effort in my power to protect them.

In my estimation there are not a sufficient number of wardens appointed, especially on the North-East Branch Margaree. I would suggest that there be another warden appointed up the Big Interval, (or head of East Branch Margaree), as it is the spawning ground of salmon, and it is almost impossible to protect the same without the aid of some active warden. I would also call your attention to Big River, Broad Cove, where salmon ascend in the fall, as there is no warden appointed to protect it.

All along this shore, and especially in Cheticamp, it is the general cry of the fishermen, that unless some measures be used by the Dominion Government to keep the American fishermen from fishing along the coast, it will ruin the fisheries. It is supposed that nine-tenths of these American fishermen have no license.”

South District is presided over by William Grant, Esq., of Mabou. In a recent letter to me he remarks :—

“In reply to your enquiry respecting the number of salmon taken on the rivers in my district, I beg to state, that, although in other seasons many were killed by spearing and netting, yet this year, as far as I can learn, there has not been one salmon taken in any of the rivers within my limits. On the rivers Inhabitants and Dennis, where nets were formerly kept across the rivers day and night, not one has been set this season, nor was such a thing attempted, owing to the watchfulness of the wardens. Only one torch light was seen, but the warden could not make out who the parties were.

The Coast Fisheries in this county were rather below the average this year, owing to the fact (as in many other parts of the Province) that a large number of the young men shipped on board of American vessels, in order to get the fish into the American market free of duty.”

STATISTICS OF FISH.

Many of the Returns sent me by the Local Officers, were not properly filled up, arising from two causes. 1st., the forms sent them were altogether too small to contain the information required, and, 2nd., the business was entirely new to the Officers. Next year, however, I trust it will be better understood.

The names and number of men engaged in the Fisheries were asked in those returns, but as there are some eighteen to twenty thousand men employed in this business, I found to give the names of all of them would be attended with so much work, that I instructe

the overseers to give the number only. In one case, however, names were given in full and that was by J. A. Tory Esq., Overseer for the County of Guysboro', who has sent in the most satisfactory and full returns that could be given, having given the names in full of two thousand eight hundred fishermen. I, with pleasure, forward his return with his report, that you may see for yourself the amount of work he has done. From these returns I have compiled the information to be found in tables A. and B. If they do not contain all that is desirable, I will be happy to give any further information the returns may afford. It will be seen by comparing the quantity caught in 1869 with the Returns as published in the Statistics of Nova Scotia for the year 1860 that there is a large falling off in almost every kind of fish taken. Mackerel shows a falling off of 19,533 brls., but this may be accounted for, chiefly, by stating that a large proportion of our best mackerel catchers ship on board of American vessels on shares, and take their fish to market in those vessels and thus evade the duty, but after selling their fish, for the most part, return home with the money. Fish so caught do not appear in the returns of the Overseers of Fisheries. Herring both pickled and smoked also shows a diminution in the quantity taken: The former of 60,000 barrels and the latter of 23,370 boxes.

The reluctance of Fishermen, referred to in several of the reports of Overseers, to give correct information, and the large number of American Fishermen visiting the Annapolis Basin for the purpose of getting bait, where the most of those fish were formerly taken and prepared for market, will account for a large amount of the falling off in these valuable fish. It is quite probable, however, that the quantities sold fresh to the Americans would nearly amount to the whole difference in the case of smoked herring. It is painfully evident that the Americans are reaping our fish harvest all around our shores, to the great annoyance and loss of our Fishermen, and the feeling is almost universal that the Dominion Government should put on an armed force the coming season, sufficient to protect our interests. If this is done and carried on with vigor, and officers of the various ports are authorized to enforce the law, I have no doubt that in a few years the increased catch of fish will more than repay the outlay. But two or three of the overseers have given any account of the oil produced in their district; this I suppose was on account of there being no column for oil in the printed forms sent them. According to the quantity of oil reported in the Statistics of 1860 we should have had in 1869, 222,000 gals. more than is given in tables A. and B., which at 40 cts. per gallon would amount to \$88,800.

From the best information in my possession, the overseers have not, as a general thing, given an account of the fish sold fresh, and indeed it is very difficult to do so. Taking these, with oysters, clams, lobsters, &c., into account, I have no doubt but that they would amount to \$500,000 more, and these sums added to the total amount given in the returns, viz, \$2,501,507 will swell the total value of fish caught in Nova Scotia this past year to \$3,089,507.

Although the catch last year was not a large one, the prices generally ruled high, notwithstanding the duty against us in the American market, and our fishermen are not in the distressed condition that they were two years ago. A few years more will, I trust, increase the population of this Dominion, sufficiently to consume a large proportion of our fish at home. By allowing for the very large quantity of fish taken by our people in foreign vessels, and for the unreliable information given by fishermen, fearing taxes, &c. no doubt the value of fish actually taken, would make the respectable sum of \$4,000,000. The value of the fish of British North America can scarcely be overestimated, hence the great importance of properly cultivating and protecting them.

While on a tour of inspection through the Province last summer, I found that in most of the counties more wardens are necessary; some of the most valuable rivers are entirely unprotected.

I also found that some seven or eight of our most valuable rivers are obstructed by natural falls of from 15 to 50 feet in height, but a small expense will overcome any of these, and the money cannot be put to a more profitable service for the country.

The Sissaboo river in Digby County, Avon in Hants County, and the Grand river in Richmond County, are the most important and should be attended to at once. There will be no trouble to find persons ready to take those rivers and bind themselves to put in proper fish passages and hand them over to the public at the expiration of their lease, well stocked with fish and a pass over the falls.

Applications have already been made for several of them, and I would recommend the Government to grant leases in these cases, as it would have the effect of showing what could be done in the way of fish culture, and at the same time make valuable as fisheries, rivers which are now comparatively useless. Several rivers from their peculiar position, &c, will require local regulations in order to give them proper protection. The Tusket in Yarmouth, is one of them, a set of regulations for which, was forwarded last fall. I visited almost every mill dam in the Province and gave instructions to the officers.

I found some confusion, but in a few years the fisheries will give ample evidence that there are some "live men" looking sharply after them.

Upon the shad fisheries I can only remark, that Mr. Starr, of Kings county, and one or two others, have given the result of their experience as practical men, and I beg to call special attention to their views.

It is known that the salmon taken in the Cumberland Basin and other parts of the Bay of Fundy, are small and have a different appearance from the large salmon taken in other waters, and many have supposed that they are a different kind of fish, but this is not the case. The fact is that the Bay is so much fished with Shad nets with a $4\frac{1}{2}$ to $4\frac{3}{4}$ mesh, that the salmon are almost all taken when about two years old, and they are becoming fewer every year.

I am told by practical fishermen that the salmon are not taken among the shad till along in September. From the 10th to the 20th after that date it does not pay to fish shad, and I have no doubt but that if fishing for shad was prohibited after the 20th September, the salmon would soon rapidly increase."

W. H. VENNING,
Inspector of Fisheries,
N. S. & N. B.

APPENDIX No. 13.

RETURN of the Number of Vessels engaged in the Fisheries in the Province of Nova Scotia, during the year 1869, together with the yield and value of Fish caught.

LOCALITY.	No. OF MEN AND VESSELS.						KINDS OF FISH.															TOTAL VALUE OF FISH IN DOLLARS.	
	COUNTIES.	Men.	Whale Boats.	Skiffs, &c.	Sail Boats.	Vessels.	Tonnage.	Salmon.	Mackerel.	Herrings.	Smoked Herr- ing.	Alewives.	Fish Roe.	Fels.	Trout.	Hallibut.	Codfish.	Scalefish.	Shad.	Smelts.	Salmon.		Lobster.	Oil.
							Brls.	Brls.	Brls.	Brls.	Brls.	Brl	Brl	Brl	Brl	Cwt.	Cwt.	Brls.	Tn	Cans.	Cans.	Gals.	\$ cts.
Cumberland...	156		74		3	120	22			1,345		315				625		901					16,145 00
Colchester...	315		100										150					2,008					19,601 00
Hants...	40		26				36											923					8,104 00
Kings...	242	15	53			100	117		2,065	5,900	250					1,181		2,156	2				32,421 00
Annapolis...	220		116		1	15	75	3	3,965	6,185						1,040							20,256 00
Digby...	827		230		35	726	2	2,149	2,780	1,060	250					16,492	10,433	100				5,750	113,292 00
Yarmouth...	990		232		61	2,264	21	575	197		2,119		85	92		38,081							147,072 00
Shelburne...	1,693		396		77	3,035	98	2,000	5,300		320					55,900	5,400				16,000		246,110 00
Queens...	732		135		19	802	230	987	3,774		200					11,910				2,400		768	88,245 00
Lunenburg...	1,657	306	214		86	3,957	136	5,041	15,944		325					44,117					22,000	26,377	287,050 00
Halifax...	2,200	754	1,100		175	4,217	500	9,832	29,480		300		175	15		30,547	3,081		60				359,249 00
Pictou...	115		68				570		300														10,700 00
Antigonish...	500	171			4	220	218	2,919	2,307							1,212					50,000		78,832 00
Guysborough...	2,800	580	912	319	64	3,031	749	11,146	38,384		1,208	443	136	40	100	36,830	6,855						416,534 00
Richmond...	2,007	628			74	2,241	87	5,779	18,850		682					56,003	120						299,159 00
Cape Breton...	1,257	394	140		8	285	407	2,413	4,817		343		80	378		25,698							135,187 00
Victoria...	446	223					216	2,151	1,344							13,670							88,652 00
Inverness...	1,360	457			19	550	230	1,580	3,080		2,714					23,114	1,250						134,898 00
	17,557	3,558	3,793	319	635	21,656	3,714	46,575	133,933	12,185	9,182	443	553	40	590	355,638	27,139	6,188	62	52,400	38,000	32,895	2,501,507 00

P. MITCHELL,
Minister of Marine and Fisheries.

Department of Marine and Fisheries,
Fisheries Branch, Ottawa, 1869.

(Certified)

W. F. WHITCHER.

APPENDIX

RETURN of the Number of Vessels engaged in the Fisheries in the Province of
of Fish

LOCALITY.	NUMBER OF MEN AND VESSELS					KINDS OF							
	Men.	Vessels.	Boats.	Canoes.	Tonnage.	Salmon, fresh.	Salmon, in tins.	Salmon, smoked.	Gasperaux.	Alewives.	Herrings.	Codfish.	Mackerel.
COUNTIES.						No. of Fish.	lbs.	No. of Fish.	brls.	brls.	brls.	cwt.	brls.
Northumberland County.	276	3	24	115	40	5,027	.....	.....	500	300	7,325	600	30
Restigouche County.....	85	8	96	21	124	7,485	.....	.....	.....	.....	4,747	70	15
Charlotte County.....	765	26	219	.....	586	.....	.....	.....	.....	.....	15,148	3,298	175
Gloucester County.....	571	1	187	3	15	6,829	672,390	852	.....	1,060	11,692	10,606	610
Albert County.....	24	.....	14	.....	.....	.....	.....	.....	7,000	.....	.....	.....	.....
Kent County.....	270	.....	240	.....	.....	.....	60,000	.....	.....	1,150	14,000	3,350	1,900
Totals.....	1,991	38	730	139	765	19,341	732,390	852	7,500	2,510	52,912	17,924	2,730

Department of Marine and Fisheries,

Fisheries Branch, Ottawa, 1869,

(Certified) W. F. WHITCHER.

No. 14.

New Brunswick, during the Year 1869, together with the Yield and Value Caught.

FISH.										OIL.		VALUE.	REMARKS.
Flounders.	Bass.	Haddock.	Hake.	Pollock.	Shad.	Herrings, in boxes.	Lobsters.	Oysters.	Oil.	Pomace.	Value.		
bls.	bls.	cwt.	cwt.	cwt.	No. of Fish.		lbs.	Hds.	gls.	tons	\$	cts.	
.....	.....	.....	.....	.....	.....	.....	2,100	.....	.....	.....	265,310	80	
200	300	.....	.....	.....	.....	.....	.....	.....	.....	.....	19,206	10	
.....	.....	2,086	1,410	8,767	.....	156,094	.....	.....	565	453	168,822	00	
.....	.....	.....	.....	.....	46,614	.....	.....	.....	.....	.....	121,493	20	
.....	.....	.....	.....	.....	.....	.....	21,000	600	.....	.....	7,534	00	
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	56,210	00	
200	300	2,086	1,410	8,767	46,614	156,094	23,100	600	565	453	638,576	10	

NOTE.—In the Counties of Victoria, Carleton, York, Queens, Sunbury, & Kings, the only fisheries pursued, are those for local consumption. None are exported, & no returns of catch could be made. In St. John County, although a large quantity of fish of various kinds are taken and exported, it was found impracticable to get returns, as large quantities of fish come from the North shore by rail, & are shipped to the United States, per steamer. The Custom House returns make no distinction between those caught in the County, and those brought to the port for shipment.

P. MITCHELL,

Minister.

APPENDIX No. 15.

REPORT OF S. WILMOT, ESQ., ON A VISIT TO NEW BRUNSWICK, IN CONNECTION WITH ARTIFICIAL SALMON BREEDING IN THAT PROVINCE.

SIR,—On the 9th of July last I received instructions from your Department to visit the Maritime Provinces of Nova Scotia and New Brunswick, with a view to reporting upon suitable places and determining upon the necessary means for carrying out in certain localities the process of artificial fish breeding.

In accordance with the above instructions I left home on the 15th day of July and proceeded to Quebec where I took the steamer *Quebec* for Newcastle, on the Miramichi River, a point at which I expected to meet Mr. Venning, Inspector of Fisheries for New Brunswick and Nova Scotia.

The *Quebec* not sailing before the 21st July caused me some delay. During my stay in Quebec I took occasion to visit the large fish-curing and freezing establishment of the enterprising firm of Fraser and Holiday, whose operations in this line are upon a very large and extended scale. Their supplies of salmon are received from several fishing stations in the Provinces of Quebec and New Brunswick, the principal one being on the River Moisie, the tidal of which this firm leases.

The salmon taken from the Moisie and other rivers where this firm are operating are immediately packed in snow, large supplies of which are put into ice houses during the winter for this purpose. When a sufficient number of fish are taken and laid down, they are shipped in schooners to Quebec, overhauled, sorted, and put into the freezing room, where by an admixture of ice and salt, placed within zinc plates, the temperature is reduced to many degrees below freezing point; they soon become frozen and may be kept in this state for months, or years if required, or in fact, I presume, just so long a time as the temperature is kept steady below freezing point.

The salmon thus frozen are generally kept till the winter months and then shipped to various markets. Whilst at this establishment a consignment of about one hundred and forty packages of salmon was received by schooner from the River Moisie, each containing from five to ten fish.

Mr. Fraser had some of these packages opened for my inspection, and to my surprise he informed me that one hundred of them contained fish weighing on an average twenty-five pounds each. I selected one of thirty pounds which Mr. Fraser kindly presented to me. I forwarded it by express to the fish breeding establishment at Newcastle, Ontario, where it was preserved and set up, and is now exhibited there as a specimen of the Moisie salmon.

This new method of freezing salmon will have the effect of placing fresh fish in the market in perfect condition all the year round. I received one a few days ago, weighing some twenty-eight pounds, from a freezing establishment at Bathurst, in New Brunswick. It was caught in July last and was in most beautiful condition, and when cooked was not inferior to one taken fresh from the sea. The firm of Fraser and Holiday had commenced the operation of breeding salmon by artificial means in the Moisie the previous year, and I have since heard that they have been very successful. It would have afforded me much pleasure to have visited this breeding establishment, but circumstances would not admit of it.

I left Quebec on the 21st July and arrived at Newcastle in New Brunswick on the 24th, expecting to meet Mr. Venning at that place for consultation upon the subject of my mission.

During my stay at Newcastle I visited the fish breeding establishment of Messrs. Goodfellow and Stone, situated at North Esk on the north-west branch of the Miramichi. This establishment was erected in 1868, by Mr. Goodfellow, of New Brunswick, and Rev. Livingston Stone, of Boston, U.S., upon the express condition that one half of the fish produced there should be turned alive and healthy into the river; the other half was to be their own property.

At the time of my visit the number of fry in the hatching house did not exceed ten thousand, and they were in a very unhealthy condition. They were in a half-starved state and did not exceed an inch in length.

I was informed by the local overseer that the share said to belong to Goodfellow and Stone had been removed in the egg state, and amounted to about 140,000, and that they were sold and distributed in several of the New England States at very remunerative prices.

Contrary to the instructions of Mr. Venning the fry that were hatched out were turned by Mr. Goodfellow into the tidal part of the Miramichi, where they all, as a natural consequence, must have perished.

From what I could learn, and what might naturally be expected, this establishment was got up more for the purpose of private speculation, and for the interests of American fish-breeders in the New England States, than for replenishing the Miramichi River, or benefiting the Province of New Brunswick.

The building and premises seem tolerably adapted for the purpose, both brook and spring water being easily obtained to supply the ponds as well as the breeding-troughs.

Had the originators of this enterprise carried out in good faith the stipulations which, were laid down in the agreement made by your Department, it would, in a few years, have resulted beneficially both to the country and to the projectors, instead of becoming, as it has, a failure to both.

Immediately below the breeding-house a pond had been constructed by damming the small stream just at the point where it empties into the Miramichi, and which, I believe was originally intended for keeping the parent salmon until they had been manipulated. In this pond I noticed several hundred sea-trout, varying from one quarter of a pound to three pounds in weight, which had been placed there for the purpose of procuring the eggs for speculative purposes. There were also some three or four salmon which had been left over from the previous autumn, and as they appeared quite healthy and in good condition, they must certainly have procured the food necessary for their sustenance. This circumstance will to a certain extent go to show that salmon may become naturalized to fresh water, and may subsist without migration to the sea.

On the 30th July, I visited this establishment with Mr. Venning, and it was considered advisable that the pond should be cleared of the trout that it contained, and the salmon fry put into it. Mr. Goodfellow dissented from this, and afterwards, upon his own responsibility, turned the salmon-fry into the river. This pond, which should have been made subservient to the young salmon, was otherwise used for keeping sea-trout for speculative purposes.

On the following day, I proceeded across the country by stage to Bathurst, in order to see the Nipisiguit and other rivers in that section of the country, intending on my return to minutely examine the Miramichi and its tributaries. On the journey to Bathurst, the Tabusintac, Bartibog, and other rivers were crossed; the former, from its rapid current and stony bottom should be well adapted for spawning purposes. I was informed that in former years salmon frequented this river in great numbers. The "Big Hole," as it is styled by fishermen, has both far and near become famous for the enormous quantities of sea trout caught in it. During the summer months, it is almost daily frequented by fishing parties, not only from the surrounding neighbourhood, but also from various parts of the United States; and it appears to me, that in taking these fish in such great numbers, *wholesale destruction* seems to be their object, more than legitimate sport.

By some prompt means this slaughter should be stopped, in order to preserve the fish in that section of the country.

On the 2nd of August, I proceeded up the Nipisiguit, which I traversed with much surprise and delight. In passing up to the Grand Falls, I noticed large quantities of salmon in the Pools, and there is little reason to doubt that this river is now well stocked with these fish.

No kind of fishing is allowed here except with the fly, and being a superior river for this purpose, it is eagerly sought by anglers, who willingly pay large sums of money for licenses to enable them to procure fishing stations. The holders of such licenses naturally take a deep interest in the preservation and increase of the fish, and co-operating with the Fishery Guardians in their duties, form a double protection to the stream. As fly-fishing cannot possibly cause any serious destruction or diminution of salmon in a river, this system of leasing for that description of fishing should be encouraged, as it has a tendency to produce a three-fold benefit, namely—a more thorough protection of the rivers, a revenue to the Department, and an increased supply of fish to the tidal and coast fisheries.

I may here remark that the present state of this river, compared with its state previous to the passing of the Fisheries Act of 1868, is an evidence of the great benefits that must soon result to any river, if the close season is properly observed, and due protection given to the fish whilst spawning.

The only tributary of the Nipisiguit which I noticed, that might be considered naturally adapted for spawning purposes, was the Pabineau. There might have been others, but the great drought which prevailed during the summer had almost dried up the smaller streams, and I was, therefore, unable to form a correct estimate of their capabilities for breeding purposes. This river being now stocked with fish, and their preservation well cared for, there is no necessity at present to apply the artificial method of propagation.

I met there several gentlemen engaged in fly-fishing, and they all felt deeply interested in my undertaking, and evinced the highest satisfaction with the efforts being made by your Department to carry out the process of artificial salmon-breeding. Mr. Hickson, the local overseer, very kindly supplied me with all the information in his power.

After descending the Nipisiguit, and returning to Bathurst, I had the pleasure of meeting the Hon. John Ferguson, who resides at this place, and is largely engaged in milling and ship building. He also carries on the work of farming on the most approved and scientific principles. His mode of husbandry, together with his stock, which is of superior breed, will compare favourably with any in the Dominion.

From him I received the kindest attention and hospitality. He evinced a very strong and deep interest in the subject, and expressed his decided conviction of the importance of re-stocking the depopulated rivers of that Province.

I accompanied him to the Teteagouche River, near Bathurst, with a view to examining its facilities for the purpose of artificial fish breeding. Mr. Ferguson owns a mill upon this stream. The dam forming the water power is too high for salmon to surmount, therefore a salmon ladder has been erected, through which, we were informed by the person in charge, several had already passed. It was also stated, that in former years salmon had frequented this stream in considerable numbers. Should permission be obtained from Mr. Ferguson, the artificial breeding of salmon might be carried on at this place with great advantage and very little expense. I suggested to him an easy method of converting some small space in the lower part of the mill into a breeding room. By securing it from frost, placing therein a series of hatching troughs, and supplying them with small jets of water from the dam, the preliminary work would be accomplished.

The procuring of parent fish might be made most simple and easy, by the formation of some enclosure at the head of the ladder, where they could be easily entrapped. The whole cost of applying the method just described, would be very trifling indeed, and would give all the requisites for laying down annually some hundreds of thousands of eggs.

After leaving Bathurst, I proceeded to Dalhousie, crossing the Charlo, Jacquet, and other rivers, in some of which, the annual passage of the salmon is obstructed by mill dams, and in nearly all, fish have become almost wholly exterminated. The introduction, however, of a stock of young fish into each of them, and then causing stairs or ladders to

be built over the dams, that require them, for the purpose of making it convenient for their passage up and down, together with judicious protection afterwards, would soon re-establish the salmon in these now barren waters.

At Dalhousie I obtained a conveyance in order to proceed to the Restigouche and Matapedia, both these rivers having been spoken of, as declining in their former abundant stock of fish. At their confluence is the residence of Daniel Fraser, Esq., who throughout the whole country is well known for his kindness and hospitality. I was disappointed in not finding this gentleman at home, as I anticipated receiving much valuable local information from him. However, his brother, Mr. Alexander Fraser, the local Overseer, kindly supplied his place.

At this point, a small brook of pure water, rising in the mountain above, enters the Restigouche upon Mr. Fraser's property, affording every facility for procuring a supply of water for a limited fish-breeding establishment. I am informed that spawning salmon could be very easily procured in the fall of the year, at the confluence of these rivers, which is close to the small brook above-mentioned.

In view of the speedy completion of the Intercolonial Railway (which after following the windings of the Matapedia, crosses the main Restigouche at this point, and thence down its southern bank to Campbellton) ready access could be had at all times to and from this place. After going a short distance up the Matapedia, I returned to Bathurst and from thence to Newcastle, on the Miramichi, arriving there on the 16th August. Whilst in Bathurst, I visited the fish-freezing establishment belonging to Mr. Armstrong; it is very similar in its arrangements to the one formerly described at Quebec, and contained at this time about 3,000 salmon, which had been frozen by this process. The whole establishment appeared to be systematically arranged and well conducted. I was informed that they had preserved about 8,000 salmon during the season.

On arriving at Newcastle, I accompanied Mr. Hogan, the local overseer, to the north-west branch of the Miramichi, again visiting the breeding establishment of Goodfellow and Stone. I then proceeded to the residence of Mr. Brown, at a place called Red Bank, near the confluence of the Little South West. A small stream here enters the south side of the river near Brown's house, which, from its rapid flow of pure water and its convenience for constructing ponds, if required, might also be considered a favorable location for artificial fish breeding.

After examining Red Bank brook, I proceeded upwards to the Sevogle, but found no place worthy of note, this river had apparently been well protected during the summer, as there were large numbers of salmon in the pools at the forks, and also at the falls a short distance above.

I then returned to Newcastle, but being very anxious to go on to Boiestown, on the the South West Miramichi, I was unable to make a close examination of this place. I did not notice any small stream or brook entering the river at Newcastle. Should one exist however, in that vicinity, it would be a convenient place for erecting an establishment, as affording facilities for the purpose.

From Newcastle I went to Boiestown, on the south west branch of the river, which is about seventy miles up stream. This place, I was led to believe, would be found favorable for the object desired, and it was considered necessary to adopt some means of increasing the number of salmon in that branch, as complaints were made by almost every inhabitant in that part of the country of the great scarcity of fish in the river, which in former years was considered one of the best in New Brunswick, but now, in consequence of illegal netting and spearing, the number of breeding fish that escape the toils of the lower parts of the river is not sufficient to keep up the stock.

I examined several places in the neighbourhood of Boiestown. Wilson's brook I found to be the most eligible and convenient. I learned that it was fed from springs, and took its rise only a short distance from the river, and, although not very large, the supply of water is pure and constant. The banks on either side are high, forming a narrow ravine, which would make it convenient for the construction of ponds, and for regulating the supply of water for hatching purposes.

This brook is about five miles from Boiestown and seventy-five from Newcastle. The current of the Miramichi at this point is extremely rapid, and this part of the river is said by the inhabitants to have been a place where a large number of salmon formerly spawned. On this account less difficulty would be had in procuring parent fish for manipulation than further down the river. It would also be a convenient place for letting loose and generally distributing the fry.

I examined a portion of the Texas river, but found no place on it suitable for the purposes required. I also examined closely the premises of Miles McMillan, Esq., who has a saw mill upon the stream which passes immediately through Boiestown. By obtaining from him the right to use the water from the dam, which privilege he seemed perfectly willing to grant, this spot might be utilised; but judging from the dark color of the water, and learning that salmon were never formerly known to enter this river, it may be inferred that the water was unsuited for them, and therefore not safe to use for breeding purposes.

The inhabitants of Boiestown, together with those whom I met from the surrounding neighborhoods, evinced strong feelings of satisfaction and pleasure at the efforts being made by your Department in endeavouring to replenish the stock of salmon in this branch of the Miramichi.

After leaving Boiestown, I proceeded across the country to the head waters of the Nashwaak. The road which follows the various windings of this beautiful river afforded me every opportunity of forming an estimate of the character of this once famous and renowned resort of salmon. I was told by the inhabitants there that salmon had never been seen above Gibson's dam for the last fifteen years. Here there would be a favorable place for testing the practicability of re-stocking the barren waters of the country by artificial means.

It would be well to construct a breeding establishment at the head of the river, cause a suitable fish-way to be made to afford easy access over the dams, procure a supply of salmon ova, place them in the breeding-house, and after they are hatched out, turn them at once into the river, and if there be no extraordinary or serious obstacles between it and the sea, salmon will doubtless, in a few years, be again plentiful in the Nashwaak, giving to the people there a renewal of a lost luxury, at the same time affording an inexhaustible source of wealth.

After visiting Mr. Gibson's dam, where, I am convinced, there would be do difficulty whatever in erecting a fish-way for the ascent of salmon, I went to Fredericton, and from thence down the river to St. John, arriving on the 27th August. From unavoidable delay there, I was prevented from reaching home before the 11th of September.

In passing over the above route and visiting the several localities described, I was forcibly struck with the great natural resources of wealth possessed by the Province of New Brunswick in its rivers—rivers unequalled throughout the world for their piscine wealth, but which have been to a great extent undervalued, and instead of being at present as they should be, nurseries for producing unlimited supplies of salmon for domestic uses and foreign export, they have in some cases become partially, and in others almost wholly, exhausted.

Every country does not possess the same natural means for producing riches. One, from the nature of its soil, by the application of good husbandry, will produce large supplies of cereals and other requisites from which wealth may be amassed. Another, not possessing in so great a degree the richness of soil, may have other natural advantages in its rivers and waters, which, if in like manner properly husbanded, would produce similar results.

New Brunswick, having the latter great natural source for creating wealth from the number and magnitude of her rivers, adequate means should be employed to properly husband and cultivate these resources, by making them nurseries and breeding places for that most valuable of fish, the salmon.

In the production of stock and other domestic animals, great care, labour and expense, are required to maintain the fertility of the soil, in order to raise the necessary food required for their sustenance and growth. With the salmon on the contrary, no

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APPENDIX No. 16.

To the Hon. P. MITCHELL,
Minister of Marine and Fisheries, Ottawa.

HALIFAX, N.S., 31st December, 1869.

SIR,—In obedience to your letter of 20th March, I repaired to Ottawa, to receive your instructions before proceeding to Halifax to take the command of the steamer *Druid*, about to be employed in the protection of the Fisheries and Lighthouse service of Nova Scotia.

On the 7th of May last, I left Ottawa for Halifax, viâ Boston and St. John, N.B., reaching that place on the 12th. I waited upon His Honor Major-General Sir Charles Hastings Doyle, Lieutenant Governor, and on Vice-Admiral Sir Rodney Mundy, to confer on matters connected with the fisheries. I lost no time in equipping the *Druid*, victualing and preparing for the work in which she would be employed. As soon as the ports could be cut, gun carriages made, small arms and ammunition received from the government stores, I left for Sable Island, arriving there on the 3rd of June. The Superintendent came on board, and I accompanied him to the shore for the purpose of visiting the main station. As no wrecks had occurred, and the *Druid's* services not being further required in that locality, I left again for Halifax, reaching there on the 4th, where I found a telegram from you, stating that some foreign vessels were fishing in the vicinity of Inganish, Cape Breton. On the 6th, I learned that a French line-of-battle ship, the *Jeanne d'Arc*, was on shore on the Bell Rock (some distance inside Sambro), a dense fog prevailing at the time. I proceeded under full steam to her assistance. On reaching the shoal I found she had slipped off and was about to proceed up the harbour. We then returned to port.

After completing our coal, and entering seamen in lieu of those who did not wish to continue in the government service, I left Halifax for the fishing grounds on the 8th; on the 9th, called into Louisbourg and posted notices warning American fishermen not to encroach upon the inshore fishing grounds of the Dominion, as well as to get information relating to the fisheries. On the 10th, weighed early in the morning, proceeded through the "Tittle" passage for Cow Bay to coal. On the 11th, proceeded to Sydney to take in two brass 6-pounders, the limbers and stores. Left again in the evening and anchored at the Bar. On the 12th, employed stowing away limbers and watering the ship.

13th, Sunday.

On the 14th, left as soon as the mail arrived, under full steam; called in at the Great Bras d'Or and anchored at Inganish. Communicated with Mr. Campbell, who gave me the following information:—"That the Americans had been trawling with bultow lines, within the limits, from the 20th February to 20th May, since which time he had not seen any inside of bounds." Same day boarded four American schooners (see Schedule) who did not require licenses, having come in for water. On the 15th, a thick fog prevailing in the forenoon, remained at the anchorage. Left in the afternoon for Aspey Bay, and anchored for the night. Boarded one American fisherman, who did not require a license. Received information that American fishermen were seldom seen before August, when, if mackerel are plentiful, "the Bay swarms with them." They had not seen American fishermen within the limits this season.

On the 16th, weighed and stood to the southward, fog prevailing; returned to Aspey Bay. On the fog lifting, proceeded to Inganish. Boarded one American fisherman, who did not require a license (see Schedule). Proceeded to St. Lawrence Bay and anchored, where we received the following information:—"The American fishermen were

trawling in that Bay during the months of April and May, close in shore; they were expected again in July." On the 17th, proceeded round Cape St. Lawrence and stood to the southward. Spoke a fisherman off Cheticamp, who stated that he had not seen any foreign fishermen upon the coast for some time. Anchored at Port Hood, and communicated with the Collector of Customs, who stated—"That he had not seen any American fishermen trawling in shore this season, but expected to see large numbers during the mackerel season, now about to commence. Their custom is to follow the mackerel and take them wherever they find them, whether in shore or off shore." This officer is of opinion that the Americans will not ask for licenses this season, as they seem determined to fish without them. No fishermen in port. On the 18th, proceeded towards the Gut of Causo, and anchored at Port Hawkesbury; communicated with the collectors on both sides of the Gut, from whom the following information was received:—"That the Americans do not appear willing to take out licenses, since they think that they will be able to fish without them." No American vessels in port. At noon proceeded to Arichat, and anchored for the night. Passed two American vessels bound for the Gulf. On the 19th left the port, and proceeded to the eastward, examining the shore. Passed through the "Tittle" passage, arriving at Cow Bay.

20th, Sunday.

On the 21st, engaged in coaling ship. Left for North Sydney for the mail.

22nd and 23rd. Foggy and rainy weather.

On the 24th, employed swinging the ship to correct the compasses. Left the port and stood to the northward, anchoring at Inganish. On the 25th, communicated with Mr. Campbell, who had no further information to impart. Boarded one American fisherman; owner did not require license. Weighed to cruise along shore, and anchored in Aspey Bay.

On the 26th, cruising along shore. Anchored in St. Lawrence Bay. No fishermen in sight.

27th (Sunday), weighed and stood to the southward. Stopped and communicated with H.M.S. *Minstrel*, employed in protecting the fisheries on the west side of Cape Breton. Parted company and stood to the southward.

On the 28th, anchored in Port Hood. No fishermen present.

On the 29th, blowing hard from S.E., with rain.

On the 30th, weather moderating. Weighed at noon, and ran for the Gut. Anchored in Port Hawkesbury, and communicated with the collectors on both sides. From Mr. Wallace, collector at Port Mulgrave, received the following information:—"That fifteen American fishermen had passed through the straits up to that date, none of which had taken a license." From conversations with the masters of these vessels, he concluded that they apprehended no difficulty in fishing around Prince Edward Island, either in shore or off shore, without licenses, the merchants of the island with whom they trade assuring them that they would not be interfered with. Mr. Wallace was of opinion that a ship of the Dominion or Royal Navy, if stationed in the straits, would have the effect of inducing them to take licenses, as they would infer from her presence that they would then be under strict surveillance. He expected a large fleet of foreign vessels after the 4th July. Boarded six American fishermen preparing to start for the fishing grounds in the North Bay.

On 1st July, weather rainy and squally, and blowing hard from N. Shifted berth to west side of Gut. On the 2nd, called upon the Collector of Customs at Port Mulgrave, then boarded four American fishermen (See schedule), who did not require licenses. Weighed, and stood to the southward. Anchored in Arichat.

On the 3rd, weighed and stood along shore to the eastward. Passed through the "Tittle" passage again to Cow Bay.

4th July, Sunday.

On the 5th, coaling ship. Having completed the coaling, cast off, and stood to the northward. Anchored at the bar, North Sydney.

On the 6th, received orders to be in Halifax about the 15th instant, to attend upon

the lighthouses. Boarded one American fisherman (See schedule), who did not want a license.

On the 7th, weighed and stood to the northward, and anchored in Ste Anne's Harbor. Sent away a boat to obtain information. She brought back the following from Mr. McDonald :—"No American fishermen had been seen within the limits that season, and only one had entered the harbor through stress of weather. Four or five years ago they used to follow the mackerel into the bay, but had not done so of late. The cod and mackerel scarce that season." Weighed and stood to the northward, and anchored at South Inganish. Boarded one American fisherman (See schedule) : no license required.

On the 8th, weighed and stood to the northward, examining the coast. Boarded a Canadian schooner at Aspey Bay. Left the Bay and stood to the southward along shore. Anchored at the bar, North Sydney.

On the 9th, obtained sights for time. Weighed and stood to the southward. Boarded one Canadian fisherman. Laid at wharf at Cow Bay. Thick fog outside, clear within.

On the 10th, passing showers, foggy and squally. Boarded one American schooner (See schedule), which came in for water.

11th, Sunday. Cast off and proceeded to sea. Passed Porto Nova Island ("Tittle" Passage) intending to visit Sable Island. The wind increasing from the S. W., got the yards down, the boats in, and made the ship snug aloft. Noon. Porto Nova, N. N. E. 24 miles. Wind and sea still increasing. At 6. p. m., bore up N. E., the ship laboring heavily. At 8, strong S. W. gales, with a heavy sea. Midnight: strong gales and thick fog.

On the 12th, thick fog, blowing hard from S. W., with a heavy sea. The fog lifting, observed Flint Island. Ran for Cow Bay to coal up.

On the 13th, left the wharf and proceeded to Sable Island.

On the 14th, anchored off the main station. Superintendent reported all well. Left for Halifax.

On the 15th, reached Halifax, and went upon the patent ship at Dartmouth to clean ship's bottom.

* * * * *

(From the above date, until the 15th of October, engaged in lighthouse duty, and visiting Sable Island establishment, during which time I boarded 10 American vessels, (see Schedule.)

* * * * *

On 5th September, while at the Grand Manan, Mr. McLaughlin, the Fishery Overseer, reported as follows :

"That the South part of the Island was clear of strangers. He expected to see "a great many American vessels about the middle of October, and had no doubt that "they would encroach upon the inshore fishing. If the herring came inshore, the cod "would follow them in."

* * * * *

On 16th October, left the Government wharf at Halifax, and proceeded to sea for the protection of the fisheries. The fog settling down returned to anchorage in McNabs cove.

On 17th, Sunday, bad weather continuing, weighed and ran for Hamilton's wharf.

On the 18th, cast off and proceeded to sea. Passed Devil's Island, running along shore to the eastward.

On the 19th, standing to the eastward, entered the "Tittle" passage. Coaled at Gowrie wharf. Left and stood to the northward. No fishermen in sight. Anchored at the Bar, North Sydney.

On the 20th, employed refitting the rigging and boats.

On the 21st, weighed and stood to the northward. Anchored at Inganish, and conferred with Mr. Campbell, who stated as follows : "The along-shore fishing with "trawls commenced about 15th May, so soon as bait can be got at the Magdalens; the "Americans may be generally be found hovering about this coast to the westward as

"far as the St. Lawrence Bay, and from thence to the Bird Islands and S. E., as far as Scattarie. At times they may be seen setting their trawls inshore on our fishing grounds. During last spring, about 50 Americans were seen in that locality, making a harbor at Inganish. The codfishing up to that date had been very good, and might be considered rather more than an average catch. Mackerel, salmon, and herring not so good as usual. About 8,500 quintals of cod had been taken between the Bay of St. Lawrence, and the big Bras d'Or to that date. (10,000 in all for the season). Spring mackerel had been taken to the extent of 1,000 barrels, which was only about half the usual catch. Returns for the fall fishing were not then in. Salmon caught in the same locality, 200 barrels. This was only half the usual catch. Summer-herring, about 500 barrels; only a quarter of the usual take. No spring-herrings are looked for here, excepting a few for bait, for inshore fishing. They expected to be able to take fish in that locality up to Christmas." He is of opinion that the mother fish are taken in too large quantities, through the practice of trawling with the bultow line, but so long as the Americans are permitted to pursue that system, he feels bound to do the same. There is no spawning about the rivers in that locality.

At Aspey Bay, they were preparing for the fall mackerel, which are more valuable than the spring.

Noon, left for Ste. Anne's Harbor, and anchored there.

On the 22nd, weighed and stood to the southward to Cow Bay.

On the 23rd, strong S. E. winds with rain. Left the wharf and proceeded to Scattarie, to confer with the Superintendent, who gave me the following information:

"There was very little trawling in that neighbourhood to speak of. The fishing in that locality had been only fair that season, but salmon more abundant than usual.

"Cod, to the extent of 700 quintals, which was considered a fair catch.

"Summer herring, 150 barrels, a poor catch.

"Fall Herrings, 300 barrels, might be considered a fair catch."

"Spring Mackerel, 100 barrels, which was considered below the average.

"Fall Mackerel, no returns, as catch not known at date.

"Salmon, 150 barrels.

"Alewives, 150 barrels, considered a poor catch.

Mr. McLean, the superintendent, thinks the trawling very injurious. As their fishing was entirely carried on in boats, they lost a great deal of time in bad weather. They begin codfishing at the latter end of May, and generally end at the middle of July. In September they begin again, and pursue their fishing as long as the weather permits. The Capelin strike in between 10th June and middle of July, and when they leave the coast, the cod follow, as they feed on them and take no other bait. In the fall, the herring is used for that purpose. At times they obtain small mackerel when the herrings fail. The improved catch of salmon may be accounted for by the improvements made in the mill dam of that locality under the fishery laws. He is of opinion that the alewives are becoming scarce, in consequence of the improper modes used in taking them. In many cases, nets have been stretched across the streams, keeping them from the spawning grounds. The fishing for the season in Cow Bay up to this date may be taken as follows:

Cod	1750 quintals.
Summer herrings	200 barrels.
Fall mackerel	50 do.
Salmon (season)	110 do.

Proceeded through the "Tittle" passage, anchoring at Louisbourg. Obtained the following information from Mr. McAlpine:—

"He considered the fishing for that season very good. The catch to this date was 7000 quintals cod.

Spring mackerel	600 barrels.
Summer herrings	1000 do.
Alewives, none.	
Salmon	70 do."

All their fishing was done in boats, as they have no "bankers;" no trawling in that neighbourhood; the fishermen were opposed to it. They generally commence cod fishing on the 15th May, and continue it till the middle of November.

Summer herrings are taken in June, July, and August.

Spring mackerel are taken early in June, that fishing lasting about three weeks.

Fall mackerel, very few taken at any time in that locality. A few years back they were plentiful. The salmon are taken in June. 24th, Sunday.—Left the harbour, but returned again in consequence of bad weather. Blowing hard from S.E.

On the 25th, weighed and proceeded to sea. A heavy swell from the southward, blowing strong from N.W. Stood along shore to the westward. Hauled up for the Gut of Canso, and anchored in Habitant Bay.

On the 26th, weighed and passed through the Gut. Observed Her Majesty's ship *Minstrel* at Port Hawkesbury. Passed Cape St. George and entered Georgetown, Prince Edward Island. Called upon the Collector of Customs, who informed me that the fishing had failed for the last month, and that the Americans had in consequence left for their homes.

On the 27th, blowing hard from the eastward. Arrived H. M. S. *Minstrel*. Wind increasing with snow.

On the 28th, strong gales from northward. Observed two small vessels ashore on the west side of the harbor. At noon, wind abating.

On the 29th, weighed and shifted berth to west side of the harbor to take in sea stock for Vice-Admiral Wellesley at his request. Left the port and ran for the Gut of Canso, and anchored in Port Hawkesbury.

On the 30th, weighed and proceeded to sea. Passed several American schooners bound home. At noon rounded Cranberry Island, and stood to the westward. Showed our colors to H. M. S. ship *Mullet*. Blowing fresh from N.W.

On the 31st, Sunday, observed Sambro Light. Standing up Halifax Harbor. Anchored off the town, thus finishing the cruise.

In conclusion, I would wish to draw your attention to the following circumstance: It will be seen that the Americans are in the habit of fishing inshore, contrary to law during the absence of the cruisers, and seem determined not to take licences. Now, as they are not liable to capture without warning being given, they find many opportunities of evading it. I would most respectfully suggest that in future they should be liable to capture when found fishing within the limits without any previous warning.

I have the honor to be, Sir,

Your most obedient,

(Signed,)

P. A. SCOTT,

Captain R.N., Commander of *The Druid*.

APPENDIX

LIST of Vessels boarded by Captain Scott R.N., Commander of

BOARDED.			NAME.			
No.	Date.	Where.	Vessels.	Owner.	Master.	Port belonging to.
1	14th June.	Inganish.....	Geo. S. Lowe.....	.....	Angus Mc. Lean.	Gloucester, Mass.
2	do do	do	Sterling.....	.....	.....	do
3	do do	do	Australia.....	.....	.....	Southport.....
4	do do	do	Sarah Parkhurst.	.....	.....	Gloucester.....
5	15th do	do	D. D. Geyer.....	Davis & Kay.....	— Long.....	Nantucket.....
6	25th do	do	Saml. Crowell...	Wm. Parsons.....	Jno. Johnston...	Gloucester.....
7	30th do	Gut of Canso...	Amos Cutter.....	.....	O. Greenleaf, Jr.	do
8	do do	do	Humboldt.....	M. A. Pierce.....	T. Thursby.....	Southport.....
9	do do	do	Mary Lizzie.....	Jas. Jewet.....	G. B. Jewet.....	Westport.....
10	do do	do	Cora Lee.....	G. Saunders, Jun	G. Saunders, Jun	Bucksport.....
11	do do	do	Ripley Roop.....	S. G. Husden.....	D. Wiley.....	Boothby.....
12	do do	do	James Poole.....	A. P. Ogden.....	W. Pinkham.....	do
13	2nd July..	do	Gem of the Ocean	C. P. Ingraham.	Jno. Trott.....	Portland.....
14	do do	do	Annie E. Friend	Jno. Gale.....	N. McKenzie.....	Gloucester.....
15	do do	do	Albin M. Heath	Sol. Poole.....	Edwd. Flagg.....	do
16	do do	do	D. B. Webb.....	Webb & Whitman	A. M. Knight.....	Deer Island (Pen- obscott).....
17	6th do	North Sydney...	David T. Adams	Whelan & Co...	Geo. Brown.....	Salem.....
18	7th do	S. Inganish.....	G. S. Lowe.....	.....	Aug. McLean.....	Gloucester.....
19	9th do	Aspey Bay.....	Minnie.....	.....	— Morrison.....	Yarmouth, N. S.
20	10th do	Cow Bay.....	Saml. Crowell...	Wm. Parsons.....	Jno. Johnston...	Gloucester.....
21	16th Aug.	Shelburne.....	Olive A. Louis...	B. A. Louis & Co	Jno. Shay.....	Provincetown...
22	do do	do	Astoria.....	Jos. Maddock...	Henry Clark...	Southport.....
23	18th Sept..	Port Hood.....	E. L. Cooke.....	W. H. Perkins.	C. McPherson...	Gloucester.....
24	do do	do	Willis.....	.....	.....	P. Edward Island.
25	do do	do	Wallace.....	Richards & Adams.....	Silas McDonald.	Hawkesbury, (Canso).....
26	do do	do	Game Cock.....	.....	.....	P. Edward Island.
27	do do	do	Peter D. Smith.	Smith & Oaks.	— Baker.....	Gloucester.....
28	.....	.....	Flying Fish.....	B. Lowe.....	H. Spafford.....	do
29	.....	.....	Rattler.....	H. Lake.....	Ben. Burse.....	do
30	.....	.....	Wild Pigeon...	J. W. Wharf...	— Thurston....	do

No. 17.

the Steamer "Druid," whilst cruising during the season of 1869.

LICENSED.		Date of Warning.	TONNAGE.		REMARKS.
Yes.	No.		Tons.	Men.	General Remarks.
.....	No.	At Date of Boarding.	65	12	30 miles off shore; returns to Gloucester full.
.....	do		64	12	do do do very poor fare.
.....	do		62	11	do do do Southport, Me. poor fare.
.....	do		60	11	do do do Gloucester, poor fare.
.....	do		54	12	do do do Nantucket, poor catch.
.....	do		62	13	Fishing at St. Peter's Bank, returns to Gloucester.
.....	do		63	12	From St. Peter's Bank, returns to Gloucester, bound to Bay, cod-fishing, poor catch.
.....	do		50	10	Grand Bank, poor catch, returns to Southport.
.....	do		32	9	From La Have Bank, bound up the Bay mackereling, good catch.
.....	do		47	10	Bound up the Gulf for mackerel.
.....	do		61	10	Bound to Bay Chaleur.
.....	do		54	10	Bound up the Gulf, cod-fishing.
.....	do		34	10	Bound up the Gulf, cod-trawling.
.....	do		—	—	Master not on board when boarded.
.....	do		58	10	Bound up the Gulf, cod-trawling.
.....	do		76	10	Bound up the Gulf, mackereling.
.....	do		70	13	Bound to Grand Bank, cod-fishing, came in to repair boats, &c., Captain not on board when boarded. Fair catch on previous trip.
.....	do		65	12	Has been fishing on St. Anne's Bank, 30 miles off shore, waiting for a wind to start to Gloucester. Poor catch. Captain not on board when boarded.
.....	do		55	11	Bank-fishing. Good catch.
.....	do		62	13	Harbored to fill water, trawling cod St. Peter's Bank. Good catch.
.....	do		23	6	Fishing in Bay Chaleur, N. Bay, and around P. Edward Island and Magdalens. Bound to Provincetown. Fair catch.
.....	do		65	10	Been fishing on Banquereau. Bound to Southport. Poor catch. Intend to come down to North Bay after mackerel.
.....	do		65	15	Mackerel fishing. Wanted no license. Good catch.
.....	do		65	15	do Poor catch.
.....	do		61	15	do do do
.....	do		91	18	do Good catch.
.....	do		69	15	do do Wanted no license.
.....	do		74	18	do do do
.....	do		82	13	do do do
.....	do		64	13	do do do

APPENDIX No. 18.

STATEMENT of the Fishing Licenses issued to American Fishing Vessels during the year 1869, in the several Provinces forming the Dominion of Canada, with the names of Owners, Tonnage, Port, Amount of License Fee, and Name of issuing Officer.
 PROVINCE OF NOVA SCOTIA.

NAME OF VESSEL.	Owners.	Port.	Tons.	Men.	Where Issued.	Name of Officers.	Rate per ton	Amount of license fee.	REMARKS.
Effort	Tobias Nash	Wiscasset, Mass.	19	5	Barrington	D. Sargent	\$ cts. 2 00	\$ cts. 38 00	
Madame Roland	George Steel	Gloucester, Mass.	62	15	Hawkesbury	M. McDonald	2 00	124 00	
Aphrodite	D. McDonald	do do	58	16	do	do	2 00	116 00	
Emma Linwood	E. W. Norvenderthal	Providence	73	15	do	do	2 00	146 00	
Sarah P. Davies	J. M. Thurlow	Gloucester	41	12	Port Mulgrave	V. J. Wallace	2 00	82 00	
Comet	Nicholas Felch	Newbury Port	22	10	do do	do do	2 00	44 00	
Ranger	Alexander Weston	Camden, Me.	37	11	do do	do do	2 00	74 00	
Abby Morse	E. J. Hopkins	Vinal Haven	26	6	do do	do do	2 00	52 00	
Charger	W. H. Thurston	Gloucester, Mass.	53	15	do do	do do	2 00	106 00	
Mary Lizzie	E. B. Jewett	Westport, Me.	32	10	do do	do do	2 00	64 00	
Morning Star	George D. Moore	Castine, Me.	42	12	do do	do do	2 00	84 00	
Dacotah	H. Williams	Gloucester, Mass.	51	13	do do	do do	2 00	102 00	
Bellevue	Jno. R. Dellow	Portland, Me.	15	3	do do	do do	2 00	30 00	
John Chase	W. H. Gould	Camden, Me.	32	9	do do	do do	2 00	64 00	
Dasher	Isaac Fisher	Gloucester, Mass.	44	10	do do	do do	2 00	88 00	
Pathfinder	B. Rogers	Eastport, Me.	39	10	do do	do do	2 00	78 00	

PROVINCE OF NEW BRUNSWICK.

Belt	Edwin Greenlaw	Eastport, Me.	4	4	West Isles	J. R. Dixon	2 00	8 00	
Daisy	do do	do	5	*	do	do	2 00	10 00	

PROVINCE OF QUEBEC.

Carleton	F. J. Winan Bros.	Gloucester, Mass.	63	16	New Carlisle	Jno. Fraser	2 00	126 00	
Grace Darling	G. W. Knight & Co.	Camden, Me.	45	14	do	do	2 00	90 00	
Wild Pigeon	Nath. Thurston	Gloucester, Mass.	46	13	do	do	2 00	92 00	
Mary Ellen	Wm. Wharf	do do	54	14	do	do	2 00	108 00	
Lizzie Thompson	And. Rolf & Co.	Newbury Port, Mass.	70	16	do	do	2 00	140 00	
Geo. B. McLellan	G. T. Keene & Co.	Brennan, Mass.	66	13	do	do	2 00	132 00	
John Kennedy	do do	do do	53	14	do	do	2 00	106 00	
			1,052	277				\$2,104 00	

Department of Marine and Fisheries,
 Fisheries Branch, Ottawa, 1869,
 (Certified) W. F. WHITCHER.

* Not stated.

P. MITCHELL, Minister of Marine and Fisheries.

APPENDICES
OF THE
MARINE BRANCH
OF THE
Department of Marine & Fisheries.

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APPENDIX A.

STATEMENT OF EXPENDITURE on account of Light houses (in Ontario and Quebec) above Montreal, for the Fiscal year ended 30th June, 1869.

		\$	cts.
D. C. Smith, Superintendent of Light Houses	Salary		1,200 00
do do	Travelling expenses		1,095 00
	Salaries of 54 Keepers and 6 Assistant Keepers		20,587 50
	Pay lists of Working Staff, Repairing Light Houses, Wharves, and Landings		8,509 34
Clark & Woodward	For 816½ gallons of Sperm Oil, 816½ gallons at \$2 20 per gallon (American currency), cartage \$1 90 (28 per cent. discount on American currency)		1,294 71
John McGrath	For 8,222 gallons of Coal Oil at 43 cents per gallon		3,535 68
John Rhynas	For 470½ gallons of Kerosene Oil at 65 cents Freight, &c., \$25 73		331 55
Jno. Mathewson & Son	For supplies for Light Houses		82 70
E. Chanteloup	do do		1,177 54
Morland, Watson & Co.	do do		104 90
J. L. Belliveau & Co.	do do		2,286 81
Blyth & Kerr	do do		69 40
John Rhynas	do do		264 95
A. Hackett	For work done to buoys on Detroit River		81 75
J. G. Sippell	do do Light Ships and Buoys on Lake St. Louis		144 78
D. C. Smith	do do		140 08
Geo. Malcolmson	For charter of steamer "Acadia" for conveyance of Lighthouse Supplies		1,400 00
			\$42,306 69

WM. SMITH, Esq.,
Deputy of the Minister of Marine, &c.,
Ottawa.

APPENDIX B.

REPORT OF TRINITY HOUSE, MONTREAL, FOR THE YEAR ENDING 30TH JUNE, 1869.

MONTREAL, 20th November, 1869.

SIR,—In compliance with your letter of the 24th September, requesting me to prepare a full and elaborate report of the proceedings of that branch of the public service under the management of the Trinity House of Montreal, for the year ended 30th June, 1869, I have the honor now to submit the following :

As this is the first time that such a report has been called for, it may not be considered out of place to state, that a Trinity House was first established in Canada in 1805, "for the better regulation of Pilots and Shipping in the Port of Quebec, and in the Harbors of Quebec and Montreal, and for improving the navigation of the River Saint Lawrence," &c. &c.

It was composed of a Master, Deputy Master, and seven Wardens, three of whom should reside in Montreal. The duties of the Trinity House were to make By-laws for their own Government, "as well as for the more convenient, safe, and easy navigation of the River Saint Lawrence, from the first rapid above the city, as well, by the laying down, and taking up of buoys and anchors, as by the erecting of light-houses, beacons, or land marks, to regulate the anchoring, riding and fastening of ships, for the Government and regulation of Pilots," and various other matters connected with shipping, too numerous to mention in this report.

From that time to the present, now sixty-four years, a Trinity House has continued to exist, its duties increasing each year with the increasing prosperity of the country; as an instance, I may here mention, that in 1831 it cost £46 to lay the Buoys, while now it costs \$6,000.

Floating Lights.

The first duty performed by the Department on the opening of the navigation, is to cause the floating lights to be placed on Lake St. Peter, for the purpose of marking, in conjunction with the Buoys, the improved channel; this service is performed by the "Richelieu." There are three iron floating lights; they were built in 1856. Two of these lights, having leaked during the summer, were hauled up and docked, and several new plates put in; the hulls were also painted for the first time since their construction, and in order to preserve them from decay, it will be necessary every third year at least, to have them hauled up and painted.

Buoys.

The next duty is to place the buoys; owing to the action of the ice, these are compelled to be removed at the close of navigation each season, the usual course is to follow the last vessel proceeding to sea, and take up the buoys as soon as she has passed them, within the last two years however, several vessels have remained till almost the very close of the navigation, and have rendered it impossible for this Department to take up any of the Buoys below Sorel, most of those remaining being of course carried away by the ice and entailing very considerable expense in replacing them; it being considered by the Board imperative not to remove a single buoy or mark, while there is a sea-going vessel to go down.

The fact of so many vessels having been damaged by the ice, and compelled to return to Quebec, will probably enable us another year to take up the buoys. Vessels will not remain so late.

In the Lake, it has been found however, that iron buoys can be permanently placed. even of these, one or two are carried away every year. The Lake, however, is the only portion of the River where even iron buoys can remain, the water being smooth ; of the iron buoys thus compulsorily left in the river at Becancour, seven made their appearance above the ice, their positions having been marked, four of them were raised during the winter.

There are 21 iron buoys and 56 wooden buoys, and during the summer season when the water is low many more are placed in the lake for greater safety.

Lights.

There are (including the Light vessels) 41 lights and 59 lamps, the lights on shore are generally kept by the habitants or farmers on whose lands they are built, and from whom the land has, in most instances, been acquired by the Trinity House. On the Islands and in the Light vessels, old pilots or men accustomed to navigation have the charge.

During and over the twelve years I have held office, only one complaint for neglect of duty has been brought before the Board.

With the exception of five (which are in good order) all the light houses have been rebuilt within the last few years, the two at Batiscau were rebuilt last year. One at Isle aux Raisins, erected on a quai, and which had stood untouched from the time of its first erection, now over thirty years, was, last year, quai and lighthouse, carried away by the extraordinary action of the ice. It has been rebuilt at a cost of \$2,040.00. To protect this new lighthouse and another of equal value on the same Island, about 17 arpens of land were purchased, in order to preserve the growing standing wood which the proprietor was about to cut down. Cost of the 17 arpens, \$400.

The two lighthouses at Repentigny were also rebuilt, arrangements were made with Mr. Methot at Saint Pierre les Becquets, to purchase a small additional quantity of land, to erect a fence around the lighthouse there, to protect it from the injury it might receive, owing to the peculiar position of the site, it being on the brow of a hill.

The lights consume about 1,250 gallons of coal oil per annum.

Steamer "Richelieu."

The duty of laying and maintaining the buoys in their places, is one confided to the Trinity House. While the Harbor Commissioners were dredging the improved channel, the privilege for placing buoys for the purposes of their works was specially accorded to them by the Act of the Legislature ; as a double sett of buoys would have embarrassed the navigation, and as the Harbor Commissioners had several steamers always at their disposal, they assumed for many years this duty. On the completion of the 18 feet channel, the Harbour Commissioners ceased to lay the buoys and the Trinity House purchased from them all their buoys, anchors and chains, and recommenced to perform the duty, the first season this was accomplished by hiring steamboats when and as often as occasion might require. This mode was found not to work satisfactorily, as steamboats were not always to be had and the delay was dangerous. The following year, a contract was entered into with the Richelieu Company to perform the service, which they engaged to do for the sum of \$3,000.00.

Finding that this sum was not at all remunerative, \$4,000.00 was agreed to be paid for the same service the ensuing year, and the Richelieu Company performed the contract with all the assiduity and energy they bring to bear on their own management, but not having a boat specially set apart for the duty, it was found that delay frequently occurred, unavoidable under the circumstances, but extremely dangerous to navigation in a channel like that between Quebec and Montreal, a large part of which is artificial.

The Board, fully alive to the great importance of instantly replacing displaced buoys, sought and obtained the sanction of his Excellency the Governor General in Council, to acquire a steamboat—the *Richelieu* was consequently purchased, and the service has since been performed in the most satisfactory manner. Without a boat serious injury would arise.

All vessels and rafts are specially prohibited from passing over or disturbing the buoys, but rafts will pass over them and buoys are daily displaced, no means have been found to enforce the law.

If, with the *Richelieu*, another small steamer were engaged for a couple of months next season, to cruise about and report any infraction, the evil might be stopped, and although the expense to be thus incurred would be additional, it would eventually, by bringing the offenders to punishment, tend annually to a large saving.

The *Richelieu* is an old boat, built of iron, but in good order, last Spring several plates were found to be leaky, and she was consequently hauled up and had new plates put in. Her boiler was also repaired and new beams and staunchions put in. This was done at Messrs. McCarthy & Co.'s wharf at Sorel, a steam pony pump, was also, in compliance with the law, placed on her—cost \$150.

This year, she is in excellent order, and from reports I have received from the engineer and others will require nothing but what has been caused by the ordinary wear and tear. Much discussion having taken place as to the necessity for a steamer to place and replace the buoys, I beg most respectfully to state, that without one at the constant and instant disposal of the Board, this duty never can be efficiently performed.

Pilots,

There are 26 branch pilots, during the year no complaints involving legal proceedings have been brought before the Board. The pilots, one and all, are men of irreproachable character and of high professional standing. Several small disputes between pilots and captains of vessels have occurred, but all have been satisfactorily settled without a recourse to legal process.

A by-law was passed by the Board and sanctioned by His Excellency the Governor General in Council, regulating the branching of pilots.

The lights in the jurisdiction of the Trinity House are constantly visited by the Registrar, and often by the Superintendent of Pilots in the execution of his duty; once a year, they are visited by a Committee of the Board, accompanied always by the Registrar; it is an arduous duty and occupies generally four days, it is performed gratuitously by the members, the whole expense of the visit being about \$100.00.

The expenditure for the year was \$25,762.54.

I have the honor to be, Sir,

Your obedient servant,

(Signed,)

E. D. DAVID.

Registrar.

WM. SMITH, Esq.,

Deputy of the Minister of Marine, &c.,

Ottawa.

APPENDIX B.—Continued.

STATEMENT of Expenditure of the Trinity House, Montreal, for the Fiscal Year, ended 30th June, 1869.

	\$	cts.	\$	cts.
Salaries of Officers:—				
L. Marchand, Master	624	96		
E. D. David, Registrar	1,325	04		
P. E. Cotté, Superintendent of Pilots	1,200	00		
Daniel Rooney, Clerk	600	00		
M. H. Brennan, Water Bailiff	399	96		
			4,149	96
Rent of offices			500	00
Office contingencies			328	32
Expenses, steamer "Richelieu"			6,848	32
Buoys			1,835	39
Charter of barges			201	10
P. E. Cotté, contingencies			64	91
Wages, 32 light house keepers and assistants			4,911	93
Supplies and contingencies, light houses			1,574	19
Repairs, light houses			1,694	96
Building new light houses			1,100	00
Cost of land for light houses			408	00
Insurance and freight			310	43
Printing, advertising, and stationery			232	25
Professional services			66	00
Harbor Master, Sorel and disbursements			600	16
Soap, &c. for light houses			115	66
1,677 gallons of oil for do.			720	46
			825,762	54

APPENDIX C.

REPORT OF THE PROCEEDINGS OF THE TRINITY HOUSE OF QUÉBEC DURING THE YEAR COMMENCING THE 1st JULY, 1868, AND ENDED 30th JUNE, 1869.

Ninety-three sittings were held by the Board during the twelve months.

The scroll minutes of their proceedings, covering one hundred and ninety-three pages of foolscap, were entered at length in a register of proceedings.

Twenty-one cases, prosecutions against pilots and others for infringement of Pilot and Harbour Regulations, were brought before the Board and adjudged upon.

Ten salvage cases were submitted to the arbitration of the Board and awarded upon.

Seventy-one witnesses were heard, and the depositions of fifty were taken down in writing.

Sundry government references, applications for beach and water lots within the Port of Quebec, were submitted to the Board, and reported upon.

Three by-laws were passed for improvement of pilotage and pilot service, and

For appropriating certain wharf accommodation to the exclusive use of steamers navigating between Quebec and the Gulf Ports.

Seventeen boys were examined as to qualification, previous to being indented as apprentice pilots.

Twelve apprentice pilots were examined as to their qualifications as pilots, and branched.

Seventeen petitions were considered and disposed of.

240 letters were read and disposed of; 305 do. were written and dispatched.

Detailed statements were prepared and furnished to the Department of Marine and Fisheries, relative to suits and salvage cases brought before the Board.

Officers of the Trinity House, their duties and salaries.

Class and order of lighting apparatus in Light Houses.

Keepers of Light Houses absent with or without leave.

Light House Keepers, their salaries, length of service, &c.

LIGHT HOUSES.

The Trinity House of Quebec has under its control twenty-three Light Houses, including a Light Ship, twelve of which are first class lights, extending from the Basin of Portneuf, at the foot of the Richelieu to Belle Isle, a distance of nine hundred miles.

The Light Houses below Quebec (except the Peninsula Light Gaspé Bay) were visited, supplied, and inspected twice during the season, and received the following quantities of oil, besides other stores, viz. :—

Belle Isle.....	318 gallons.
Forteau.....	323 "
East End Anticosti.....	435 "
S. W. Pt. do.	635 "
Cape Rosier.....	241 "
W. Point of Anticosti.....	281 "
Point des Monts.....	331 "
Father Point.....	226 "
Biquet Island.....	322 "
Green Island.....	322 "
Red Island.....	611 "
Brandy Pots.....	79 "

Pilgrim.....	83 gallons.
Grosse Isle Wamouraska.....	221 "
St. Roch Light Ship.....	212 "
South Pillar.....	237 "
Crane Island.....	270 "
Bellechasse.....	207 "
Point St. Lawrence.....	130 "
<i>Lights above Québec :</i>	
St. Antoine.....	45 "
St. Croix.....	60 "
Portneuf.....	60 "
Total.....	<u>5,649</u>

SIGNAL GUNS.

There are eight at the undermentioned stations :

They were supplied during the twelve months with the following quantities of gunpowder, viz. :—

Green Island.....	4,000 lbs.
Biquet.....	2,000 "
Father Point.....	500 "
Point des Monts.....	1,500 "
W. Point Anticosti.....	1,500 "
Cape Rosier.....	1,300 "
Forteau.....	1,000 "
Belle Isle.....	2,600 "
Total.....	<u>14,400</u>

REPAIRS TO LIGHT HOUSES AND OTHER WORKS.

The following works were done at Point des Monts :

A new barn and stable built.

New copper roof put on the lantern at the East end of Anticosti.

A new store to contain the provisions of the depot for shipwrecked mariners.

One of the outhouses covered with shingle.

Clapboarding of the tower received two coats of paint.

PROVISION DEPOTS FOR SHIPWRECKED MARINERS.

There are seven in all, and are at the following stations, viz. :—

Point des Monts
S. W. Pt. Anticosti
W. Point do
Ellis Bay do
Shallop Creek, Anticosti
East End do
Belle Isle

The following quantities of condemned provisions were removed and sold, viz. :—

Pork.....	12 barrels and 173 lbs.
Flour.....	4½ barrels.
Peas.....	8½ "

And new provisions supplied :

Pork.....	11 barrels.
Flour.....	21 "
Peas	10 "

The Depot at West Point of Anticosti having been forcibly entered in the Winter of 1868 and 1869 and robbed of 2 barrels flour and 68 lbs. pork. An enquiry was recommended by the Trinity House to be held by the Commander of the Government Schooner "Canadienne," with a view of making an example and preventing further depredations.

A number of the direction boards, indicating the depots to Shipwrecked Mariners on the Island of Anticosti, were renewed.

BUOYS.

Total number of buoys laid 41.

Casualties during the twelve months.

Drifted.....	3
Filled with water and emptied.....	2
Replaced.....	9
Lost by being run foul of.....	5
Carried away by the ice.....	4
Condemned.....	3
New Buoys made.....	8

BEACONS.

One in the parish of Cacouna was blown down and rebuilt.

HARBOUR OFFICE.

1,116 arrivals were reported at this office, and recorded.

Reports were received of the following effects picked up and saved within the Port of Quebec, record of which is kept in the office, viz :

Drift timber reported in small lots.

2,855 pieces eventually claimed.

Boats, twenty-two claimed.

Anchors and chains five, whereof three were claimed and two sold.

Miscellaneous effects, twelve claimed.

Eleven complaints against pilots were received, nine of which acted upon.

Returns of twenty-six casualties in shipping were received, recorded, and reported upon to the executive.

About 600 vessels of all classes were stationed and attended to in mooring within the Harbour.

Two references, applications for beach lots were reported upon.

An enquiry was held by the Harbour Master into the circumstances attending the stranding of the Brig "Victoire" at Metis, on the South shore of the St. Lawrence, and reported upon to the executive.

In this enquiry thirty-seven witnesses were examined, and their depositions taken in writing.

Twenty-eight days were occupied in taking minutes of the proceedings and hearing evidence.

The minutes and evidence covered 236 pages of writing, copies of which were delivered to the parties and to the executive.

Steamboats carrying passengers, and market boats, were looked after daily, to enforce their observance of the law relative to gangways, and the prohibition of burning wood for raising steam within the Harbour.

This duty is performed by the bailiff of the Trinity House.

SUPERINTENDENTS OF PILOTS.

Number of trips performed by them in laying, lifting, and replacing Buoys.....	12
Visiting and inspecting Light Houses and Provision Depôts.....	6
Exploring North Channel with apprentices	2
Going to wrecks.....	3
Inspecting beaches	2
Total.....	25

Performed in 132 days.

Reports received from pilots and recorded in the office:

Of pilotages up the river.....	1061
do down the River.....	1161

DECAYED PILOT FUND.

This fund is for the relief of decayed pilots, their widows and children.

It was created by Provincial Act, 45 Geo. 3, ch. 12, and consists of a per centage of 1s. in the pound deducted from pilots' earnings, and paid by Masters of vessels to the treasurer of the Trinity House.

Vessels clearing at Montreal pay to the collector at that port, and the amount is remitted to the treasurer at Quebec.

969 Masters paid poundage at the Trinity House in Quebec in 1868.

A statement of the Pilot Fund is made up to the 31st December of each year, and published.

Number of pensioners on the Fund to 31st December, 1868 :

Decayed pilots.....	36
Widows of pilots.....	77
Children of pilots.....	31
Total.....	144

The pensions are paid quarterly, and vary from \$10 to \$120 per annum.

Temporary relief to the extent of \$356 99 was granted to ten pilots, one widow, and one child, within the twelve months.

Total receipts for the Fund during the year ended 31st December, 1868 :

Poundage.....	\$6,479 51	
Interest on loans.....	3,694 64	
Fines.....	73 00	
		\$10,247 15
Capital paid in by debtors of the Fund		4,130 00
		14,377 15

Payments out of the Fund.

Pensions.....	\$8,889 67	
Relief	356 99	
Disbursements.....	631 74	
		9,878 40
Money lent.....	5,550 00	
		15,428 40

State of the Decayed Pilot Fund, 31st December, 1868.

Money lent.....	\$58,070 19
Interest due.....	761 79
Cash on hand.....	3,940 82
	<hr/>
	62,772 80
Deduct arrears of pensions due.....	248 93
	<hr/>
	62,523 87

Receipts and expenditure of the Trinity House of Quebec during the year ended 30th June, 1869.

Receipts.

Amount received from the Public Chest, through the Department of Marine and Fisheries.....	\$41,252 00
Proceeds of sale of condemned provisions and Light House Stores.....	292 36
	<hr/>
	41,544 36

Expenditure.

	£	cts.
Salaries of Trinity House Officers.....	11,889	98
" " Light House Keepers.....	11,573	66
" " Keepers of Provision Depôts.....	400	00
Contingencies.....	2,090	26
Harbour Office.....	1,011	64
Oil account.....	233	28
Stores.....	100	60
Provision Depôts.....	712	38
Quarantine.....	8	35
Buoys.....	1,482	00
Beacons.....	16	00
Harbour of Gaspé.....	135	13
Ammunition, &c. for signal guns.....	3,093	27
Wreck " Preciosa ".....	1,515	73
" " Glanmore ".....	20	55
	<hr/>	
	34,282	86

Light Houses, to wit :

Light Ship.....	1,937 13
Portneuf Lights.....	77 62
St. Croix.....	49 31
St. Antoine.....	19 93
Pt. St. Lawrent.....	78 71
Bellechasse.....	44 46
Crane Island.....	80 7
South Pillar.....	425 68
Grosse Isle, Kamouraska.....	94 12
Pilgrim.....	51 26
Brandy Pots.....	58 46
Red Island.....	247 10
Green Island.....	285 14
Biquet.....	160 9

	\$	cts.
Father Point.....	307	5
Point des Monts.....	860	13
Cape Rosier.....	399	30
West Point, Anticosti.....	247	20
S. W. Point „.....	232	15
East End „.....	665	24
Forteau.....	224	72
Belle Isle.....	380	17
Gaspé Peninsula.....	43	00
Paid to Receiver General.....		6,967 74
		293 76
		41,544 36

MEMORANDUM.

The corporation of the Trinity House of Quebec was established in 1805, by the Provincial Act 45 Geo. 3, ch. 12.

And was in charge of all the Lights, Buoys, and Beacons, &c. from the Harbor of Montreal to the Gulf, until the year 1849, when the Trinity House of Montreal was incorporated. Since then, the Trinity House of Quebec has had only the supervision of the Lights, &c., from the Richelieu downwards.

In 1849 the laws relating to the Trinity House of Quebec were consolidated into an Act, 12 Vict. ch. 114.

The Dominion Act of 1868, 31 Vict., ch. 59, in placing the Lights, Buoys, Beacons, &c. under the control of the Minister of Marine and Fisheries, reserves to the Trinity House the jurisdiction and powers over all of such said Lights, Buoys, Beacons, &c., as were previously under the control and management of the Corporation, but subject to instructions from the Minister of Marine and Fisheries.

Certified.

E. B. LINDSAY,
Clerk, Trinity House, Quebec.

Trinity House, Quebec, 30th November, 1869.

TRINITY HOUSE, QUEBEC,

13th August, 1869.

SIR,—Your letter of the 11th inst., was duly received and laid before the Board, and I have now the honor to inform you, in reply, that the Inspection of the light houses under the control of the Trinity House, in June and July last, was made by the Junior Superintendent of Pilots, copies of whose reports are herewith enclosed.

I remain,

Your obedient servant,

E. B. LINDSAY,
Clerk Trinity House, Quebec.

WM. SMITH, Esquire,
Deputy of the Minister of Marine and Fisheries,
Ottawa.

SUPERINTENDENTS OF PILOTS' OFFICE,

Quebec, 24th June, 1869.

SIR,—I here report for the information of the Trinity Board, that I proceeded on the 15th inst., in the steamer "Lady Head," with the stores for the several light houses in the River St. Lawrence from Quebec to Father point, all of which I safely delivered, and inspected those establishments.

June 15th. Landed at Point St. Laurent 70 gallons coal oil, found on hand 14½, making 84½ gallons; required for this station a stone for a stove pipe to pass through a window of the tower, I directed the keeper not to use a fire until one was fitted.

Landed at Bellechasse Light 112 gallons of oil, found on hand 13½, making 125 gallons.

Landed at Crane Island 120 gallons of oil, found on hand 22, making 142 gallons; the curtains of the lantern require renewing.

This day I called at the Quarantine ground and saw Mr. Dalairé, who is in charge of the light on the wreck, "Glanmore," he reports that he has sufficient oil and wicks for the present, he wishes the Board to send him about 10 fathoms of 2 inch tarred rope to get to the wreck in stormy weather.

June 18th. Landed at the Pillar 116 gallons of oil, found on hand 129, making 245 gallons.

Landed at Grosse Isle, Kamouraska, 116 gallons of oil, found on hand 23, making 139 gallons. In this lantern two reflectors require to be silvered, the polish is nearly gone; two *dalles* in the interior of the lantern would be of great service to receive the condensed water; keeper reports that a tinsmith from the south shore would fit them for sixteen dollars.

Landed at the Pilgrims 38 gallons of oil, found on hand 34, making 72 gallons of oil.

This day called on board the schooner, "Pearl" at the wreck "Preciosa," the master wishes leave of absence for a few days, I directed him to write to the Board.

Landed at the Brandy Pots 38 gallons of oil, found on hand 62, making 100 gallons.

June 19th. Landed at Red Island 271 gallons of oil, found on hand about 80, making about 351 gallons; the keeper having gone to the South Shore to telegraph to the Board, I could not ascertain the exact account of oil on hand, I inspected the boat sails, they are in bad order, I recommended a new suit. The upper part of the foundation wall of the tower requires repairing, and the tower requires pointing in many joints. The wood floor of the cellar of the tower is in a dilapidated state, but as no use appears to be made of the cellar, I do not think it worth repairing.

Landed at Green Island 118 gallons of oil, found on hand 195, making 313 gallons. Landed 1,500 lbs. gunpowder, found on hand 1,100, making 2,600 lbs. gunpowder.

Landed at Biquet Light 118 gallons of oil, found on hand 268, making 386 gallons of oil. Landed 1,000 lbs. gunpowder, found on hand 1,454 lbs., making 2,454 lbs.

Landed at Father Point 68 gallons of oil, found on hand 12, making 80 gallons. Landed 300 lbs. gunpowder, found on hand 62, making 362 lbs.

In consequence of the lantern glass in this tower being very thin, the panes shake much in stormy winds and loosen the putty and the rains drives in, the keeper is afraid that a heavy gale of wind might break the glass; I proposed to him to ask the consent of the Board to be allowed to fit small battens of wood, half inch broad, perpendicular in the centre of each pane and on both sides, which would steady and strengthen the glass, and I think could not much diminish the power of the light.

In closing my report, I beg to call the attention of the Board to the difference of the consumption of oil, wicks and chimnies, at the light houses on Point St. Laurent, Bellechasse, Crane Island, Kamouraska, and Father Point, to those at the Brandy Pots and Pilgrims; in consequence of the former being fitted with metallic reflectors, and the latter with glass lenses and prisms, termed dioptric illuminating apparatus.

I ask the consideration of the Board if it would not be advisable to change those light houses using the metallic reflectors, and fit them with the same apparatus as the Brandy Pots and Pilgrims, each using only one mammoth burner, whereas the light at Kamouraska has seven mammoth burners, and Father Point, Point St. Laurent, Bellechasse, and Crane Island Lights have five each.

The same consideration might be applied to some of the larger lights in the river and gulf, which are fitted with metallic reflectors.

On my voyage of inspection to the lighthouses, I formed the buoys on the S.W., part of the St. Rock Shoal and East end of the Brule Bank, missing, on my return to port in the Lady Head, I put two spare buoys on board and proceeded down the river and laid them in the places of the missing buoys.

Trusting the above report will prove satisfactory.

I remain, Sir,

Your obedient servant,

(Signed), J. SMITH, S. P.

To E. B. LINDSAY, Esq.,
Clerk, Trinity House, Quebec.

SUPERINTENDENTS OF PILOTS' OFFICE,

Quebec, 23rd July, 1869.

SIR,—I beg to report, for the information of the Trinity Board, that I left Quebec, on the 26th ult., in the steamer "Napoleon," with the stores for the several light houses in the Gulf of St. Lawrence, from Point des Monts to the Straits of Belle Isle, all of which I safely delivered, and inspected those establishments.

June 27th. Landed at Point des Monts Light House 79 gallons of oil, found on hand 291 and 2 quarts making 370 and 3 quarts of oil; landed 1,000 lbs. of gunpowder, found on hand 1,851½ lbs. making 2,871½ lbs. of gunpowder. The depot consists of 16 barrels of flour, 8 barrels of pork, and 8 barrels of pease.

The keeper reports that he thinks his horse will die next winter if hay is not sent; the coarse beach hay on the coast, which is very scarce, the horse will not eat, and that he cannot get men to work at the hay. I directed the keeper to persevere and make hay as usual.

In the neighbourhood of the tower there is about two acres of indifferent soil, producing, at present, only a little coarse grass and weeds. I think, were it ploughed and sowed with hay seed, that some hay might be raised from it. I directed the keeper to enquire of a person who resides in Trinity Bay what he would charge to plough the land and make it ready for sowing seed, and to report to the Board at his earliest convenience.

June 28th. Landed at the West Point of Anticosti Light House 119 gallons of oil, found on hand 236½, making 355½ gallons; landed 1,000 lbs. of gunpowder, found on hand 1,023, making 2,023 lbs. of gunpowder; landed for the depot 10 barrels of flour, 7 barrels of pork, and 7 barrels of pease. The depot consists of 16 barrels of flour, 8½ barrels of pork, and 8 barrels of pease.

I sold to the keeper at auction price 3 barrels of pease from the condemned provisions of the depot, the remainder I received on board the "Napoleon," viz.: 4 barrels of pease, 5½ barrels of pork, and 8 barrels of flour.

The keeper reports that some person broke into the depot and took therefrom 1 barrel of flour and about 50 lbs. of pork. In June some other person broke into the depot and took 1 barrel of flour.

I inspected the beach round the foundation of the tower, and found that none has been removed by the sea lately. The highest tide does not approach nearer than about 20 feet. The beach may remain as it is for years, unless a very high tide (such as happened when the tower was last visited by the Harbor Master) were accompanied with a heavy gale of wind from the westward, when it might sweep away all the beach from

S.W. side of the foundation and leave it exposed to the action of the sea. At present I don't think that anything is required for the protection of the foundation of the tower.

The keeper's horse is not in bad order, but appears weak in his hind legs; and if he is obliged to draw hay from Ellis Bay in the fall, he will require a stronger horse and a light hay cart.

In the neighbourhood of the tower there is about 6 acres of land on which wood has been cut for the use of the station. I think hay might be raised were it cleared of stumps, roots, &c., and sowed with hay seed. I spoke to a man who offers to clear it of roots and stumps, and level it fit for ploughing, for \$16 per acre. He thought he could clear 4 acres, fit for ploughing, early next spring. I informed him that an answer would be given as soon as the pleasure of the Board was known.

Landed the workmen and painted the tower.

June 29th. Landed at S.W. point of Anticosti Light House 296 gallons of oil, found on hand 180, making 476 gallons of oil. Inspected the depot and found 15 barrels and 172 lbs. of flour, 8 barrels of pork, and 8 barrels of pease.

Required some spare lantern glass.

July 1st. Landed at Shallop Creek. Inspected the depot and found 15 barrels and 178 lbs. of flour, 7 barrels and 185½ lbs. of pork, and 8 barrels of pease.

On this part of the coast of Anticosti there were formerly direction boards erected on shore, or nailed to trees from which the branches had been cut off, near the beach. These direction boards are intended to point out to shipwrecked persons the way to the provision post. The keeper of this depot reports that they are all down and decayed, and if others were sent to him he will replace them. He recommends one to be placed half way between this station and Heath Point, one 4 leagues west, and one 9 leagues west of Shallop Creek.

July 2nd. Landed at Heath Point Light House 196 gallons of oil, found on hand 271½, making 467½ gallons of oil. The depot consists of 15 barrels of flour, 7 barrels of pork, and 8 barrels of pease. Spare lantern glass required.

Landed materials and 8 workmen to build a dwelling house for shipwrecked mariners, to paint the tower and do sundry repairs.

July 4th. Landed at Forteau Light House 122 gallons of oil, found on hand 360, making 482 gallons of oil; landed 1,000 lbs. gunpowder, found on hand 2,100, making 3,100 lbs. gunpowder. Landed 8 workmen and materials to repair the dwelling house and paint the tower.

July 5th. Landed at Belle Isle Light House 117 gallons of oil, found on hand 398, making 515 gallons of oil; landed 2,000 lbs. of gunpowder, found on hand 50 lbs., making 2,050 lbs. of gunpowder. The depot consists of 16½ barrels of flour, 8 barrels of pork, and 7½ barrels of pease.

July 15th. Landed at Cape Rosier Light House 80 gallons of oil, found on hand 270, making 350 gallons; landed 1,000 lbs. gunpowder, found on hand 800 lbs., making 1,800 lbs. of gunpowder. Landed the workmen, painted the tower, and did sundry repairs.

On my way from Belle Isle, I called at Forteau and Heath Point Light Houses, and took the workmen on board; inspected the works and found them well done.

In closing my report, I would bring to the notice of the Board that, in the northern lighthouses on the coast of England and Scotland, there are what is called storm panes; they are panes fitted with frames which can at once be attached by screws to the lantern, in the event of a pane being broken in a gale or by birds. I recommend that one pane at least be fitted with a frame, and sent to each light house in the Gulf and Strait of Belle Isle.

Trusting the above report will prove satisfactory,

I remain, Sir,

Your most obedient Servant,

(Signed) J. SMITH, S. P.

E. B. LINDSAY, Esq.,
Clerk, Trinity House, Quebec.

TRINITY HOUSE, QUEBEC,

8th November, 1869.

SIR,—I beg to transmit to you herewith, copies of the Superintendents of Pilots' reports on their inspection of the Upper and Lower Light Houses in the month of October last.

I have the honor to be, Sir,

Your obedient servant,

E. B. LINDSAY,

Ch. F. No. 2.

Wm. SMITH, Esquire.

Deputy Minister of the Marine, &c.,
Ottawa.

SUPERINTENDENTS OF PILOTS OFFICE,

Quebec, 18th October, 18

To the Master and Wardens of the Trinity House of Quebec.

GENTLEMEN,—In accordance with your instructions I left with the supplies on board the Steamship "Lady Head," at 4-30 p.m., on the 11th instant.

At 5-30 of the same day landed the oil at the lighthouse on Point St. Laurence, inspected the tower and found everything in good order; the keeper complains of the leaky state of the building, to remedy which, I would recommend the battens over the joints of the clapboarding to be tightly nailed and then caulked and puttied. A stone is required in the ceiling of the ground flat to receive the stove pipe, which goes up to the second story. Received six empty oil barrels.

Same day at 9-30, landed Mr. Cote and two men at Bellechasse Light House, with materials to renew the stair down the rock, which was carried away by the storm on the 4th inst. Landed, also, the oil and other stores. Inspected the tower and premises and found everything in good order. Finding the remaining part of the stair on the rock in bad order and the rails decayed, I directed Mr. Cote to renew them if timber could be had from the shore. Received five empty oil barrels.

October 12th. Reached Crane Island Light House at 7 o'clock a.m., landed the oil and stores, inspected the tower and found everything in good order. Received three empty oil barrels.

Same day at 9-20, landed the oil and stores at the Pillar Light House, inspected the tower and premises, and found the whole in first rate condition, the repairs to the dwelling house and platforms have been thoroughly done under the supervision of the keeper, who declares that the building will require no repairs for ten years to come. One of the boats belonging to the establishment has also been thoroughly repaired. Received three empty oil barrels.

Same day at 2 p.m., landed the oil and other stores at the light house, Goose Isle, Kamouraska, inspected the tower and lantern, the keeper still complains of the condensed water running down the Interior of the lantern and overflowing the floor, the *dalles* which the Board have authorised him to have laid inside the lantern will remedy the evil; three of the reflectors require to be replated, the silver being considerably washed off, this the keeper attributes to concentrated heat upon them, caused by one of the iron bars of the stand which was heated by two of the lamps over which it passed. Received three empty oil barrels.

Same day at 4-30, landed the oil and the stores at the lighthouse on Pilgrims,

inspected the tower and premises, found the whole in good order, except at the N.W. corner of the dwelling house, where the rain water is blown in by strong easterly winds; instructed the keeper to caulk and putty the place outside where the leak occurs.

The boat sails at this station are worn out and unfit for service, they should be renewed by next spring, Received three oil cans, one of which was full of foul oil.

Same day at 9 p.m., landed the oil and other stores on the Brandy Pots, inspected the house and found the lantern and premises in good order. Received one empty oil cask.

October 13th. At 8-30 a.m., landed the oil and stores at the light house on Red Island, inspected the tower and premises, which I found in good order, except the flooring of the cellar under the tower, it is completely worn out and must be renewed, the stone ridge round the basement of the tower outside is getting worse, the stones are falling out, it should be well pointed with mortar and covered over with boards. Received seven empty oil barrels.

Same day, at 10 a.m., landed the oil, powder, and other stores at the light house on Green Island, inspected the tower and found everything in good order. Received three empty oil barrels, and thirteen empty powder casks.

October 14th. At 3 p.m., landed the oil and stores at Father Point, inspected the light house and found everything in good order. The keeper reported his having partly stopped the leak by nailing a strip of canvass round the bottom of the lantern, and painting and puttying the same, he thought by giving it another coat the building will be all right. Received two empty powder barrels and two powder casks.

October 15th. At 7 a.m., landed the lighthouse stores at Biquet. Inspected the tower and found the lantern as well as the building, in good order. Received three empty oil barrels and ten empty powder barrels.

I herewith annex statement of the quantities of oil, gunpowder, and other light house stores on hand at each of the above mentioned establishments.

I remain, Gentlemen,

Your obedient servant,

F. GOURDEAU,

Sr. Superintendent of Pilots.

RETURN of Stores on hand at the Light Houses in the River St. Lawrence,
below Quebec, under the Control of the Trinity House of Quebec.

NAMES.	DATE.	OIL.			GUNPOWDER.			WICKS.			LAMP CHIMNEYS.		
		On hand.	Landed.	Total.	On hand.	Landed.	Total.	On hand.	Landed.	Total.	On hand.	Landed.	Total.
	1869.	Gal.	Gal.	Gal.	lbs.	lbs.	lbs.	Dz.	Doz.	Dz.	Dz.	Doz.	Dz.
Point St. Laurent	October 11	138	74	212	.....	.....	.....	2½	none	2½	4½	none	4½
Bellechasse	do 11	120	73	193	.....	.....	.....	6	6	12	3	6	9
Crane Island	do 12	50	152	202	.....	.....	.....	6½	.....	6½	8½	none	8½
Pillars	do 12	75¾	216	291¾	.....	.....	.....	2½	6	8½	11¾	.....	11¾
Grosse Isle, Kamouraska	do 12	56⅞	163	219¾	.....	.....	.....	14½	.....	14½	15	.....	15
Pilgrims	do 12	21	82	103	.....	.....	.....	5½	.....	5½	4¾	.....	4¾
Brandy Pots	do 12	75	39	114	.....	.....	.....	20	.....	20	8	.....	8
Red Island	do 13	132	434	566	.....	.....	.....	30	.....	30	12	.....	12
Green Island	do 13	168	219	387	1400	1200	2600	18	.....	18	20	.....	20
Biquet	do 15	208	221	429	1517	700	2217	12	.....	12	17¾	.....	17¾
Father Point	do 14	12	154	166	80	300	380	12	.....	12	7	.....	7

RETURN of Stores on hand at the Light Houses and Provision Depots in the Gulf of St. Lawrence and Straits of Belle Isle, under the Control of the Trinity House of Quebec.

NAMES.	DATE.	OIL.			GUNPOWDER.			WICKS.			LAMP CHIMNEYS.			PROVISIONS IN DEPOTS.						CLOTHING.											
		On hand.	Landed.	Total.	On hand.	Landed.	Total.	On hand.	Landed.	Total.	On hand.	Landed.	Total.	Flour.	Pork.	Peas.	Shirts.	Coats.	Pants.	Boots.	Stockings.	Drawers.	Caps.	Comforters.	Mittens.	Snowshoes.	Moccasins.				
		Galls.	Galls.	Galls.	Lbs.	Lbs.	Lbs.	Doz.	Doz.	Doz.	Doz.	Doz.	Doz.	Brls.	Lbs.	Brls.	Lbs.	Brls.	Galls.			Pair.	Pair.		Pair.	Pair.	Pair.	Pair.			
Pointe des Monts	Sept. 30 ..	210	315	525	2591	1000	3591	22	22	22	22	22	16	...	8	8	8	8	9	12	18	14	30	16	12	10	24	6	4	4	
West Point, Anticosti	October 2.	386	113	499	1717	500	2217	25	25	25	20	20	16	...	8	8	150	8	9	12	18	14	30	16	12	10	24	6	4	4	
Ellis Bay, Anticosti	do 2.	...	...	...	...	...	...	...	...	...	...	...	16	...	8	8	...	8	24	12	12	12	24	24	12	12	12	4	4	4	4
South West Point of Anticosti	do 2.	250	477	727	...	...	...	54	...	54	47	47	15	172	8	...	8	24	31	39	12	12	28	34	16	15	10	5	10	4	
Shallop's Creek, Anticosti	do 7.	...	...	...	...	...	...	...	...	...	...	...	15	178	7	185½	8	8	24	21	12	12	24	24	12	12	12	4	4	4	4
Heath Point, Anticosti	do 7.	325	487	812	...	...	...	57	...	57	33	33	16	...	8	...	8	24	22	15	14	38	16	9	8	19	8	8	8	8	
Cape Rosier	do 4.	276	155	431	1450	1000	2450	24	6	30	24	6	30	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Forteau	do 9.	413	117	530	2210	...	2210	15	...	15	20	...	20	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Belle Isle	do 10	447	118	565	720	2000	2720	21	...	21	37	...	37	16	98	8	...	7	12	...	...	...	...	...	...	...	...	...	...	...	...

SUPERINTENDENTS OF PILOTS' OFFICE,

Quebec, 21st October, 1869.

SIR,—I have to report, for the information of the Trinity Board, that I left Quebec on the 28th ult., in the steamer "Napoleon," with stores for the several light houses in the Gulf of St. Lawrence, from Point des Monts to the Straits of Belle Isle, all of which I safely delivered. A statement of the principal stores found on hand and delivered is herewith annexed.

At Point des Monts I enquired of the keeper why hay for the horse had not been procured as usual. He reports that he cannot allow his men to go to a distance from the station to make hay, but if the Trinity House will fence in and cultivate hay on a small clearance near the tower he will attend to it.

He also states that he cannot find men on the coast to procure hay as his predecessor did, even by paying a higher price for labor.

At the west point of Anticosti, the keeper informed me that the depot was well secured and locked when broken into last spring.

I inspected the clothing in the depot at this station and found 4 coats, 5 pairs of pants, 7 pairs of stockings (damaged by being moth-eaten). During the time of the former keeper the clothing and provisions of the depot, for better security, were kept in the attic of the dwelling house; but it was found too warm, some of the clothing were moth-eaten, and the flour did not keep so well as in the present store.

I inspected the foundation of the tower, and found that no part of the beach has been removed by the sea since my last inspection on the 28th of June.

At the S.W. point of Anticosti all the clothing in the depot is in good order, except the mittens which are moth eaten; they are kept separate from the clothing.

At Shallop Creek the clothing in the depot is in good order.

At Heath Point, Anticosti, among the clothing of the depot I found 3 coats and 3 pairs of pants, moth-eaten; all other things in good order. The clothing here has been kept in the tower, which is too warm, and is now removed to the store with the provisions of the depot.

At Forteau I landed Mr. P. Godier who takes charge of the establishment as light keeper, and brought up the late keeper Mr. Blampied.

At Belle Isle the gun shed is in a dilapidated condition. The keeper says he has done all in his power to keep it from falling, and thinks it will be down by next spring. It is a small building. The 3 lb. charges shake it very much. The touch-hole of the gun requires renewing.

The joint between the lower part of the frame of the lantern and the top of the pedestal wall requires to be examined; water passes through in quantities during stormy weather.

In the dwelling-house the plaster ceiling of the kitchen is in bad order.

The old building used for keeping hay, &c., is much decayed on the north-east and south sides; water drives through in stormy weather, it requires clapboarding to be kept dry.

I inspected the several establishments, and, with the exceptions before mentioned, found them in good order.

All the keepers, except at Point des Monts, have tried the coal oil sent last spring, and found it good.

Trusting the above report will prove satisfactory,

I remain, Sir,

Your most obedient Servant,

J. SMITH, S. P.

To E. B. LINDSAY, Esq.,

Clerk of the Trinity House of Quebec.

APPENDIX C.—Continued.

STATEMENT of Expenditure of the Trinity House, Quebec, for the Fiscal Year, ended 30th June, 1869.

	\$ cts.	\$ cts.
Salaries of Officers :—		
Vital Tetu, Master.....	1,200 00	
I. D. Armstrong, Harbor Master.....	1,840 00	
F. Gourdeau, Senior Superintendent of Pilots.....	1,200 00	
J. Smith, Junior do. do.....	1,200 00	
A. Lemoine, Treasurer.....	1,610 00	
E. B. Lindsay, Clerk.....	1,440 00	
A. Lindsay, Assistant Clerk.....	1,200 00	
B. S. Lafleur, Water Bailiff.....	750 00	
F. F. Gourdeau, Harbor Master's Clerk.....	600 00	
F. Coté, Extra Writer.....	100 00	
A. Martell, House Keeper.....	300 00	
P. Chatigny, Messenger.....	120 00	
Edward O'Brien, Assistant Treasurer.....	154 98	
Joseph Eden, Harbor Master, Gaspé.....	125 00	
James Cassidy, Harbor Master, Amherst.....	50 00	
		11,889 98
Rent of Trinity Hall.....		800 00
Assessments and water rates.....		182 50
Stationery, printing, advertising, &c.....		440 21
Office contingencies.....		637 55
Harbor office, Boatmen's wages, &c.....		1,011 64
Gaspé Harbor, contingencies.....		135 15
Salaries of 23 light house keepers.....		11,573 66
Contingencies and supplies to light houses.....		4,176 53
6,027 gallons of oil for light houses.....		1,708 98
Salaries of two provision dépôt keepers.....		400 00
Supplies for provision dépôts.....		611 72
Wages for erecting new dépôt.....		100 66
Buoys and beacons.....		1,498 01
Ammunition for signal guns.....		2,981 73
Expenses of light ship.....		1,937 13
Cost of schooner for light ship stationed at wreck of "Preciosa".....		1,368 00
Supplies, &c., for do do do do.....		147 73
do do do do do do do do.....		20 55
		\$41,651 73

JOHN TILTON,
Accountant.

WILLIAM SMITH,
Deputy of the Minister of Marine and Fisheries

APPENDIX D.

REPORT OF THE NOVA SCOTIA BRANCH OF THE DEPARTMENT MARINE AND FISHERIES, FOR THE YEAR ENDED 30TH JUNE, 1869.

OFFICE OF MARINE AND FISHERIES,

HALIFAX, 30th November, 1869.

SIR,—I have the honor to submit the following report of the operations of this Branch of the Department of Marine and Fisheries, for the year ended 30th June, 1869, and I trust it will not be considered out of place, if I give briefly some general information relating to the several services under its control, in this Province, which may not strictly come within the limits of the year's operations.

The Lighthouse and Coast Service of Nova Scotia, including Lighthouses, Buoys and Beacons, Fog Signals and Humane Establishments, is second in importance to no other of the Dominion, when we consider the great length of its coast line, and its position directly in the track of so large a portion of the Commerce of North America and Europe. To guard this extended coast, and its numerous harbors, there were in operation during last year, fifty-nine lighthouses. Six of these were under contract, and in process of being built on the 1st July, 1867; they were not, however, completed, ready to be lighted, until the 1st April, 1868. These lighthouses, of which some fifteen are Harbor, and forty-four Coast Lights, are distributed around the coast, as follows:

On the south coast... ..	20 lights.
On the north, including Straits of Canso and Guysboro'	} 9 "
On Cape Breton Island	10 "
On Saint Paul's Island	2 "
On the south-west coast, from Baccaro Point to Cape St. Mary's	} 5 "
Bay of Fundy	13 "

In all 59 lights.

As regards form and materials, fifty-six are built of wood, thirty-four are square, not differing much in appearance from an ordinary dwelling, except as regards the position of the lantern, sixteen are octagonal towers, and six pyramidal towers, the only stone buildings are Meagher's Beach, which is a round stone tower, with a wooden roof (for merly a fort, called Sherbrooke tower), and Sambro and Shelburne, both of which are octagonal stone towers, encased in wood. The lanterns are, with few exceptions, octagonal in shape, constructed of iron, with vertical iron as triangles, placed on a deck or foundation, sheathed with copper, iron, or zinc, the roof of the lantern being usually of the same materials. In the glazing of 21 of these lanterns, plate glass has been used, varying in size of the panes, 24 x 24 inches to 66 x 24 inches, the usual dimensions being 66 x 24 and 54 x 24 inches. In the Sambro lantern, two pieces are used in each pane, making the size 84 x 30 inches. This plate glass is of the best quality, generally $\frac{3}{8}$ ths of an inch in thickness. It has chiefly been imported from Chance Bros. and Co., and other English manufacturers. The remaining thirty-eight are glazed with common thick glass, of various sizes, from 10 x 12 to 17 x 11, the latter being the size used in 23 lanterns.

The several lights are characterized as fixed, revolving, and flash, and in color are either white or red. Nine Lighthouses have two fixed lights in each, arranged in some horizontally, and in others vertically; at Cross Island there is both a fixed and revolving light in the same building. By day, these houses form important land marks, and are distinguished by their shape and color, forty-six are painted white, while thirteen are varied by horizontal or vertical stripes of different colors, or by having a black ball or diamond painted on the white surface.

With the exception of those on St. Paul's Island, all the lights in this Province are on the Catoptric system. Brass fountain lamps suitable for burning paraffine oil are used, furnished with 12-inch reflectors, five inches deep, having two-and-a-half ($2\frac{1}{2}$) ounces of silver to a pound of copper. The only reflectors having a greater diameter than twelve inches, are nine at Scattarie, two at Fish Island, and five at Sambro.

Two sizes of lamps are used, the smaller having a burner suitable for a wick five-eighths of an inch in diameter, and the larger one of seven-eighths ($\frac{7}{8}$) of an inch, and they represent respectively the power of $4\frac{1}{2}$ and $6\frac{3}{4}$ candles. The wicks are, in all cases, flat. Of the larger lamps, commonly known as B lamps, but few are in use, viz: three at Fish Island, two at Guysboro', one at Horton Bluff, one at Lunenburg, two at Meagher's Beach, two at Parrsboro', and seven at Sambro'; arrangements have been made to have ten B lamps at the Digby light, and twelve at Seal Island—counting these, the numbers of lamps in use will stand as follows:—

B Lamps	42
A „	358
	<hr/>
Total	400
	<hr/>

Speaking generally, therefore, our lighthouses may be said to be provided with lamps, having an illuminating power of $4\frac{1}{2}$ candles, and furnished with 12-inch reflectors.

As just stated, all the lights of Nova Scotia are Catoptric, with the exception of two on St. Paul's Island. These two Lighthouses were erected in 1839, at the expense of the British Government, and with the light at Scatterie, built at the same time, cost £7,000 sterling. The light is exhibited by means of a Dioptric apparatus of the first order, with mirrors. The North-East is a fixed light, having three hundred and eight silvered glass reflectors, and is illuminated by one concentric lamp, with six A burners. This light is extinguished for about five months in each year, when navigation is obstructed by ice. The south west is a revolving light, having 264 silvered glass reflectors, and furnished with a lamp similar to the one used in the North-East light. The mirrors in both these Lighthouses have been in use for upwards of thirty years, and their reflective power is reported by the Superintendent to be very much impaired by time and use; they should be either re-silvered, or new ones provided during the ensuing season.

With the following exceptions, the lights are kept burning at each station during every night of the year.

At Amet Island, Cape St. George, Carribou Island, North Canso, Pictou Island, Pomket Island, Port Hood, and Margaree Island, no light is exhibited during about three months, while navigation is impeded by ice; the keepers are instructed, however, in all cases, to shew a light when they can see clear water. St. Paul's, N.E., is darkened for about five months, and Black Rock Point, Guysboro', and Sand Point Lights are obscured for about three months ever year.

In the year 1864, petroleum, or kerosene oil, was furnished to the several lights, in place of seal oil, which had been previously used. The old lamps were retained, as it was found that they could be altered to burn the new oil at no very great expense. The substitution of mineral oil has proved successful, the light being more brilliant than that from seal oil, and the cost very considerably less. American refined petroleum was exclusively used until July, 1868. In that month, I was compelled, at very short notice, to advertise for the supply of 6,000 gallons of refined petroleum, the igniting point of which should not be at a lower temperature than 110° Fahrenheit. Eleven tenders were

received, and samples of the four lowest were tested by Mr. R. G. Fraser, chemist. That of Mr. Joseph Kaye was accepted at twenty-three cents per gallon. A further quantity of 8,000 gallons was subsequently required to complete the necessary supplies for the lights, and of five tenders, that of the Canadian Land and Mineral Company was accepted at twenty-five cents (25 cts.) per gallon. The oil selected in both these cases were of Canadian manufacture, and the total cost was as follows:—

Six thousand two hundred and forty-eight (6,248) gallons at 23 cents	\$1,437 04
Eight thousand and fifty-eight (8058) gallons at 23 cents	2,014 50
	\$3,451 54

It is proper to remark, that the above prices are free of duties. By the purchase of Canadian oil, a considerable saving was effected, as the year previous, the oil (American refined petroleum) was supplied at 37 cents per gallon, and the year before at 40 cents.

The Reports regarding the oil used during the past year, have been in the main satisfactory, complaints were made, from time to time, by some of the keepers, that the oil was inferior to the American, inasmuch as it crusted the wick and smoked the chimneys more, and that the smell was very offensive. On a closer enquiry, I found that the chief objection was, that the lamps required more care and attention than before; but that, in nearly all cases, the usual trimming required by the rules proved quite sufficient. An imperfect ventilation in the lantern, and the want of a sufficient supply of air to come in direct contact with the flame of the lamp, may often raise objections to the quality of the oil, which are properly owing to other causes. The greater specific gravity of the oil used, calls for great care in cleaning the lamps, and may, perhaps, form an objection to its exclusive use in very cold weather.

Mr. George, Keeper of Meagher's Beach Light, made careful observations as to the economic properties of this oil, and from experiments, extending over twenty-eight nights, the following average was obtained,

1 pint of oil lasted in A Burner 15 h. 40 min.
do do B do 11 h. 58 min.

The following is the average for that year, compared with the four previous ones :

	A Burner.	B Burner.
1868, 1 pint of oil lasted 15 h. 40 min.		11 h. 58 min.
1867, do do 15 34	15 34	11 54
1866, do do 15 35	15 35	11 57
1865, do do 15 34	15 34	11 53
1864, do do 15 30	15 30	11 52

Showing that the oil supplied to him in 1868 (that received from Mr. Kaye) had greater economic value than any petroleum previously used by him.

The Lighthouses to the Eastward were supplied with the oil received from Mr. Kaye, which was manufactured by the Forest City Oil Refining Company, and, judging from the reports of the several light keepers, it would appear to be of a somewhat superior quality to that supplied by the Canadian Land and Mineral Company. Since 1868, the oil supplied to the lights of this Province under a general contract, entered into at Ottawa for the whole Dominion.

An annual inspection of each of the Lighthouses is made by the Superintendent during the summer, while the supplies of oil, &c., are being taken to each station. This inspection must, necessarily, be of a somewhat cursory character, in consequence of the short stay at each Lighthouse. The oil and bulky supplies are taken round the coast by the steamer *Druid*, in two trips, one to the stations lying East of Halifax, and the other to those lying to the Westward. I annex, herewith, the Report of the Superintendent of Lighthouses, of his last visit of inspection. Although this is the report of a visit made after the 30th June, its proper place is in the report of the operations of the year which ended at that date, as it was really an inspection of the affairs of each light during the year 1868-9.

The various Lighthouse-keepers are instructed to dispose of as many of the empty oil casks remaining on hand as they can find sale for in the vicinity of their several stations, at seventy-five cents each. As many of those left as can conveniently be shipped are brought to Halifax, in the Government vessel on her return from visiting the stations, and are disposed of at public auction. Several circumstances combined to prevent that vessel from bringing as many as might be expected. Many of the Lighthouses are situated at a long distance from the landing, and great loss of time and some expense would be incurred in bringing empty casks to the vessel, at times, too, the heavy surf on shore would prevent a loaded boat from putting off. Besides these causes, the vessel, when she sets out with supplies, is generally filled to her utmost capacity, so that it is impossible to find room to store empty casks until much of her freight is delivered. I find that it has not generally been the custom for the Lighthouse-keepers to remit the amount, received by them for the sale of these casks, directly to this office; in most cases, it is deducted by them from accounts which they may have against the Department. The Superintendent reports that there are now remaining:—

At the Lighthouses to the Westward	150	bbls.
" " " Eastward	160	"
	<u>310</u>	
Sold by him at St. John and Shelburne	29	"
Brought to Halifax and sold at auction	88	"
	<u>427</u>	
Empty Casks	<u>427</u>	

As the prices received for those sold will come into the receipts for current year, I will not further refer to them.

IMPROVEMENTS IN LIGHTS AND WORKS CONSTRUCTED DURING YEAR.

It has been stated that red and white are the two colors used distinguishing the lights of this Province, the first is seldom resorted to, as its use detracts very much from the brilliancy and power of the light, and in some countries, it is never employed except for harbor lights, which do not require to be seen at any great distance. Both Devil's Island and Cape Sable Lights, the latter perhaps second in importance to none in this Province, are red lights. In both instances the distinctive color was produced by the use of thick red glass in glazing the lantern, and the result was that four-sevenths of the power of light was thereby destroyed and a feeble red exhibited, which was only visible at a comparatively short distance. To remedy this, clear white glass has been substituted for that previously used in the lantern, and ruby chimneys are employed to give the light its color. This course had been found successful in other cases, and the alteration was made at small expense, and the result has shown a great increase in the power of these two lights, without materially affecting their distinctive color. The following letter which I have just received from Captain H. Doane, of the steamer *M. A. Starr*, will shew the practical result of this change.

"Agreeably to your request, I have duly observed Cape Sable Light when passing, (which has been twice a week), since the change made in the glass.

"I consider the change made a decided improvement, as the light can be seen much farther, and is much more brilliant, yet the color is sufficiently dark to enable the observer to easily distinguish it as a red light; yet I think the whole evil will not be remedied until there are two first-class clear lights placed on the Cape instead of the colored one now in use. If two lights were placed on Cape Sable it would not only serve to distinguish this point from any other on the south shore, but they could be so arranged

“as to guide the mariner clear off the dangerous shoals laying to the west of Cape Sable.

“ I am, Sir,

“ Your obedient servant,

“ (Signed,)

H. DOANE,
“ Master of S.S. *M. A. Starr.*”

Just before the end of the year, a solid sloping pier, strongly put together with iron bolts, and thoroughly ballasted with stone, was built at Outer Bird Island, a very exposed place on the north-east coast of Cape Breton. This work cost \$829.32, and is valuable as affording a safe landing place for the Lighthouse supplies, and for the boats of fishermen who frequently resort thither. It has been suggested by W. W. Ross, Esq., M.P. that the surplus material remaining from this work should be utilized in constructing a short breakwater between two points of this Island, which, when built, would protect a small cove in the Island in which boats could find shelter during stormy weather. This plan is approved of by the Superintendent, as will appear by his report.

A new Lighthouse at Arichat has been built during the year, to take the place of the one formerly in use, which had become so much out of repair as to be nearly useless. As the light here is not required to be a very powerful one, being used as a guide into the Harbor of Arichat, an inexpensive building was considered sufficient for the purpose, and it has been erected at the following cost :

Contract for building.....	\$1395.00
Lantern and Glazing	66.25
Paint and Oil.....	58.30
	\$1519.55
Total cost	\$1519.55

As the last item was not paid until after the 1st July, it will not appear in the accounts for 1868-9.

The light is exhibited by means of three A lamps and 12-inch reflectors, the same as used in the old House.

Very important, and, in some instances, extensive, repairs have been made at several of Lighthouses, especially at Beaver Island, Horton Bluff, Low Point, Meaghers Beach, Pictou and Pictou Island. These are more particularly referred to in the report of the Superintendent. A new boat-house was built at Scattarie ; and a building, to serve as a boat-house and shelter for ship-wrecked persons at St. Paul's Island, was commenced before the end of the year, but not completed before the month of September.

Amet Island.

In 1866, a Lighthouse was erected on this Island, and it soon became apparent that a retaining wall of some sort should be constructed to counteract the effect of the sea and ice, which were every year washing away portions of the soil and very materially lessening the size of the island, which is only one and three-quarters acres in extent. The Superintendent recommended the building of a stone wall around the island, and the plan having been approved of, tenders for the work were received, and that of Mr. D. A. Campbell, being the lowest, was accepted for the sum of \$7,950. The work has only been completed within a short period, but as a great portion of it was finished, and a large part of the contract money drawn by the 30th June, 1868, the whole work may properly be considered as belonging to that year. During the construction of this wall, a more constant supervision of the work was required than could be given by the Superintendent consistently with his other duties ; and Mr. Robert Purves, residing at Tatamagouche, in the immediate neighbourhood of the island, was appointed to see the terms of the specification properly carried out. He reports that the wall has been completed to his entire

satisfaction. The work occupied some six months, and the island is now entirely surrounded by a wall, strongly built of large stones, of a uniform height of six feet above high-water mark, which the Inspector states he feels safe in reporting will stand any storm, and protect the island from both waste and wash by storms and ice coming down the St. Lawrence. The report of the superintendent of Lighthouses will refer to this subject, and Captain Scott, of the *Druid*, who visited the island when the work was nearly completed, reports most favorably of the substantial way in which the work has been done. By the building of this breastwork a serious and increasing danger to the navigation of the Straits of Northumberland has been avoided.

Little Hope Island.

On the 9th February last, tenders for the construction of a wooden breastwork around the island were advertised for, and specifications for the work were prepared. Five tenders were received, and that of Mr. Herbert Young, of Lunenburg, was accepted by the Department. Mr. Young and his sureties, however, declined to sign the contract for the work, stating that a mistake had been made in their calculations, and that the amount for which he had tendered was altogether too low. The Superintendent of Lighthouses proceeded to Lunenburg and had several interviews with Mr. Young and his sureties, which resulted in a new offer on their part to construct the wall at a somewhat higher rate than the first tender. The Department, however, declined to accept this offer; and, as the season was too far advanced to ask for new tenders, the work had to be postponed. The following brief summary of facts connected with Little Hope will, I trust, shew the pressing importance of having some efficient protection afforded next season.

In 1864, the Committee on Navigation Securities in the N. S. House of Assembly recommended the building of a Lighthouse on Little Hope Island; and the Superintendent of Lighthouses, in his yearly report, stated that "the Island is small and low; the action of the sea, during heavy storms and high tides, cuts away the south parts. It is very necessary that this part be protected by a wall of split stone, about 100 feet in length, at a probable cost of \$400."

On the 31st December, 1868, he reports that "The island had been walled all around with rough stones at high-water mark; on the south part, the most exposed to the beating of the waves in gales of wind, and high tides, the wall has an exterior slope vertically sheathed with pine deals." The wall referred to would appear to have offered but slight resistance to the violence of the sea, for the Superintendent of Lighthouses, in reporting on this subject on the 29th January last, states as follows:—"This Light is of the greatest importance to shipping in general. It is built on a very small island lying about three miles from the mainland, which is very low, and cannot be seen over five miles. Before the Light was built, there were a number of vessels wrecked on it, but since that time there has not been a single instance of a wreck. It is the only danger between Cape Sable and Sambro at that distance from the mainland. The gale of the 18th January destroyed the breastwork on the south part of the island, washed away 10 or 12 feet of the bank, and washed a large number of rocks on the top and up against the Lighthouse, some of them half a ton weight. There was a continual wash over the island while the tide kept up, which rose six feet higher than usual. One side of the Light and Boat-house was stripped of its shingles. The keeper and his family took refuge in the cellar, expecting the building would be washed off the island. I am of opinion, that if some protection is not made, the island will, in a short time, entirely disappear and leave a dangerous reef behind." The importance of the light on this island is beyond question, especially to vessels approaching the coast from the south-west, and is much relied on by steamers and other vessels from the United States ports bound to Halifax, as well as from ports of the Bay of Fundy. Distant about three miles from the mainland, Little Hope is in an exceedingly exposed situation, so much so, that for many weeks during winter, and for considerable periods in summer, communication with the

mainland is most difficult and frequently impossible. The soil is of so soft a character that the continued attacks of the waves and frost are every year diminishing its area, which is only about three-fourths of an acre in extent. If, therefore, the expenditure already incurred for the Lighthouse is to prove of any permanent value, and the very existence of the light itself to be continued, some efficient means should be at once adopted to resist the yearly encroachments of the sea. The keeper, in his quarterly return to the 31st March last, says "The landing has been filled with rocks, four skids "washed away, and about five feet of the south-west bank washed away." The necessity for the expenditure which this work would involve can only be estimated by the importance of the light and the very serious danger to the maritime interests of the Dominion which would follow, if an unmarked shoal were allowed to be formed so directly in the track of navigation.

As it is only during the summer months that a work of this kind can be successfully prosecuted, it will be necessary, if it is determined to build it, to commence operations as early as possible next season, in order that the whole work may be completed before the stormy weather of autumn sets in. To do this, tenders should be asked for during the ensuing winter, to enable the contractor to have all the materials ready early in the summer.

Seal Island Light.

Public attention was particularly directed to this light during the last summer, in consequence of the wreck of the steamer *St. George*, on the Blonde Rock, in the immediate vicinity of the Light. The subject was referred to at some length in "Mitchell's Maritime Register," in an article under the heading of "Lighthouses in Foggy Weather," in which one of the questions discussed was, the propriety of having the light in question exhibited from a greater height than at present. I need not more particularly refer to this paper, which is in the possession of the Department at Ottawa. As it is, however, important to obtain all possible information on these subjects, I requested Captain Doane, of the steamer *M. A. Starr*, which runs between Halifax and Yarmouth, to read the article referred to, and give me his views upon it. This he has done in a letter addressed to me under date of 15th November, '69, and which is as follows:—

SIR,—Agreeably to your request, I have read the extracts handed me, in reference to the light on Seal Island (from Mitchell's Maritime Register, London), and have given the subject careful consideration. As regards high or low lights, I do not believe either would remedy the evil complained of, for I have seen the base of the Lighthouse from the deck of a ship when the lantern on the top of the house has been hid by the vapor or fog; and, at other times, I have seen the lantern or top of the house when the base was completely shut in by the fog. I have often noticed the same in reference to vessels in the vicinity of Cape Sable and Seal Islands, the hull is often seen when the sails cannot be, and *vice versa*.

I may here mention a circumstance to which I was an eye witness. In June last, while spending a few days at Cape Sable lighthouse, one morning, at about sunrise, I saw a brig off the Cape, about four miles distant, and with the aid of a good glass, I made her out to be the brig *Premier*, of Barrington. At this time there was nothing visible above her lower yards; I went to the top of the Lighthouse with the keeper, for the purpose of hoisting the flag, but could not see any part of the vessel from the lantern. I returned to the second floor of the Lighthouse and distinctly saw the hull as before. Had there been a light at the bottom of the tower, it would have been seen from the deck of the brig; but, of course, the one at the top could not. The wind was very light at the time, and in about two hours the vapor settled away, and the vessel's flags could be seen flying at her masthead, both from the lantern and base of the Lighthouse, although the hull was not visible, yet a light in the lantern could have been seen from the masthead. So that what

to-day might be an argument in favor of an elevated light, might to-morrow, or under other conditions of the atmosphere, be used in favor of a low light. I am of opinion, however, that it would be an improvement if an additional lantern was placed at the base of the tower, bright or colored, provided it could easily be distinguished from the fixed light on Cape Sable and the revolving light on Baccaro Point. I frequently notice Seal Island Light, when in its vicinity, to present the appearance of being a long way off, but do not regard this by any means peculiar to Seal Island Light, the same is true of every other light along our coast in hazy weather, on which occasions the safest light for a man to trust is his deep-sea-lead and line.

I have been passing Seal Island for the last three years, once, and sometimes twice a week. It is a light in which I place great confidence in clear weather, and in thick weather I do not accuse the light-keeper of neglect, because it cannot be seen. Would that some Captain Smith would tell us how to construct a light that would penetrate through the fog.

I have seen Seal Island Light in clear weather at a distance of twenty-two miles, and I state, fearless of contradiction, that Seal Island Light is as well kept as any light on our coast.

I am, Sir,

Yours very respectfully,

(Signed,)

H. DOANE.

Master S.S. *M. A. Starr.*

This light has lately been improved by placing in it twelve of the large-sized lamps, instead of eight of the smaller size previously used, and the proposed substitution of a second order, French Dioptric Light, will prove of the highest advantage to navigation, as Seal Island Light is one of the most important coast lights of this Province, and the erection of a fog signal there, which is now in course of construction, will very materially obviate the dangers consequent upon the frequent obscuration of the light by means of fog and vapor.

But two changes have been made in the keepers of the Nova Scotia Lighthouses during the last year. Mr. Angus MacDonald, the keeper of Pictou Light, having been appointed to a situation under the Internal Revenue Department. The vacancy thus caused was filled by the appointment of Mr. H. B. Lowden, who had formerly been keeper of the light. He took charge on the 13th December, 1868. Mr. Joseph Mundell was put in charge of Sand Point Light House, in the place of Mr. William Walsh, removed for irregularities.

A large number of the Lighthouses in this Province are situated on land held by the Crown, and the limits of the property belonging to each have never been defined and set off by metes and bounds. Possibly, no inconvenience may arise from this cause so long as applications are not made for lands in the immediate neighborhood of the lights in question; but serious complications and questions of title might result if grants to private individuals were made of Crown property in the close vicinity of the lighthouses, and over which the keeper may have exercised acts of ownership. I would respectfully suggest that steps be taken during the ensuing summer, in conjunction with some authority appointed by the Provincial Government, to have all such ungranted Lighthouse lands properly defined, and dedicated to the purpose for which they were originally intended.

The Lighthouses of Nova Scotia are generally under the management of competent keepers, well acquainted with the details of their business, and whatever deficiency there may be in the character of the lights as a whole, may be attributed more to the system of illumination and appliances in use, than to any fault in carrying them out. It is a conceded point that the catoptric or reflector system of Lighthouse illumination, is very far inferior to that of dioptric or lenticular, primarily as regards power and brilliancy of the light produced, and secondarily as respects economy in the consumption of oil. We have but two dioptric lights out of the fifty-nine in operation, and these two are not of the

most approved modern construction. Then, again, our lights are not only of the catoptric system, but are really inferior of their kind. The burners are as a general rule too small, and the reflectors not nearly as large as they should be, to give to the actual flame of the lamp, the power of which it is capable. The very large majority of the lamps use a wick only $\frac{5}{8}$ th of an inch in diameter, and for these the small twelve inch reflectors may not perhaps be so disproportionately small, but for the other burners of $\frac{3}{4}$ th of an inch in diameter, the use of this contracted reflector is simply throwing away a large amount of available light. Were such lamps provided with reflectors of twenty-one inches in diameter, the effect would be an increase of power, perhaps double that at present produced. The great improvements required in our coast lights is however to be sought, more in a thorough change in the system of illumination by the substitution of dioptric for catoptric lights, rather than in any expensive modification now in operation.

FOG SIGNALS.

Guns and bells were the only means employed in this Province for signalling during foggy weather up to 1865. At Sambro Island heavy guns were fired at intervals during foggy weather by the detachment of Royal Artillery in charge of the signal station at that place, a small gun was also fired, every half hour during fog, at St. Paul's Island. A fog bell was placed at Cape Fourchu at the entrance of Yarmouth Harbor, and another on the S.W. Lighthouse at St. Paul's Island.

On the 20th of September, 1865, two fog trumpets were placed in operation, one on Sambro Island at the western entrance to Halifax Harbor, and the other on Cranberry Island at the south-east entrance of the straits of Canso. They were both of the kind known as "Daboll's Fog Trumpet," and were operated by means of caloric engines. The first cost of these instruments, without charges for importation, was \$7000, and they were reported by the chairman of the Board of Works to have been placed in operation at the following expense, including their cost :

Sambro.....	4526.64
Cranberry Island.....	3952.97
Total.....	8479.41

For the year ending 30th Sept., 1866, the expense of maintaining these two fog signals was stated to be..... \$1941.99
 And for nine months ended 30th June, 1867 943.73
 For year ended 30th June, 1868, it was 1655.18
 Do. 30th June, 1869, it was 2053.85
 The increase in the cost of maintenance is mainly due to the fact that the Cranberry Island trumpet, during 1868, and both of them for some time during 1869, were out of repair, thus involving great expense for year ending 30th June, 1868.

Repairs were done at Sambro amounting to.....	\$ 13.00
And at Cranberry Island	299.77
Total for year	\$312.77

and for year ended 30th June, 1869,

Repairs at Sambro	\$331.19
“ Cranberry Island	288.22

, Total..... \$619.41

Since the commencement of the present fiscal year, additional repairs have been done to Cranberry Island Trumpet, amounting to \$260.15.

One very great objection to these instruments is the use of the caloric engine instead of steam. They appear to work very well for a time, but once the machinery from any

cause gets out of repair, no reliance can be placed on its efficient working for any length of time. The expense thereby incurred is perhaps the smallest objection; the very serious evil consists in the difficulty and sometimes impossibility of giving notice of the stoppage of the trumpets in time to warn masters of vessels, who, during foggy weather, may find themselves in their neighbourhood, and, not hearing the sound of the trumpet, upon which they rely as a guide, may run into imminent danger. Fog Signals of this unreliable character, instead of being useful guides, may, in consequence of their inefficiency, prove most perplexing to captains of vessels, and become, in themselves, new sources of danger, instead of aids, to navigation. The sound of these trumpets has become much deteriorated during the last year or so. The one at Cranberry Island, I believe, from reliable reports, to be utterly inefficient as a Fog Alarm. Any further expenditure I consider as money thrown away. The danger to which I have above adverted, is, to some extent, obviated by the fact, that captains have, as a general rule, ceased to depend upon hearing the sound, and so exercise the same caution as was observed before its erection. The same thing, but in a somewhat less degree, may be said of the Sambro Trumpet. There is scarcely a pilot or master of a steamer coming into this port, who relies upon hearing the sound. Surrounded as Sambro Island is by numerous shoals and dangers, and lying at the western entrance to the harbor, nothing but the very best class of fog signals should be employed. An inferior instrument can only result in forming a trap to draw vessels into danger.

During the past year, a steam fog whistle has been erected on Cape Fourchu, at the Western entrance to the Harbor of Yarmouth. The fog bell previously placed there had proved of little or no value, and the substitute of the present steam whistle is considered a great boon by those interested in shipping at that port.

The cost of placing this fog signal in operation, was as follows:—

Contract for whistle	\$2,148 41
Building for whistle	1,230 95
Other expenses, including land	447 00
Total cost.....	<u>\$3,826 46</u>

Mr. Henry R. Smith, an engineer from St. John, N. B., was placed in charge of this whistle temporarily, his duty being to run down the whistle when necessary, and to instruct Mr. Fox, the keeper of the light, in the details of its management. His engagement commenced on the 23rd November, and he remained until April, when it was handed over to the care of Mr. Fox, in whose charge it has remained until the close of the past year.

On the 12th December, 1868, Mr. Smith reported that the "whistle had been repeatedly tested, and found in good running order, and was ready for operation;" and on the 26th February, public notice of its erection was given, and also, of the distance at which it could be heard in different conditions of the wind and weather. These statements have, I have every reason to believe, proved to be entirely correct, and the working of this whistle has, so far, proved eminently successful. The only accident, if, indeed, it can be called one, occurred during the visit of one of Her Majesty's ships to the neighbourhood, for the purpose of testing the power of the sound. The threads of the screw of the gland proved defective, and the packing of the pump became loose. This slight damage was repaired the same day, and the fog coming in that night and the following day, the whistle continued in satisfactory operation, as it has done ever since.

The chief regret is, that the interruption caused a suspension of the test on the part of the ship-of-war, the result of which, up to that time, had corroborated the statements made in the public notice of the distances at which the whistle could be heard. The amount paid on account of maintenance of this whistle to 30th June, 1869, was \$621.07.

HUMANE ESTABLISHMENTS.

The following Humane Establishments are maintained in the Province of Nova Scotia :—Sable Island, St. Paul's Island, Scattarie Island, Seal Island.

Sable Island lies to the South Eastward of Nova Scotia, distant about 85 miles from Canso, the nearest land, and from Halifax upwards of 150 miles. It consists of a narrow line of sand some 25 miles long, and from one to two-and-a-half miles broad. This breadth encloses a lake some 18 miles long, from which there was at one time a passage to the sea, through which small vessels could pass and find a harbor. This has, however, long since been closed by the shifting sand, and the Island has now no harbor whatever. From its two extremities long sand bars, over which the sea in stormy weather constantly breaks, stretch far out into the sea, one being about twenty-five miles and the other about eighteen miles in extent, and it is on one or the other of these that vessels are most frequently wrecked. The Island is so low as to be difficult to make out at any distance in thick weather, and the influence of treacherous currents have carried many a vessel to shipwreck on its sunken bars. The first establishment for the relief of persons shipwrecked on the Island was formed in the year 1802, and was supported entirely by the Province of Nova Scotia. In 1827 the British Government contributed an annual sum of four hundred pounds sterling towards its support, and this has been continued until the present time.

The regular staff of the Island consists of a Superintendent and fifteen men placed under his immediate control. He receives a yearly salary of \$572, together with 2½ per cent. of the nett proceeds of all wrecked property saved. The men are paid \$144 each per annum. The cost for salaries, when the staff is complete, is as follows:—

Superintendent	\$ 572.
15 Men at \$144 each	2,120.
	Total
	\$2,692

This amount, however, does not include the provisions for the Superintendent, and men. Supplies are sent to the Island every spring and fall. Those in the autumn are furnished in sufficient quantities, not only to cover the ordinary consumption of the Island staff, but to provide relief for crews that may suffer shipwreck there during the winter months; the spring supply is therefore varied by the actual consumption of the winter. During the last year the cost of supplies has been \$2,430.33, but this includes everything required for the Island, except the cost of delivery, which is considerable. The Island is divided into four stations, called, respectively,

The Principal Station,
The Foot of the Lake Station,
East End Station,
South Side Station.

The Superintendent resides at the Principal Station, which is situated on the north side of the Island, and his force consists of six boatmen, a teamster, herdsman and cook. Houses for the Superintendent and his family, for the men employed at the station, and for the accommodation of shipwrecked persons, are provided, as well as stores, boat houses, out buildings, life and surf boats, &c.

The "Foot of the Lake," East End, and South Side Stations, are in charge respectively of an Outpost-keeper and an Assistant. Buildings are provided for the accommodation of these men and the property under their charge, as well as for the temporary relief of shipwrecked crews. No one lives at the West End, it is only five miles from Head Quarters, and consists of a small house of refuge, containing materials for a fire, and a small stock of provisions.

It is the duty of the Outpost-keepers and their men to keep a strict lookout at their respective localities, and to make stated circuits of certain portions of the Island. Should they during these, discover anything amiss, or vessels in danger, their duty is to send information and apply for assistance at once to the Principal Station. At the East End

Station a metallic life boat is kept, and also a life car to communicate with wrecks by means of hawsers stretched from them to the shore. During clear weather the whole of the Island can be seen from a lookout at the main station called the "Crow's Nest," from which point each outpost can be seen and signalled with.

On foggy days, men are sent from the Principal Station all round the Island, for the purpose of visiting the outposts and watching for any vessels on shore or in danger.

It has been the custom for many years to send a vessel from Halifax to the Island, at stated intervals, as may be considered necessary, to convey supplies, to ascertain the condition of staff and property, to assist in saving wrecked vessels and their cargoes, and bring from the Island shipwrecked crews. During the comparatively calm weather of summer, communication is easy and free from danger, but owing to the uncertain weather, and frequent storms of spring and autumn, much difficulty is experienced in approaching the Island and landing men or supplies, and it has frequently happened to the Government vessel to be in its neighborhood for weeks together without being able to communicate with it except by signals. The Island was visited seven times last year by Government vessels. Against the expense to the Government by the maintenance of this establishment at Sable Island must be placed the possible receipts for salvage on wrecked property saved through its instrumentality. A statement is annexed showing the number of wrecks during the last five years and the amount received to credit of the Island from all sources except Imperial Grant for that period, is as far as I can ascertain \$20,077.98. Portions of the Island are favorable to the growth of cranberries, considerable quantities of which are brought to Halifax each year and sold on Government account. The amount received from this source during the last year was \$674.11. In 1861, in reply to enquiries whether these berries might not be more extensively cultivated, the Superintendent of the Island, Mr. Dodd, speaks as follows:—

"As a cranberry plantation, the Island might be made of much more value than at present, if the quantities of berries could be increased by cultivation, but to me it appears that here, where they grow spontaneously, nature has planted them in the only places where they will thrive. The experiment of transplanting the vines to other parts of the Island could easily be tried, however, and if it succeeded would, no doubt, add much to the value of the Island."—I am not aware whether this experiment has ever been tried, but am informed that the only places where the berries now grow to any extent, are those which, from their low situation, are submerged under water during the early autumn months.

This Island affords most excellent pasturing for cattle, and in this regard is spoken of by Mr. Dodd, in the report from which I have already quoted, in the following terms:

"As a grazing farm I do not think it can be equalled in any part of Nova Scotia, not only on account of the longer summer and the rich and extensive pasturage, but also from the absence of flies, which are so troublesome and detrimental to the fattening of grass-fed cattle on the main."

The expense of this establishment during the past year has been

For Salaries	\$2,675.38
" Supplies, etc.	2,430.33
	\$5,105.71

Saint Paul's Island is situated about thirteen miles to the north of the most northern point of Cape Breton. It lies very nearly north and south, and is three (3) miles in length by one in breadth. The shore is rocky and precipitous, the surface of the Island rising from 200 to 450 feet above the level of the sea. As this Island lies at the entrance to the Gulf of St. Lawrence, and is frequently enveloped in fog, it has been the scene of numerous shipwrecks. The north-east end is separated from the main island by a channel some fifty feet wide. Two Lighthouses were erected, in 1839, by the British Government, one on the north-east, or detached part, just mentioned, and the other on the south-west end.

The Humane Establishment is situated about the middle of the Island, and consists of a Superintendent, who receives a yearly salary of \$800, and four boatmen, who receive \$200, each making the annual expenses for salaries \$1,600.

Provisions and clothing are sent to the Island, and placed under the charge of the Superintendent, who accounts for them to the Inspector of Lighthouses during his annual visit. In case no shipwrecks have occurred, the unconsumed provisions are brought to Halifax, and disposed of by auction. The amount of these sales during the year, which were of provisions that had been on hand for several years, amounted to \$66.93. During the past year, provisions to the amount of \$317.99, and clothing, to the amount of \$60.09, were sent to the Island.

The Superintendent is provided with a dwelling-house, and three small stores, and a new building to serve as a boathouse and refuge for shipwrecked persons, was commenced during the year; it has since been completed, but not until some time after the close of the fiscal year. He has also one whaleboat, two pinnaces, and two flatboats. There is a small house of refuge on the north part of the Island, but much out of repair. More roads are required on this Island for the protection of shipwrecked persons, who, otherwise, might wander about for a long time, and die of exhaustion before they could find relief.

The Superintendent of Lighthouses, when he visited the Island this year, directed Mr. McNeil to employ the Government men, during their spare time, in making a road on each side of the Island, from the north-east part to the dwelling of the Superintendent.

During the last five years, the Superintendent reports six wrecks on the Island, viz., brig *Industry*, barque *Marquis of Chandos*, barque *Endora*, schooner *Lookahead*, schooner *Kavanagh*, and a burning barque.

SCATTARIE ISLAND.

The Humane Establishment on this Island consists of a Superintendent, who is also Keeper of the Lighthouse, situated on the north-east extremity of the Island. His salary is \$820 per annum, and he is bound to keep two boatmen. There are a dwelling-house and two stores on the Island, and a new boat-house with accommodation for shipwrecked persons, has been erected during the last year. There is also an old metallic lifeboat, now almost useless, a whole boat and a flat, the property of the Government. A large boat, some 36 feet long, was lost during the summer, as well as two of Mr. McLean's men, who were returning in her from the main.

Provisions, in small quantities, are sent to this Island, as well as clothing for the use of shipwrecked persons. No supplies of this sort were sent during last year, there being sufficient on hand, sent in December, 1867. The Superintendent reports that twelve wrecks have occurred on the Island during the last five years. Scatterie is a good fishing station, is seven miles long, and several families have established themselves upon it. Besides these Humane Establishments, the sum of \$200 is paid annually for the maintenance of boats at Mud and Seal Islands, for rendering assistance to shipwrecked seamen.

SIGNAL STATIONS.

There are four Signal Stations for the Port of Halifax, at the following points—Sambro Island, Camperdown, York Redoubt, and Citadel Hill. They are all managed by the military authorities, a portion of the expense, such as extra pay, &c., being contributed by the Dominion Government.

Up to the end of 1865, the Colonial Government of Nova Scotia paid into Commissariat chest the exact amount of £250 sterling per annum, on account of this service. On the 4th of November of that year an agreement was made with the Lords of the Treasury

that for the future the exact amount of the cost of the Signal Service should be paid instead of the £250 per annum.

To meet the expenditure, an Act was passed in the year 1859, by the Legislature of Nova Scotia, levying a tax of five shillings on all vessels entering the Port of Halifax, except those owned in the outports of the Province, and this duty has been collected up to the present time. The receipts from this source, as I am informed by the Collector of Customs, for the four quarters of the last year, are as follows:—

To 30th September, 1868.....	\$256
“ 31st December, 1868.....	310
“ 31st March, 1869.....	114
“ 30th June, 1869.....	292
Total for the year.....	\$972

The total expense for this service for the same period was as follows:—

For Quarter ended 30th September, 1868.....	\$319 89
“ “ 31st December, 1868.....	319 30
“ “ 31st March, 1869.....	361 63
“ “ 30th June, 1869.....	340 40
Total for the year.....	\$1,341 22

The total expenditure has, therefore, exceeded the receipts by \$369.22. The expenditure for the last quarter does not appear in the year's accounts, as it was not paid until July. The accounts are made up in the Quarter-Master General's Office, and are paid after the end of each quarter upon the order of the Central Department here.

STEAMER “ DRUID.”

The following is a brief detail of the services which were performed by her:—

The extensive repairs to the *Druid*, which had been commenced in January, 1868, were completed early in the ensuing month of July, and on the 18th of that month, she left for Sable Island, and returned on the 20th, reporting all well there, and no wrecks.

On the 26th July, she left Halifax with a full cargo of oil, and other supplies, for the eastern Lighthouses, and having visited all these lights, returned to port on the 4th August.

On the 18th August she sailed from Halifax, having on board Mr. Page, Chief Engineer of the Department of Public Works, for the purpose of visiting certain localities with the view of reporting as to the feasibility and cost of certain improvements which were said to be required. The vessel visited the following places, viz: Cow Bay, Neale Harbor, Port au Basque, Bird Rocks, House Harbor, Amherst Harbor, Mabou River, Port Hood, Cape Tormentine and St. Peter's Canal, and returned on the 31st August to this port, having also called at Sable Island, and found all well.

Up to the 8th September she was engaged in carrying troops to and from Sambro Island, and taking heavy guns to the signal station there.

On the 17th September, I entered into an agreement with Messrs. J. A. S. De Wolf and Son, Agents of the barque *Runeberg*, to tow that vessel from Pennant Bay to Halifax Harbor for the sum of \$350. She left on the 17th September for this service, and returned the same evening. Pennant is some 20 miles to westward of Halifax. She then took in the oil and stores for the western Lighthouses, and sailed on the 19th September, visited all the Lights to the westward, and in the Bay of Fundy, and returned here on the 18th October.

On the 19th October, having taken aboard the full supplies for Sable Island, she

sailed for that place, where she arrived on the morning of the 21st: communicated with the shore; but being unable to land the supplies, in consequence of the heavy surf on shore, returned to Halifax, where she arrived at noon of the 23rd October.

On the 17th November, the *Druid* again left with the supplies for Sable Island, intending to call at Cranberry Island, off Cape Cause, and land Mr. William M. Smith, who was about to inspect the fog trumpet there; she arrived at Cranberry Island next day at 4.15 p.m., and landed Mr. Smith. Shortly after leaving Cranberry Island, the ship struck upon the "Roaring Bull" Rock. She was got off and brought to Halifax Harbour, where she arrived on the 19th. Upon examination, it was found that the vessel had sustained very serious damage, and would be unfit for service until properly repaired. The Department is in possession of full reports as to the circumstances of the above accident.

As the season was far advanced, and the supplies urgently required for Sable Island, a schooner, called the *Ocean Traveller*, was immediately chartered for this service, at the rate of \$200 per month. The supplies were placed on board, and she sailed, under command of Capt. Kendrick, on the 1st December. After some delay at White Head Harbor, she succeeded in landing the provisions, &c., and returned to Halifax on the 30th December.

As there was no necessity to visit the island again before March, I gave up the vessel to the owners and discharged the crew.

When the "Druid" was taken on the marine slip at Dartmouth, after the accident just referred to, it was found that she had struck twice on the rock, bending the stern and bulging in the bottom very considerably in two places, besides breaking the keel and injuring a portion of the frame of the ship. It became necessary to take out about thirty feet of the bottom, together with the frame of the vessel for a similar distance. These and a similar length of the keel had to be put in new and the stern straightened. To accomplish this, the foremast was taken out, and the woodwork and cement overlying the injured part was removed,—new cement was afterwards laid down. During the previous repairs of the vessel, iron strengthening had been put in as far forward as the coal bunkers; this was now carried throughout the whole length of the ship, a system of bilge pumps was supplied, and necessary repairs done to the rudder. These repairs were performed under the direction of Mr. W. M. Smith, Steamboat Inspector, and the vessel was taken off the slip on the 18th January, and a short time afterwards was ready for service.

On the 23rd February, I made an agreement with Mr. Wm. Forbes for the use of the "Druid," to tow the barque "Medway" from Port Medway to Halifax, for the sum of \$500. She left on this service on the evening of the 24th February, and returned with the "Medway" in tow about midnight of the 25th. On the 2nd March, she was employed in pumping out that vessel, for which service \$100 was received.

On the 12th March, she left for Sable Island, and returned on the 16th, having communicated with the island and found all well.

She again sailed for Sable Island, with the spring supplies, on the 13th April, and returned on Sunday, the 18th, having landed the supplies and found all well on the island.

On the 19th, in accordance with my instructions, I informed Captain Kendrick that his services had been dispensed with, the greater part of the crew were discharged, and the vessel placed under the temporary command of Mr. Courtney, the first officer.

For a detail of the other services performed by this vessel to the 30th June, 1869, I beg to refer you to the report of Captain Scott, which is as follows:—

"Reached Halifax on the 12th May, and commenced immediately to prepare the ship for her armanent, being ordered to take her station in the Gulf of St. Lawrence, for the protection of the fisheries. The ports and gun carriages being completed by the 2nd June, the "Druid" left Halifax for Sable island at 6 a.m.

June 3rd, a.m. 7. Anchored off the main station. Mr. Dodd came on board; finding all well, and no wrecks having occurred, left again for Halifax at 11.

4th, a.m. 9.30. Anchored off the Queen's wharf. Received information that the

Americans were fishing off "Ingonish," within three miles of the shore. No time was lost in preparing for sea, shipping a crew, taking in provisions, powder, shot, gun-carriages, and small arms.

8th, a.m. 11.45. Left the harbor and proceeded to sea.

9th, a.m. 8. Passed Cape Canso. Noon. Blowing hard from the N.E., made the ship swing. 5.30. Anchored in Louisburg.

10th, a.m. 4. Weighed and proceeded to the eastward. 8.30. Made fast to the Gowrie Wharf, in Cow Bay; filled up the bunkers.

11th, a.m. 4.40. Left Cow Bay and proceeded to the northward. 10. Anchored off Sydney, and took in the guns and stores for do. 8. Left for the Bar, and anchored for the night.

12th, a.m. Employed stowing away the limbers and ammunition carriages.

13th. Sunday.

14th, a.m. 8.50. Weighed and stood to the North, calling in at the Bras d'or and Ingonish. Boarded four American fishermen, who did not want licences. 7.30. Anchored in Ingonish for the night.

15th, a.m. Boarded one American schooner. Thick fog prevailed all the forenoon. P.M. 2.50. Fog lifting, weighed and ran for Aspy Bay, and remained for the night.

16th, a.m. 3.40. Weighed and stood to the southward; fog too thick, returned. 8.20. Ran for Ingonish, boarded one American and several English fishermen. P.M. Coasting along shore to the northward. 5. Anchored in St. Lawrence Bay, sent boat ashore for information, no American fishing in shore.

17th, a.m. 4.10. Weighed and stood to the southward. Noon. Passed Margaree. 5.40. Anchored in Port Hood, communicated with the collector. No Americans in port.

18th, a.m. 5.40. Weighed and ran for the Gut of Canso. 8.30. Anchored in Port Hawkesbury, and communicated with the collectors on both sides. No Americans in port. Noon. Proceeded to the southward. 3.15. Anchored in Arichat, C. B.

19th, a.m. 4.30. Proceeded to the eastward. No fishermen in sight. Noon. Passed Louisburg. 3. Moored to the Gowrie Coal Wharf in Cow Bay.

20th. Sunday.

21st. Coaling ship. P.M. 3.45. Cast off and proceeded to the northward. No fishermen in sight. 7. Anchored in North Sydney.

22nd. Carpenter caulking covering boards.

23rd. Heavy rains and foggy; wind E.N.E.

24th. Weather improving. P.M. Weighed and swung ship for deviation of compass. 4.30. Left and proceeded to the northward; no fishermen in sight. 9. Anchored in Ingonish.

25th, a.m. 9. Weighed. Boarded one American Fisherman, who did not require a license. Proceeded to the northward. 2 p.m. Blowing hard from the N.W. Anchored in Aspy Bay. No fishermen in sight.

26th, a.m. 8. Weighed and rounded the North Cape. Noon. Blowing hard from W.S.W., bore up for St. Lawrence Bay. No fishermen in sight.

27th. Sunday. 6 p.m. Weighed and rounded Cape St. Lawrence. 8. Stopped and communicated with Her Majesty's ship *Minstrel*. 9. Parted company and proceeded to the southward.

28th, a.m. 3. Passed Margaree Light. 7. Anchored in Port Hood, communicated with the Collector of Customs. No fishermen in sight.

29th. Heavy rains in squalls from S.E.

30th, a.m. Wind moderating. Noon. Weighed and run for the Gut of Canso. 4.30. Anchored in Port Hawkesbury and communicated with the Collectors on both sides. Boarded six American fishermen bound to the North Bay fishing grounds, who did not require licenses.

(Signed,)

P. A. SCOTT.

Captain.

Statements are hereunto annexed, showing the total expenditure and receipts of this branch of the Department for the past year, and also classifying them under the several services. The total expenditure for the year amounted to \$161,814.15, and the receipts to \$2,837.39,

With regard to distressed seamen, the expense incurred on account of Board of Trade is stated at \$1,135.35. This is not an actual expenditure, because bills are drawn on the Board of Trade, London, to reimburse for all expenditure for distressed seamen, chargeable to them. Until early in February, the custom was to draw certificates for these several accounts as they came in, and at the end of each quarter draw a bill on the Secretary of the Board of Trade and deposit the proceeds to the credit of the Receiver-General. Since the 8th February an arrangement was made, by which the sum of \$500 was deposited in the Bank of Montreal to the credit of the distressed seamen, upon which I draw for Board of Trade expenditure. As all moneys expended for this service are refunded as before stated, the distressed seamen's account at the Bank of Montreal, at the commencement of each quarter, shows always the exact amount of the original deposit, viz., \$500, which is an asset of the Dominion. The adoption of this plan has simplified matters very much, as the weekly statements of my accounts now show only the actual expenditure on account of distressed seamen for the Dominion of Canada.

The item of Board of Trade expenditure amounting to \$1,135.35 is thus accounted for:—

Amount deposited to credit of Receiver-General, during year, for distressed seamen	\$635 35
Amount in Bank of Montreal, to credit distressed seamen's account as certified by the teller, 10th July, 1869	500 00
	\$1,135 35

The expenditure for this service on Dominion account for the year was \$648.36.

SICK AND DISABLED SEAMEN.

There is no Marine Hospital at this Port, but an arrangement is made with the Commissioners of the Provincial and City Hospitals, to receive and take charge of all sick seamen sent there at the uniform rate of \$5 per week.

A statement is annexed, showing the amount paid to the Hospital on this account, for each month of the past year, and also the sums expended at out-posts of this Province for this service.

The whole expenditure amounts to \$2,600.

Full and complete details of the accounts annexed hereto, are to be found in the statements of expenditure, accompanied by vouchers which have been regularly forwarded from this office to the Department at Ottawa, at the end of every week.

I have the honor to be, Sir,

Your most obedient servant,

H. W. JOHNSTON.

HON. PETER MITCHELL,
Minister of Marine and Fisheries.

APPENDIX D.—Continued.

STATEMENT of the Number of Wrecks that have occurred at Sable Island during the last Five Calendar Years.

1863.

- July 22 Brig "Gordon," with deals, crew saved and part of Cargo.
 Aug. 4 S. S. "Georgia," of Liverpool, G.B., with freight and passengers. All hands saved and part of Cargo.

1864.

- Feb. 27 Schooner "Weathergauge," of Halifax, Nova Scotia. Flour and Bread. Crew and Cargo saved.

- March 8 Schooner "Langdon Gillmore," with feet, hides &c. Captain and two men drowned, part of Cargo saved.

- April 12 Brigantine "Dash," with Molasses. Crew saved, Cargo all lost.

- Dec. 20 Brigantine "William Bennet," with Oats. Crew saved, Cargo lost.

1865.

- April 1 Brigantine "Triumph," with Salt. Crew Saved, Cargo lost.

1866.

- June 16 Brigantine "Stranger," Flour and Tobacco. Crew saved and part of Cargo.

1866.

- Feb. 25 French Packet, "Stella Maris," with Salt. Got off next day.

- July 6 S. S. "Ephesus," Cotton and Tobacco. Crew saved and part of Cargo.

- Aug. 16 Barque "Ada G. Yorke," Cotton. Crew saved and 590 bales Cotton.

- " 24 Barque "Minnie Campbell" was got off and towed to Halifax by "Druid."

1867.

- Aug. 19 Ship "Rhoa Sylvia," in ballast. Crew saved.

1868.

- Jan'y. 22 Schooner "Malta," in ballast. Crew Saved.

- June 13 American Fishing Schooner "S. H. Cameron." Crew and Cargo saved and re-shipped by other fishing vessels.

GENERAL STATEMENT of the Expenditure of the Nova Scotia Branch of the Department of Marine and Fisheries for the year ended 30th June, 1869.

	\$	cts.
(a) Light House and Coast Service.....	55,271	26
Buoys and Beacons.....	999	19
Signal Stations.....	1,000	82
(b) Sable and Seal Islands.....	5,385	71
(c) Steamer "Druid".....	26,942	11
(d) Distressed Seamen.....	1,783	71
(e) Sick Seamen.....	2,600	00
Salaries and Contingencies.....	3,293	59
Fisheries.....	3,537	76
	\$101,814	15

HALIFAX, N. S., 30th November, 1869.

SUBDIVISION OF AMOUNT expended on Account of Light House and Coast Service for year ended 30th June, 1869, also of receipts for same period.

		\$	cts.	\$	cts.
MAINTENANCE LIGHT HOUSES:—					
Salaries 59 Light House Keepers, and of the Inspector of Light Houses.....		23,856	00		
Allowance of Salary to Keepers new Lights.....			314 50		
Oil and other supplies.....		12,299	48		
Repairs, &c.....					
				36,469	98
MAINTENANCE OF FOG ALARMS:—					
Salaries 3 Keepers.....		1,055	50		
Supplies, repairs, &c.....		1,643	82		
				2,699	32
MAINTENANCE OF ST. PAUL'S ISLAND HUMANE ESTABLISHMENT:—					
Salaries Superintendent and 4 men.....		1,600	00		
Supplies, &c.....			907 13		
				2,507	13
Construction of Amet Island Breastwork.....				7,655	50
Arichat Light House.....				1,461	25
Bird Island Pier.....				692	00
Scattarie Island Boathouse.....				601	52
Land for Light Houses.....				450	00
Yarmouth Fog Whistle.....				3,724	56
Total expenditure.....				56,271	26
RECEIPTS:—					
1869	Casual Revenue—sale oil casks.....			3	00
Jan. 6.	do Sale damaged provisions.....			66	93
do 20.				69	93

SUBDIVISION OF AMOUNT Expended on Account of Sable and Seal Islands Humane Establishments, for year ended 30th June, 1869, also of Receipts for same period.

		\$	cts.	\$	cts.
MAINTENANCE SABLE ISLAND:—					
Salaries of Superintendent and Staff.....		2,675	38		
Supplies, &c.....		2,430	33		
				5,105	71
MAINTENANCE BOATS AT SEAL AND MUD ISLANDS:—					
Seal Island.....		120	00		
Mud Island (2 years).....		160	00		
				230	00
				5,385	71
RECEIPTS:—					
1868.	Sales, Schooner "Malta" and Materials.....	138	00		
Nov. 17.	1869.				
Jan. 16.	do Cranberries.....	620	63		
June 30.	do do.....		53 48		
				812	11

SUBDIVISION OF AMOUNT Expended on Account of Steamer "Druid," for year ended 30th June, 1869, also of Receipts for same period.

		\$	cts.	\$	cts.
	Pay List	8,030	78		
	Provisions	4,340	54		
	Coal, etc.	3,005	99		
	General Disbursements, including Engineers' Stores, Ship Chandlery, etc.	4,123	98		
	Repairs to Hull and Engines	7,015	56		
	Expenses Schooner "Ocean Traveller"	425	26		
				26,942	11
RECEIPTS:					
1868.					
Sept. 25.	Towing Barque "Runeberg"	350	00		
1869.					
Mar. 10.	Towing and Pumping Barque "Medway"	600	00		
				950	00

SUBDIVISION OF AMOUNT Expended on Account of Distressed Seamen, for the year ended 30th June, 1869, also of Receipts for same period.

		\$	cts.	\$	cts.
EXPENDITURE:—					
	On Account Board of Trade	1,135	35		
	On Account Dominion of Canada	648	36		
				1,783	71
RECEIPTS:—					
1868.					
Oct. 9.	Proceeds Bill on Board of Trade	237	50		
1869.					
Jan. 18.	do do	255	10		
June 30.	do do	142	75		
				635	35

SUBDIVISION OF AMOUNT Expended on Account of Sick and Disabled Seamen for year ending 30th June, 1869.

		\$	cts.	\$	cts.
	Provincial and City Hospital at Halifax	2,027	00		
	do do Port of Parrsbor	23	50		
	do do Arichat	65	00		
	do do Port Hood	44	00		
	do do Hawkesbury	67	00		
	do do Pictou	58	50		
	do do Lunenburg	12	00		
	do do Digby	3	00		
				2,600	00

The Collections on Account of "Sick Mariners Fund," at the different Ports of this Province, form the Receipts for this Service during the year,

GENERAL STATEMENT of the Receipts of the Nova Scotia Branch of the
Department of Marine and Fisheries, for the year ended 30th June, 1869.

ON ACCOUNT OF -		\$	cts.	\$	cts.
1868.					
Sept. 25.	Steamer "Druid"	350	00		
do. 30.	Fishing Licences	370	00		
Oct. 9.	Distressed Seamen	237	50		
Nov. 17.	Sable Island	138	00		
1869.					
Jan. 6.	Casual Revenue	3	00		
do. 16.	Sable Island	620	63		
do. 18.	Distressed Seaman	255	10		
do. 20.	Light House and Coast Service	66	93		
Mar. 10.	Steamer "Druid"	630	00		
June 30.	Sable Island	53	48		
do. 30.	Distressed Seamen	142	75		
					2,837 39

APPENDIX D.—*Continued.*

REPORT OF THE SUPERINTENDENT OF LIGHT HOUSES OF NOVA SCOTIA, FOR THE YEAR ENDED 30TH JUNE, 1869.

DEPARTMENT OF MARINE AND FISHERIES,

Halifax, 29th November, 1869.

SIR,—During the past year I have visited all the light houses in this province, the Humane Establishments at St. Pauls and Scatarie, and beg to submit the following report :—

The new light house erected on Point Marache, Arichat Harbor, has been satisfactorily completed, and the light removed from the old to the new buildings, and put in operation on the 1st of October.

The light house erected at Point Tupper, in the Straits of Canso, has also been completed according to contract, but will not be lit until the opening of navigation in the spring, as the time necessary for advertising would bring the lighting so near the closing of navigation that the light would only be exhibited for a few nights.

Several light houses not specially reported have been painted and some slight repairs done to them.

MEAGHER BEACH.

The light at this station was erected on the top of a fort or tower belonging to the Imperial Government. It is situated on the point of said beach, and much exposed to the sea. It has been wearing on the south side, until the beach has been entirely washed away. The Imperial Government formerly kept the tower in repair, but having abandoned it as a fort the expense of repair now falls on the Dominion Government. A temporary breastwork of timber was built in 1867 to protect the foundation, as the sea washes the base in stormy weather. The roof or covering on the wall was renewed the past year, for the protection of the masonry from the weather, and a sleeping apartment made for accommodation of the keeper, together with some other necessary repairs. This light is very important as a mark to clear the dangers near Sambro and a leading light at Halifax Harbor.

DEVIL'S ISLAND.

The light at this station has been improved the past year, by changing the glass in the lantern from red to clear, and the chimneys from clear to red. The change has given general satisfaction. The light can be seen from three to four miles further than formerly. The island is low, and the light marks the turning point to vessels bound into the harbor from the eastward.

EGG ISLAND.

The light at this station is of great importance as a coast light, also as a leading light for making the adjacent harbors. It is situated on a barren rock, and communication with the main can only be had in moderate weather. A slip or landing-place was constructed in 1868, on the most sheltered point of the island, for hauling up the boats and landing the stores.

BEAVER ISLAND.

This light is of great service, not only as a coast light but also as a guide to the harbors situated near it. The building has had a new deck, the old one being rotten and leaky, and other necessary repairs both to the interior and exterior the past year. The light was kept in operation while the work was going on.

WHITE HEAD.

The light at this station is of great importance, both as a coast light and guide to the harbor. A safe place of shelter in stormy weather. There should, in my opinion, be two lights between this and Beaver Island, as the distance, 55 miles, is too great. They would be of great assistance in making a harbor in approaching storms, also to vessels standing in shore as a warning where to tack.

CANSO LIGHT.

Is of the utmost importance as a coast light, also to vessels bound through the Straits of Canso. There is sometimes a mist hangs over the light, which prevents it from being seen, except at a short distance. Complaints have been made against the light being out, but in my opinion the cause lies in what I have stated. The alarm trumpet is kept in operation in snow storms and fog when not under repair.

GUYSBOROUGH,

This light is of very little importance, except to vessels belonging the port, as it is a place very seldom resorted to by strangers.

ARICHAT.

As a harbor light is very serviceable. There are a large number of vessels belonging here. The several dangers in the channel makes the light of importance. The new building was completed in September, and the light removed from the old one and put in operation on the 1st of October.

SAND OR EDDY POINT.

Is a light of much importance to vessels passing through the Straits of Canso. The point is low and cannot be seen over two miles in daylight. The late keeper Wm. Walsh was suspended from his office in April, and subsequently dismissed for non-performance of his duties, and Joseph Mundel appointed in his stead. The building was painted the past year, and some necessary repairs done to the interior.

NORTH CANSO.

The light at this station is of great importance to all vessels bound through the strait, from the north and west. Without the light there would be much difficulty, in dark nights, in distinguishing the entrance, on account of the high land to the southward.

POKET ISLAND OR BAYFIELD.

This light is very useful to vessels caught with contrary winds in Saint George's Bay. It enables them to make a safe harbor, which is much resorted to in the fall season.

CAPE SAINT GEORGE.

This light is also of great importance to vessels bound to and from the Straits of Canso. As it is the turning point both ways, its elevation is so great above sea level (350 feet), that in heavy gales it does not work regularly, from the shaking of the building. I would recommend that the light (on account of the above) be changed from a revolving to a fixed light. The change would not materially effect the shipping interest as the light could not be easily mistaken after due notice.

PICTOU HARBOR.

The light at this station is of the highest importance, on account of the large number of shipping trading to the port for coal. It is placed so near the channel that it makes the harbor easy of access. The breastwork built round the point (a low beach) has fallen away by the rotting of the timber. A new one is required for the protection of the buildings from the ice.

The light is not kept in operation during the time that navigation is closed.

The keeper's dwelling has been newly shingled, and necessary repairs done to the interior the past year. The late keeper, Angus McDonald, has been displaced, and Henry B. Loudon appointed instead on the 13th of December, 1868.

PICTOU ISLAND.

This light is only useful to vessels bound to the westward. In sailing from thence it cannot be seen until bearing nearly north or south. It is situated on the east end; the high land prevents it from being seen from the westward. A new deck and sills have been placed under the lantern, and the light house and dwelling thoroughly repaired the past year.

CARRIBOU ISLAND.

The light at this station is of great importance to vessels trading to Pictou, and through the Northumberland Strait, and to Ports in the St. Lawrence, enabling them to avoid the shoals in the vicinity of the light.

AMET ISLAND.

The vessels bound through the Strait of Northumberland, this light is of the greatest importance, also for the harbour of Tatamagouche and River John, it is the only light between Carribou, near Pictou and Richibucto, and the southern side of the Strait, a distance of over one hundred miles. This light is also closed in the winter months, during the time the navigation is blocked with ice. The stone wall being built round the Island was rapidly progressing up to the 30th June, it has since been completed.

PORT HOOD.

The light at this station is of importance to vessels in the fishing season, a great number make to this harbor for shelter, &c., also to the steamers that make weekly trips between this port and Pictou.

MARGAREE.

This light is of service as a coast light and guide to the adjacent harbors, there is no light between this and St. Paul's, a distance of sixty three miles. Complaints have been made against the keeper of this light, and I, having been deputed to investigate the matter at my earliest convenience, accordingly, on my annual visit, endeavoured to collect some evidence of it, but finding the time would extend to a longer period than was convenient for the "Druid" to wait, the investigation was left for future action. I supplied the keeper with the original affidavits of the parties entering such complaints, so that he could make out his defence.

ST. PAUL'S.

The two lights at this station, one on each end of the Island, are of the utmost importance, especially to vessels bound to Quebec and other ports in the St. Lawrence. They are the only lens lights in this Province.

The reflectors (mirrors) in both lights are very defective, and require to be resilvered, there are five hundred and seventy-four in all, and would either have to be brought to Halifax, or a competent person sent to the Island to repair them, the latter would be the most convenient, as a small number could be repaired and replaced before moving others.

The dwelling houses of the superintendent and both light house keepers have been repaired, and a new building 40 x 24 feet, erected for the protection of boats belonging to the Humane Establishment when not in use, the upper part fitted up for wrecked seamen.

BLACK ROCK POINT.

This light is of great benefit to vessels trading to the Great Bras-d'Or, as a guide to clear the Carey shoals, lying near the entrance. Materials for finishing the upper part of this building were furnished, but the work was not completed until after the 1st July.

BIRD ISLAND.

This light is useful as a coast light, and guide to the entrance of the Bras-d'Or, and St. Ann's Harbor.

A sloping pier was built at this station the past summer, for the protection of boats belonging to fishermen, as a means for hauling them up in stormy weather.

LOW POINT.

The light at this station is an important one, as a leading light into Sydney. The keeper's dwelling house has been partly new shingled, and new sashes put to the windows with other necessary repairs.

FLINT ISLAND.

This light is of much importance to vessels trading to the Coal ports between Cow Bay

and Bridgeport, also as a coast light. The late keeper, Mr. George Cann, died on the 12th July last, and his son temporarily put in charge of the light.

SCATTARIE.

A very important light both to vessels trading to the coal ports in Spanish Bay, and those from Europe, as it is situated on the most Eastern point of Cape Breton. I would recommend a new lantern for this station, the old one being very much worn away with rust. I would also recommend a leading light to be erected on the west end of Scattarie Island, for a guide through the Little Passage.

LOUISBURG.

The light at this station is a very important one both as a harbor and a coast light. The harbor is much frequented, being the only safe one between Scattarie and Arichat. A pole fence has been erected around the property connected with the light house the past summer, having never before been enclosed.

GREEN ISLAND.

The light at this station is very serviceable as a coast light, also to vessels bound through the Strait of Canso, situated on the east side of Chedabucto Bay. There is no other light between this and Louisburg.

A boathouse and store in one building is in course of completion at this station.

SAMBRO.

This light is of great importance, both as a coast and harbor light, on account of the numerous reefs and sunken rocks that surround it.

A small beacon light on Chebucto Head would be of great benefit, as the land is high; the distance from it in dark nights cannot be very accurately determined; several vessels have struck on Duncan's Reef, which lies a short distance from the Head, among them the "City of Cork," one of the Royal Mail Steamers.

The Fog Trumpet at Sambro is kept in operation during foggy weather and snow-storms, and guns fired in answer to vessels making the same signals.

CHESTER EAST IRONBOUND AND PEGGY'S POINT.

Both these lights are of great service to vessels trading to Chester, St. Margaret's, and Mahone Bays, and of much benefit to fisherman generally. Some improvements have been made at Iron Bound, in making part of a road and repairing the foundation wall.

CROSS ISLAND.

The lights at this station are of much importance both as coast lights and guides to harbours adjacent. The late keeper, Mr. Jacob Smith, died in August, and Edward Smith, his son, was put in charge.

BATTERY POINT.

This light is very useful to vessels trading to Lunenburg Bay and Harbour. There are several shoals in the Bay, the light serves to lead ships clear of danger.

IRONBOUND WEST.

A coasting and leading light to the entrance of Lahave River, and of great importance to vessels trading to Bridgewater, where an extensive lumber business is carried on.

MOSER'S ISLAND.

This light is a very serviceable one, on account of the fine harbor lying to the westward of it, where many vessels find shelter in stormy weather. The light is a guide to the harbor, which without it, cannot be easily distinguished.

PORT MEDWAY.

The light at this station is also of great importance to the navigation of the port, as there are many dangers in the vicinity. There is also a large business done here in the lumber trade. A number of vessels load here during the year.

LIVERPOOL AND FORT POINT.

These two lights, the former a coast light, and the latter a guide to the harbor, are of the greatest importance to the trade of the port. A new lantern is required for Liverpool light, the old one in many places is nearly eaten through with the rust.

LITTLE HOPE.

The light at this station is a very important one. The Island is very low, and can be seen only a short distance by day. Many vessels were wrecked on it before the light was erected, which has not happened since. As a coast light it enables mariners to know their distance from the land, and to keep close to the Island, as the water is bold and no danger lying to the southward. Before the light was erected, the distance from the land could not be easily determined, and to avoid the Island by keeping the southward, vessels were detained at sea in many instances for several days.

GULL ROCK.

This light is a very important one, both as a coast light and guide to the several harbors adjacent. The building is now under repair.

SHELBURNE.

These lights are very important, both as coast and harbor lights. An assistant was placed here in August, in consequence of the keeper being unfit to attend the duties of

his office, his mind being somewhat deranged, he has since been pronounced by the Physicians able to résume the duties of his office. The assistant was discharged on the 28th October.

BACCARO POINT.

The light at this station is of great importance as a coast light and guide to Barrington and Port Latour, also to avoid the dangers lying near it.

CAPE SABLE.

The light at this station is of the greatest importance, particularly to vessels from eastern ports bound to the Bay of Fundy. The tides here are very uncertain, both in velocity and course, and tend to put vessels astray. An improvement has been made in the light, by changing the glass in the lantern from red to clear, and substituting red chimneys for clear ones. It can be seen from four to five miles further since the alteration was made.

SEAL ISLAND.

This light is of the highest importance, and is generally run for by vessels east and south bound up the Bay, and lying so far off the mainland, they have a chance of making an offing in stormy weather, and avoiding the dangers on the south west coast.

The light has been improved by increasing the number of lamps; there were eight formerly used, there are now twelve with larger burners, each equal to 6 and $\frac{3}{4}$ candles. The change was made on the 1st October.

The keepers dwelling was to have been repaired at the same time, with the erection of the buildings for fog whistle, &c., but as that work has been put off until the spring, the repairs to the dwelling will also be deferred.

PUBNICO AND FISH ISLAND.

These two lights are very useful to fishermen and other craft trading to Pubnico and Tusket River; there are many low Islands and dangerous reefs in the vicinity of both. A small boat house and store in one building was built at Fish Island this year.

YARMOUTH.

This light is a very important one, both as a coast and harbor light, also on account of steam packets calling here from Halifax, St. John N.B., and Boston.

The lighthouse was struck by lightning on the 6th June, and received considerable damage. It has been repaired together with the dwelling house. A new boat has been furnished for this station.

BRIER ISLAND.

The light at this station is of much importance, both to New Brunswick and Nova Scotia, as all small craft belonging to the latter, use the passages to and from the Bay of Fundy. A new boat house and store has been built at this station, the old one having gone to decay.

CAPE ST. MARY.

This light is a very serviceable one, both as a coast light and guide into St. Mary's Bay, and using the Grand and Petit passages between Digby Neck and Brier Island. The land connected with the light has been enclosed with a board fence.

WEST PORT AND BOAR'S HEAD.

These two lights are of great service to vessels bound to and from the east and northern ports of the Bay, affording a guide through the passages and shortening the distance ten or fifteen miles.

ANNAPOLIS.

The light at this station is of much importance as a coast light, also as a guide to Digby and Annapolis, and more increased than formerly on account of the steamer "Empress" making regular trips between here and St. John.

The light has been improved by placing ten lamps in the lantern, each equal to $6\frac{3}{4}$ candles, in room of six formerly used, of only $4\frac{1}{2}$.

PORT WILLIAMS, MARGARETSVILLE, AND BLACK ROCK.

These three lights are very serviceable as coast lights, also as a leading mark for the harbors at breakwaters near which they are situated. The lighthouse and dwelling at Black Rock were in course of repair, but not completed until after the 1st July.

HORTON BLUFF.

This light is of great importance to the navigation of the Avon River, as a leading mark to clear the numerous mud banks. The part of the dwelling at this station used as a kitchen has had a new roof built to it, and other necessary repairs that were required.

PARRSBORO.

This light is very useful in pointing out the entrance to the river which is much frequented in stormy weather and contrary winds.

The gale with the high tides on the 4th October, did considerable damage to the buildings and breast-works. One building was entirely destroyed and carried off by the sea. Repairs to the above are now going on.

SPENCER'S POINT AND BURNTCOAT.

These two lights are very useful to vessels bound to the head of the bay, as leading marks for the channel.

APPLE RIVER.

The light at this station is of great importance to the navigation of Chignecto Bay. This is the only safe anchoring place from Cape Chignecto to the head of the Bay.

The lighthouse with all it contained was destroyed by fire on the 9th August. The barn being uninjured, a window was put in it to serve as a temporary light until a new building is erected. The above was lighted on the 16th October.

BUOYS AND BEACONS.

There were six new buoys put down in Arichat Harbour. The old ones were private property, and the owner refused to dispose of them to the Department, five at Cape Negro and Ragged Island, and one at the south end of Budget Rock entrance to Shelburne Harbor, and one on the end of South Bar, entrance to Sydney.

The new iron can buoys for the Bull and Outer Bass Rocks, near Canso, were not put down, on account of the difficulty of getting suitable vessels for the service. The services of the Government steamer "Druid" could not be obtained on account of her being employed in the fishery and other services.

The beacons on Wessis Ledge in Barrington Passage and Ram Rock in Jordan River have required no repairs.

All the buoys about Cape Breton and the north-eastern part of the Province are taken up before the navigation closes in the fall, on account of the ice, and put down again in the spring.

FOG TRUMPETS AND WHISLES.

The fog trumpets at Canso and Sambro are becoming almost useless. They require extensive repairs very often, and give but little satisfaction after they are repaired, especially the one at Canso. The engine at Sambro, which always worked better than the other, is beginning to give out, and becoming of very little service.

The whistle erected on Cape Fourcher has been working well since its erection, and gives general satisfaction.

The erection of the fog whistle at Seal Island having been put off for the season, I would recommend the work to be commenced as early in the spring as the weather will permit, as the landing can only be attempted in calm and moderate weather.

GENERAL REMARKS.

All the lights in the Province are kept in good order and clean; the keepers are generally industrious. On my tour of inspection I found only four not as clean as they should be, viz.: Battery Point, Port Williams, Burnt Coat, and Margaree. These four lights were visited early in the morning, before the regular time for cleaning and trimming, which partly accounts for their not being as clean as they might be.

I would again recommend some more lights for the eastern part of the Province. One on Green Island, near Country Harbor; one at or near Liscomb; and one at Guion or Youngs Island, on the Coast of Cape Breton, between Louisburg and Arichat.

A leading light is much required on the west end of Scattarie Island, to enable vessels to sail through the Little Passage in dark nights; thereby saving a distance of ten or fifteen miles, and with a scant wind they could run through the passage when they could not fetch round the east end of the island. A light here would be of great benefit, particularly to those in the coast trade.

The stone tower at Meagher's Beach, on which the light is placed, is falling down. Several of the outside stones have got loose, and are now fastened in with wedges, and the masonry between the exterior and interior walls is crumbling to pieces; it is composed of small stones and cement. Either a new building or the old tower thoroughly repaired will shortly be required.

The oil supplied for the lights this year is not of as good quality as is required.

Several of the keepers who are using this year's supply, complain of a difficulty in keeping up a uniform flame. A short time after the lamps are lighted the blaze falls, and the wicks require to be turned up, which forms a crust which causes them to smoke and otherwise discolors the chimneys.

The pier or breakwater erected at outer Bird Island has been satisfactorily completed. It is built on an incline, well fastened with iron bolts, and filled with ballast, and covered with plank.

The stone wall being built round Amet Island for its preservation was rapidly progressing, and the work going on satisfactorily up to the 1st July. It has since been completed.

Little Hope Island is nearly in the same state as last year, a very small portion having been washed away the past winter. The past summer was very favorable for the erection of the breastworks, had the Government allowed the work to go on. I trust it will be completed the ensuing summer, not only as a necessity for preserving the island and light, but also to prevent the forming of a dangerous shoal in case the island should be washed away.

The work to be done at Apple River Light Station was contracted for and a portion of the materials furnished; the same not being required, on account of the destruction of the light house, has been paid for, together with some loss of time to the contractor. The logs for the breastworks were partly consumed by the fire, the remainder I gave to the keeper to construct a shelter for himself during the winter, and it will answer for a storehouse for the oil, &c., after the new building is erected.

I would recommend that metal tanks be supplied to all the light houses, for emptying the oil in as soon as received. A great many of the casks become leaky by the time they are delivered, on account of so much handling. There would be a great saving by adopting the above recommendation, as a large quantity of oil is lost in consequence of the leakage.

The Humane Establishments at Saint Paul's and Scattarie have been supplied with new provisions, the old stock remaining from the previous year was brought to Halifax and sold at public auction. There was no clothing supplied, as there was a sufficient quantity on hand for a moderate supply.

The cost of the new building erected at St. Paul's Island was more than the amount estimated, on account of the oil for the light service not arriving the 1st of July according to contract. Arrangements were made and mechanics sent so as to have the work completed in time to be relieved by the "Druid" when delivering supplies for the lights, but the arrival of the oil being nearly five weeks later than was expected was the cause of the men being detained on the island after the work was completed, there being no opportunity of leaving the island until her arrival.

In my opinion there should be some action taken by the Government to enquire into the state of Margaree Island, and prevent parties from Cape Breton and elsewhere from going there and taking possession of certain parts without permission, as has been the custom for many years. There are several parts now under cultivation by people that have neither right nor title. A number of people assemble there in the fishing season, and carry on their business of catching and curing fish; and as the light keeper and these men are not very friendly to each other, on account of the encroachments of the latter, this, in my opinion, is the reason why complaints were made against him, most if not all of which I believe to be without cause.

I am, Sir,

Your most obedient Servant,

THOS. P. JOST,

Superintendent of Light Houses.

W. H. JOHNSTON, Esq.,
Department of Marine and Fisheries,
Halifax.

APPENDIX D.—Continued.

LIGHT-HOUSES AND COAST SERVICE.

NOVA SCOTIA.		\$	cts.	\$	cts.
<i>Amet Island.</i>					
H. G. Bennett, keeper, 1 year's salary		500	00		
DeChezeau & Co., supplies.....			52 70		
				552	70
<i>Annapolis.</i>					
F. Bragg, keeper, 1 year's salary		460	00		
DeChezeau & Co., supplies.....			24 80		
				484	80
<i>Appic River.</i>					
James Tate, keeper, 1 year's salary.....		380	00		
DeChezeau & Co., supplies.....			34 00		
				414	00
<i>Arichat.</i>					
John Coste, keeper, 1 year's salary		292	00		
T. P. Jost, specifications.....			16 00		
DeChezeau & Co., supplies.....			17 01		
Smithers & Son, glass.....			12 60		
W. S. Symonds & Co., sashes, &c.....			58 40		
				335	01
<i>Amet Island Erectwork.</i>					
T. P. Jost, specifications			3 00		
D. C. Campbell, on account of contract.....		1,936	00		
				1,939	00
<i>Barrington.</i>					
James S. Smith, keeper, 1 year's salary.....		380	00		
DeChezeau & Co., supplies.....			46 80		
W. S. Symonds & Co., stoves, &c.....			24 00		
				450	80
<i>Beaver Island.</i>					
Robert Fraser, 1 year's salary.....		380	00		
DeChezeau & Co., supplies.....			74 85		
T. P. Jost, freight, &c.....			22 25		
Black Bros., supplies.....			51 59		
W. K. Reynolds, shingles			46 00		
H. G. Hill, lumber, &c.....			30 81		
J. Bowser, carpenter's work.....			79 20		
				684	70
<i>Bird Island.</i>					
M. Morrison, keeper, 1 year's salary.....		400	00		
" repairs			9 90		
DeChezeau & Co., supplies.....			101 00		
R. Purvis, logs and planks.....			342 00		
				852	90
<i>Black Rock.</i>					
J. Crotty, keeper, 1 year's salary.....		360	00		
DeChezeau & Co., supplies.....			88 35		
				398	35

LIGHT-HOUSES AND COAST SERVICE.—Continued.

	\$	cts.	\$	cts.
<i>Black Rock Point.</i>				
D. Morrison, keeper, 1 year's salary.....	350	00		
DeChezeau & Co., supplies.....	58	10		
J. Rose, digging well.....	45	20		
Smithers & Son, room-paper.....	7	60		
T. P. Jost, freight.....	18	80		
H. G. Hill.....	81	84		
Morrison & others, land.....	84	00		
Black Bros., supplies.....	41	94		
B. E. Tremain, registration of deed.....	7	00		
J. A. Fraser, boat, posts, &c.....	22	80		
			718	28
<i>Boar's Head.</i>				
H. M. Ruggles, keeper, 1 year's salary.....	350	00		
DeChezeau & Co., supplies.....	92	89		
			442	89
<i>Brier Island.</i>				
Joseph Suthern, keeper, 1 year's salary.....	460	00		
" building boathouse.....	87	00		
" repairs.....	61	75		
DeChezeau & Co., supplies.....	108	19		
			716	94
<i>Burnt Coat.</i>				
H. Smith, keeper, 1 year's salary.....	250	00		
DeChezeau & Co., supplies.....	43	35		
N. Smith, materials for fence.....	33	50		
J. Smith, painting.....	7	50		
			334	35
<i>Cape Sable.</i>				
H. Doane, keeper, 1 year's salary.....	480	00		
DeChezeau & Co., supplies.....	139	75		
H. Doane, painting and repairs.....	27	78		
T. P. Jost, freight on glass.....	1	40		
Smithers & Son, glass.....	6	25		
R. Knowles, changing glass.....	27	73		
			682	91
<i>Cape St. George.</i>				
D. Condon, keeper, 1 year's salary.....	480	00		
DeChezeau & Co., supplies.....	49	25		
			529	25
<i>Cape St. Mary.</i>				
M. Robichau, keeper, balance of salary 1868.....	68	50		
" " 1 year's salary.....	500	00		
DeChezeau & Co., supplies.....	191	90		
U. Doucette, land and making road.....	226	00		
H. Fontaine, ballasting.....	24	00		
S. Doucette, underpinning.....	16	00		
M. Robichau, building fence.....	31	78		
			1,058	18
<i>Carribou Island.</i>				
A. Munro, keeper, balance of salary 1868.....	100	00		
" " 1 year's salary.....	400	00		
DeChezeau & Co., supplies.....	51	35		
A. Munro, digging wells, &c.....	49	86		
S. Holmes, land for site.....	160	00		
			761	21

LIGHT-HOUSES AND COAST SERVICE.—Continued.

	\$	cts.	\$	cts.
<i>Chester.</i>				
Edward Young, keeper, 1 year's salary.....	400	00		
DeChezeau & Co., supplies.....	29	10		
Black Bros. & Co., paint.....	3	40		
			432	5ff
<i>Cranberry Island.</i>				
James Hanlon, keeper, 1 year's salary.....	472	00		
" repairs.....	12	80		
DeChezeau & Co., supplies.....	84	45		
			569	25
<i>Cross Island.</i>				
J. Smith, keeper, 1 year's salary.....	460	00		
DeChezeau & Co., supplies.....	53	60		
Black Bros. & Co., paints.....	15	70		
J. Smith, hauling oil.....	4	00		
			533	30
<i>Devil's Island.</i>				
B. Fulker, keeper, 1 year's salary.....	380	00		
" painting.....	5	00		
DeChezeau & Co., supplies.....	86	35		
Black Bros., supplies.....	10	26		
J. Bowser, repairs.....	25	02		
T. P. Jost, freight on glass.....	1	15		
Smithers & Son, glass.....	18	25		
			526	03
<i>Egg Island.</i>				
W. Condon, keeper, 1 year's salary.....	500	00		
" repairs.....	59	60		
DeChezeau & Co., supplies.....	115	40		
F. Ryan, boat and oars.....	46	50		
			721	50
<i>Fish Island.</i>				
Jos. White, keeper, 1 year's salary.....	280	00		
De Chezeau & Co., supplies.....	33	80		
J. B. White, material for barn.....	68	58		
			382	00
<i>Flint Island.</i>				
Geo. Cann, keeper, 1 year's salary.....	400	00		
De Chezeau & Co., supplies.....	42	40		
Geo. Cann, boat.....	24	00		
			468	40
<i>Fort Point.</i>				
S. T. A. Sellon, keeper, 1 year's salary.....	240	00		
De Chezeau & Co., supplies.....	26	75		
			266	75
<i>Green Island.</i>				
P. Duann, keeper, 1 year's salary.....	500	00		
De Chezeau, & Co., supplies.....	57	75		
			557	75
<i>Gull Rock.</i>				
S. Hayden, keeper, 1 year's salary.....	400	00		
De Chezeau, & Co., supplies.....	32	40		
			432	40

LIGHT-HOUSES AND COAST SERVICE.—Continued.

	\$	cts.	\$	ts.
<i>Guysboro.</i>				
G. S. Peart, keeper, 1 year's salary.....	220	00		
G. S. Peart, painting.....	7	50		
De Chezeau, & Co., supplies.....	37	05		
			264	55
<i>Horton Bluff.</i>				
W. Rathburn, keeper, 1 year's salary.....	232	00		
De Chezeau & Co., supplies.....	39	90		
C. Rathburn Carting stores &c.....	8	25		
J. Parker, repairs.....	120	00		
			400	15
<i>Iron Bound.</i>				
E. Wolf, keeper, 1 year's salary.....	360	00		
De Chezeau, & Co., supplies.....	75	75		
			435	75
<i>Little Hope.</i>				
C. Firth, keeper, 1 year's salary.....	500	00		
De Chezeau & Co., supplies.....	80	25		
T. P. Jost, expenses in repairing breakwater.....	25	00		
W. S. Symonds, & Co., stoveplate.....	1	00		
			606	25
<i>Liverpool.</i>				
Thos. Eaton, keeper, 1 year's salary.....	460	00		
De Chezeau & Co., supplies.....	39	55		
W. Symonds & Co., stove &c.....	8	50		
Black Bros., glass & putty.....	1	98		
			510	03
<i>Louisburg.</i>				
L. Kavannagh, keeper, 1 year's salary.....	460	00		
De Chezeau & Co., supplies.....	43	20		
L. Kavannagh, painting.....	20	00		
			523	20
<i>Low Point.</i>				
J. G. Peters, keeper, 1 year's salary.....	460	00		
De Chezeau, & Co., supplies.....	76	20		
T. P. Jost, freight.....	20	00		
Black Bros., supplies.....	43	09		
Smithers & Son, paint.....	8	20		
H. G. Hill, window frames &c.....	14	75		
J. G. Peters, repairs.....	28	00		
			650	24
<i>Lunenburg.</i>				
J. A. Ernst, keeper, 1 year's salary.....	240	00		
De Chezeau, & Co., supplies.....	58	05		
J. A. Ernst, building fence &c.....	40	05		
			338	17
<i>Margaretville.</i>				
Wm. Early, keeper, 1 year's salary.....	230	00		
De Chezeau, & Co., supplies.....	40	66		
Black Bros., paint.....	12	55		
			283	21

LIGHT-HOUSES AND COAST SERVICE.—Continued.

	\$	cts.	\$	cts.
<i>Margaree.</i>				
W. C. McKeen, keeper, 1 year's salary.....	400	00		
De Chezeau, & Co., supplies.....	76	45		
W. S. Symonds, Stove &c.....	15	30		
Black Bros., latches &c.....	1	10		
			492	85
<i>Meagher's Beach.</i>				
D. George, keeper, 1 year's salary.....	400	00		
W. S. Symonds, Stove.....	23	00		
Black Bros., supplies.....	9	16		
De Chezeau & Co., supplies.....	103	37		
J. Bowser, repairs.....	311	77		
D. Timmins, wood.....	100	00		
			947	30
<i>Moser's Island.</i>				
H. Moser, kepeer, 1 year's salary.....	450	00		
DeChezeau & Co., supplies.....	111	15		
H. Moser, keeper, balance salary, 1860.....	56	00		
do Digging well.....	16	90		
			634	05
<i>North Canso.</i>				
Geo. McKay, keeper, 1 year's salary.....	460	00		
DeChezeau, supplies.....	55	21		
Geo. McKay, cartage.....	1	00		
			516	21
<i>Parsboro'.</i>				
W Armstrong, keeper 1 year's sala ry.....	340	00		
do painting.....	23	50		
DeChezeau & Co., supplies.....	49	90		
			412	40
<i>Peggy's Point.</i>				
Edward Horn, keper balance salary, 1868.....	45	00		
do do 1 year's salary.....	350	00		
DeChezeau & Co., supplies.....	155	55		
F. Ryan, boat.....	42	00		
E. Horn, painting &c.....	10	00		
			602	55
<i>Pictou.</i>				
Hw. Lowden, keeper, 1 year's salary.....	460	00		
DeChezea & Co., supplies.....	42	85		
A. P. McNeill, repairs.....	235	90		
			738	75
<i>Pictou Island.</i>				
A. Hogg, kepper, 1 year's salary.....	460	00		
DeChezeau & Co., supplies.....	57	70		
A. P. McNeill, material.....	354	93		
			852	63
<i>Pomket Island.</i>				
John Atwater, keeper, balance salary, 1868.....	45	00		
do do 1 year's salary.....	350	00		
DeChezeau & Co., supplies.....	63	10		
E. J. Randell, making well, &c.,.....	41	20		
F. Ryan, boat.....	42	00		
Black Bros., supplies.....	2	25		
T. P. Jost, freight boat.....	3	50		
			547	05

 LIGHT-HOUSES AND COAST SERVICE.—Continued.

	\$	cts.	\$	cts.
<i>Port Hood.</i>				
Thos. Power, keeper, 1 year's salary.....	280	00		
DeChezeau & Co., supplies.....	46	35		
			326	35
<i>Port Williams.</i>				
James Dunn, keeper, 1 year's salary.....	260	00		
DeChezeau & Co., supplies.....	64	40		
			324	40
<i>Pubnico.</i>				
W. Amero, keeper, 1 year's salary.....	240	00		
do stove, &c.....	4	60		
DeChezeau & Co., supplies.....	29	90		
W. S. Symonds & Co., stoves, &c.....	23	50		
			298	00
<i>Port Medway.</i>				
Elson Perry, keeper, 1 year's salary.....	260	00		
do carting.....	4	40		
DeChezeau & Co., supplies.....	43	50		
			308	10
<i>Sambro.</i>				
W. Gilkie, keeper, 1 year's salary.....	400	00		
DeChezeau & Co., supplies.....	95	00		
Vaux Bros., sheet glass.....	30	00		
Smithers & Son, cutting glass.....	6	50		
W. S. Symonds & Co., stove &c.....	6	50		
J. Hunter, plate glass.....	24	00		
C. MacKay, freight.....	5	00		
Black, Bros., glass paint, etc.....	12	00		
			579	50
<i>Sand Point.</i>				
Wm; Walsh, keeper. 1 year's salary.....	460	00		
DeChezeau & Co. supplies.....	30	20		
			490	20
<i>Scattarie Island.</i>				
John McLean, keeper, 1 year's salary.....	820	00		
DeChezeau & Co., supplies.....	65	50		
W. S. Symonds & Co., stove.....	26	00		
T. P. Jost, material.....	150	00		
do freight.....	50	00		
J. Bowser, material.....	177	52		
do erecting boat house.....	224	00		
			1,513	02
<i>Seal Island.</i>				
T. C. Crowell, keeper, 1 year's salary.....	480	00		
do allowance for assistant.....	80	00		
Dechezeau & Co. supplies.....	46	25		
			606	25
<i>Shelburne.</i>				
C. Stalker, keeper, 1 year's salary.....	480	00		
DeChezeau & Co., supplies.....	51	25		
W. S. Symonds & Co., Stove, &c.....	26	62		
W. McLean, Freight.....	2	00		
C. Stalker, Cartage.....	5	00		
			564	87

LIGHT-HOUSES AND COAST SERVICE.—Continued.

	\$	cts.	\$	cts.
<i>Spencer's Point.</i>				
W. Spencer, keeper, 1 year's salary.....	50	00		
DeChezeau & Co., supplies.....	25	66		
			75	66
<i>St. Pauls, S. W.</i>				
N. Campbell, keeper, 1 year's salary.....	420	00		
DeChezeau & Co., supplies.....	84	53		
N. Campbell, making road.....	60	00		
W. H. Moore, freight.....	10	00		
Smithers & Son, Glazier's diamond.....	4	25		
D. Watson & Co., swivel screws.....	12	00		
N. Campbell, painting.....	20	00		
			610	78
<i>St. Pauls, N. E.</i>				
L. McDougall, keeper, 1 year's salary.....	420	00		
do painting boat, &c.....	52	00		
DeChezeau & Co., supplies.....	86	38		
W. H. Moore, freight.....	10	00		
Ma'colm & Co., bricks, &c.....	63	35		
D. Watson & Co., swivel screws.....	12	00		
A. Smith, plumber.....	7	25		
W. S. Symonds & Co., stove.....	26	00		
T. Holloway & Son, blocks.....	3	58		
			680	56
<i>West Port.</i>				
J. D. Suthern, keeper, 1 year's salary.....	300	00		
DeChezeau & Co., supplies.....	42	05		
W. S. Symonds & Co., stove.....	28	10		
J. D. Suthern, material.....	52	65		
			422	80
<i>White Head.</i>				
T. J. C. Dillon, keeper, 1 year's salary.....	400	00		
DeChezeau & Co., supplies.....	46	40		
			446	40
<i>Yarmouth.</i>				
C. J. T. Fox, keeper, 1 year's salary.....	480	00		
DeChezeau & Co., supplies.....	57	25		
C. J. T. Fox, sundry expenses.....	21	08		
			558	33
<i>Fog Trumpet, Cranberry.</i>				
J. Hanlon, 1 year's salary.....	350	00		
DeChezeau & Co., supplies.....	183	05		
W. S. Symonds & Co., supplies and repairs.....	339	42		
C. Drillio & Co., coal bags.....	26	25		
J. W. Hadley, freight.....	2	50		
J. Hanlon, wood, &c.....	49	00		
W. B. Smith, services.....	9	00		
			959	22
<i>Fog Whistle, Yarmouth.</i>				
C. J. T. Fox, keeper, salary.....	92	50		
Geo. Fleming, erecting, &c.....	2,148	41		
W. H. Tuck, drawing contracts.....	24	15		
P. L. Hatfield, surveying.....	9	95		
Clements & Co., towage, &c.....	149	04		
T. P. Jost, travelling expenses.....	144	50		
Kinney, Haley & Co., sundries.....	1,230	95		
C. J. T. Fox, boarding engineer.....	78	25		
H. R. Smith, salary.....	255	00		
P. H. Durkie, wood.....	47	63		
G. Gable, rubber packing.....	22	15		
W. M. Smith, services.....	47	50		
			4,250	03

LIGHT-HOUSES AND COAST SERVICE.—Continued.

	\$	cts.	\$	cts.
<i>Fog Trumpet, Sambro'.</i>				
W. Gilkie, Jr., keeper, 1 year's salary.....	350	00		
DeChezeau & Co., supplies.....	89	00		
R. Fleming, freight.....	44	00		
C. Mackay do.....	46	50		
W. S. Symonds & Co., repairs.....	410	19		
W. A. Penny, advertising.....	1	25		
Drillio & Co., coal bags.....	26	25		
Black Bros., paint.....	5	29		
			972	48
<i>Humane Establishment, St. Pauls Island.</i>				
D. T. McNeill, keeper, 1 year's salary.....	800	00		
do boatmen's wages.....	800	00		
J. Pugh, supplies.....	317	99		
DeChezeau & Co., supplies.....	37	85		
Grant, Romans & Co., do.....	60	09		
Black Bros., do.....	314	10		
F. S. Monk, tubes.....	1	72		
M. F. Eager, drugs.....	33	61		
W. S. Symonds & Co., stove, &c.....	24	25		
			2,389	61
<i>Light-House Service.</i>				
T. P. Jost, 1 year's salary.....	800	00		
do travelling expenses.....	205	19		
DeChezeau & Co., work.....	17	50		
J. O'Connor, coopering, &c.....	130	90		
Jos. Kaye, 150 casks oil.....	1,437	03		
W. A. Penny, advertising.....	23	75		
H. W. Johnston, expenses to Guysboro.....	20	00		
J. Conlan, cab hire.....	10	50		
A. Grant, advertising.....	83	50		
S. Crawford, 194 casks oil.....	1,995	10		
W. B. Fairbanks, rent, 1 year.....	700	00		
C. Firth, travelling expenses.....	7	87		
W. H. Wiswell, telegraph account.....	82	83		
W. M. Smith, travelling expenses.....	100	00		
J. A. Bell, water rate.....	10	00		
J. Livingston, advertising.....	6	03		
P. Connors, hauling coal.....	18	00		
E. M. McDonald, advertising.....	39	12		
C. Amand, do.....	15	25		
A. Lawson, do.....	11	87		
Geo. Day, do.....	3	75		
R. Huntingdon, do.....	1	50		
Henry & Daley, drawing deeds, &c.....	52	50		
J. C. Crosskill, advertising.....	53	00		
Compton & Co., do.....	18	25		
J. Hadley, freight.....	2	00		
W. McLean, visiting Ram's Rock Beacon.....	2	00		
Wm. Kinney, keeper, Mud Island, H. E.....	80	00		
T. C. Crowell, boatmen, do.....	80	00		
Contingencies.....	127	00		
			6,134	45
<i>Buoys and Beacons.</i>				
J. A. Fraser, placing buoys, etc.....	68	00		
P. Connors, truckage.....	3	50		
T. P. Jost, freight, &c.....	26	35		
J. McLean, erecting buoy.....	14	60		
W. Young, placing do.....	75	00		
E. Perry, do do.....	65	30		

LIGHT-HOUSES AND COAST SERVICE.—Continued.

	\$	cts.	\$	cts.
S. & W. Caldwell, chains and shackles.....	17	75		
J. Wilson, painting buoys, &c.....	42	77		
J. Bouche, placing do &c.....	50	00		
W. Dickson, do do.....	15	00		
J. Kendrick, do do.....	10	00		
H. Perch, do do &c.....	100	00		
C. Muggah do do &c.....	34	50		
G. S. Peart, do do.....	20	00		
Black, Bros., & Co., chains, &c.....	9	65		
T. J. Bentley, making buoys.....	36	00		
H. Penitentiary, stone moorings.....	30	72		
W. S. Symonds, iron buoys.....	370	05		
R. McNeil, placing do.....	10	00		
			999	19
<i>Signal Stations.</i>				
C. J. Uniack, military authorities, proportion of expenses.....			1,000	82
<i>H. E. Sable Island.</i>				
P. S. Dodd, 1 year's salary.....	572	00		
do wages, boatmen.....	2,026	68		
W. S. Symonds & Co., stoves.....	49	00		
Black, Bros. Co., supplies.....	95	69		
J. O'Brien, services.....	98	33		
P. Bulger, harness.....	53	00		
John Pugh, supplies.....	1,984	15		
S. White, dog-fish.....	32	00		
McIntosh & McIntosh, lumber, &c.....	85	40		
W. Goldworthy, 2½ months pay.....	30	00		
M. F. Eager, drugs, &c.....	63	76		
C. Collins, wages.....	7	50		
J. B. McNab, wages, Jas. Fusben.....	7	20		
T. C. Crowell, allowance, Seal Island.....	120	00		
Wm. Kinney, do Mud do.....	160	00		
			5,385	71

RECAPITULATION.

	\$	cts.	\$	cts.
Amet Island.....	552	70		
Annapolis.....	484	80		
Apple River.....	414	00		
Arichat.....	336	01		
Amet Island, breastwork.....	1,939	00		
Barrington.....	450	80		
Beaver Island.....	684	70		
Bird Island.....	852	90		
Black Rock.....	398	35		
Black Rock Point.....	718	28		
Boar's Head.....	442	89		
Brier Island.....	716	94		
Burnt Coat.....	334	35		
Cape Sable.....	682	91		
Cape St. George.....	529	25		
Cape St. Mary.....	1,058	18		
Carribou Island.....	761	21		
Chester.....	432	50		
Cranberry Island.....	569	25		
Cross Island.....	533	30		
Devil's Island.....	526	03		
Egg Island.....	721	50		
Fish Island.....	382	38		
Carried forward.....				

LIGHT-HOUSES AND COAST SERVICE.—Continued.

	\$	cts.	\$	cts.
Brought forward.....	14,522	23		
Flint Island.....	466	40		
Fort Point.....	266	75		
Green Island.....	557	75		
Gull Rock.....	432	40		
Guysboro.....	264	55		
Horton Bluff.....	400	15		
Iron Bound.....	435	75		
Little Hope.....	606	25		
Liverpool.....	510	03		
Louisburg.....	523	20		
Low Point.....	650	24		
Lunenburg.....	338	10		
Margaretville.....	283	21		
Margaree.....	492	85		
Meagher's Beach.....	947	30		
Moser's Island.....	634	05		
North Canso.....	516	21		
Parrsboro'.....	412	40		
Peggy's Point.....	602	55		
Pictou.....	738	75		
Pictou Island.....	852	63		
Pomket Island.....	547	05		
Port Hood.....	326	35		
Port Williams.....	324	40		
Pubnico.....	298	00		
Port Medway.....	308	10		
Sambro.....	579	50		
Sand Point.....	490	20		
Scatterie Island.....	1,513	02		
Seal Island.....	606	25		
Shelburne.....	564	87		
Spencer's Point.....	75	66		
St. Paul, S. W.....	610	78		
St. Paul, N. E.....	680	56		
West Port.....	422	80		
White Head.....	446	40		
Yarmouth.....	558	33		
Fog Trumpet, Cranberry.....	959	22		
Fog Whistle, Yarmouth.....	4,250	03		
Fog Trumpet, Sambro'.....	972	48		
Humane Establishment, St. Pauls.....	2,389	61		
Light-House, service.....	6,134	45		
			48,511	81.
ADDENDA.				
Buoys and Beacons.....	999	19		
Signal Stations.....	1,000	82		
Sable Island Humane Establishment.....	5,385	71		
			7,385	72
			55,897	53
			664	45
Arrears.....			\$56,561	98

'APPENDIX E.

REPORT OF THE INSPECTOR OF LIGHTS OF THE NEW BRUNSWICK BRANCH OF THE DEPARTMENT OF MARINE AND FISHERIES, FOR THE YEAR ENDING 30TH JUNE, 1869.

DEPARTMENT OF MARINE AND FISHERIES,

St. John, New Brunswick,

31st March, 1870.

SIR,—I have the honor to hand you my report on the Light Houses, Minor Lights, Steam Fog Alarm Signal Station, and Reid Point Lights, St. John, under my supervision, in the Province of New Brunswick, for the year ending 30th June, 1869, together with an abstract of the amount expended for repairs and "construction" for the year ending the same date, over all of which I have given the closest personal supervision possible, all of which I trust you will find correct and satisfactory.

I have the honor to be, Sir,

Your most obedient Servant,

(Signed,) JOHN HARLEY,

Inspector of Lights, N.B.

Hon. P. MITCHELL,

Minister of Marine and Fisheries,
Ottawa.

LIGHT HOUSES.

During the past year the sum of three thousand six hundred and fifty-seven dollars and seventy-one cents (\$3,657 71) has been expended on repairs, and six thousand eight hundred and seventy-five dollars and forty-eight cents (\$6,875 48) in new erections (exclusive of signal stations and Reid's Point Lamps).

MISCOU.

Nothing has been required at this station during the past year, beyond the average expenditure for maintenance. The establishment is now in an efficient state.

ESCUMINAC.

At this station some slight repairs were made, amounting to eight dollars (\$8 00).

The iron lantern is worn out and leaks badly, and the tower and keeper's house require a considerable amount of repair, and both buildings require painting.

I have had the lamps, which hitherto have been used for burning seal oil, altered and fitted with Argand burners for kerosine oil.

Everything at this station is kept neat and orderly.

RICHIBUCTO.

I have had a new deck laid and coppered, the tower shingled and painted, at a cost of two hundred and twenty-four dollars and seventy-five cents (\$224 75), and this station is now in good order and everything about the station neat and clean.

GRINDSTONE ISLAND.

At this station extensive repairs have been made. A small kitchen built, attached to the keeper's house; the stone foundation under the tower repaired; the keeper's house and tower both painted, and some repairs made on the lantern; the whole costing five hundred and fifty-one dollars and eighty-one cents (\$551 81). The reflectors at this station are of a very inferior description, and the character of the light would be much improved were silvered reflectors furnished.

With this exception this station is now in good order, and efficiently kept.

CAPE ENRAGE.

During the year some slight repairs were made at this station, amounting to seventeen dollars and 41 cents (\$17 41), and a new tower erected at a cost of four hundred and sixty-six dollars (\$466 00), which is now ready for the lighting apparatus (a 4th order dioptic), which I hope to have placed and ready for lighting in October next.

It will be necessary to make some repairs on the old tower in which the keeper resides, in order to make it habitable as it now leaks badly. With an expenditure of about three hundred dollars (\$300 00) it could be made comfortable, and answer for a keeper's dwelling for many years.

It has been impossible to have this establishment clean and orderly, owing to the defective state of the lantern and deck of the building.

QUACO.

At this station a new platform has been laid on the north and west sides of the tower, the lantern glazed, and the tower and keeper's dwelling painted; the whole cost of which amounted to three hundred and four dollars and ninety-two cents (\$304 92). Everything at this station is now in thorough working order, neat and clean. On the 1st October, 1868, William Love was appointed keeper at this station in place of Thomas Lamb who was incapacitated by age and sickness from performing the necessary duties.

PARTRIDGE ISLAND.

Little has been required at this station for the past year, beyond the average yearly expenditure. Some repairs were found necessary on the tower and lantern which were completed at a cost of forty-five dollars and sixty-two cents (\$45 62).

Several of the reflectors require to be resilvered, and the tower and keeper's house require painting and some slight repairs.

Everything at this station is kept in the best possible order.

BEACON LIGHT, HARBOR OF ST. JOHN.

This was rebuilt last season at a cost of two thousand three hundred dollars (2,300 00), exclusive of the lighting apparatus (a 4th order dioptic).

Towards the close of the season some repairs and painting were necessary, which were completed at a cost of sixty-eight dollars and twenty-six cents (\$68 26).

On the 7th of June Joseph Coram resigned his situation as keeper, and on the 20th of same month James E. Earle was appointed to the station, the duties in the interval having been performed by Thomas Howe. This station is now in an efficient state.

POINT LEPREAUX.

At this station some repairs will be required this season, which shall be attended to at an early date.

I am now having the reflectors silvered, which will add much to the brilliancy of the lights. The buildings for the steam fog alarm are now being put up, and I expect will be completed and ready for working by the end of July at the latest.

The several times I visited this station during the season, I have found everything neat and orderly.

HHAD HARBOR.

Extensive repairs were found necessary at this station, as stated in my report of the 30th June, 1868. I have had a new deck laid and coppered, some of the window sashes renewed, the remainder repaired and glazed, the lantern thoroughly repaired, and some necessary repairs made on the keeper's house, all new work painted; the whole cost of which amounted to four hundred and five dollars and forty-one cents (\$405 41). This station is now in good order, and kept as it should be.

SAINT ANDREWS.

At this station also I found it necessary to order some repairs. I had the deck coppered and the lantern thoroughly repaired. Some repairs were also made on the keeper's house, which were necessary, the whole amounting to two hundred and thirty-five dollars and sixty-seven cents (\$235 67).

This station is now much improved, and will require nothing beyond the average expenditure for the coming year beyond a better class of reflectors. The keeper pays every attention to his duties.

SWALLOW TAIL.

Both the tower and keeper's dwelling at this station required some repairs, which were completed at a cost of one hundred and seventy-six dollars and sixty-four cents (\$176 64). The tower is now in good order.

The keeper's house requires some plastering, &c., which I purpose having done as soon as possible.

The light is efficiently kept.

GANNET ROCK.

I have had the stonework around the base of the tower repaired, and a new platform built at this station, together with some other trifling repairs, the whole costing one hundred and twenty-nine dollars and ten cents (\$129 10). Owing to the isolated position of this station, it costs nearly double to have any work done than it would at almost any station on the mainland. Everything at this station is kept in the best possible order.

MACHIAS SEAL ISLAND.

At this station I had both the towers repaired as well as possible, but the lanterns are very nearly worthless and can not be made to last much longer.

A part of the keeper's house was shingled, but it still wants a good deal of repair, which can be done while the new light tower is being built. The amount for the repairs done, was three hundred and seventy four dollars and ninety cents (\$374 90). As at Gannet Rock Station it costs heavily for doing the smallest amount of work. Owing to the dilapidated state of these buildings it is impossible for the keeper to have them as they should be,—clean.

STEAM FOG ALARM PARTRIDGE ISLAND.

A new boiler was placed at the station in the month of October, 1868. This together with the alterations necessary to place it in position and connect the engine, &c., cost one thousand and sixty five dollars and twenty two cents (\$1,065 22). Some trouble arose at this station in the month of April last, owing to the carelessness or neglect of the keeper, which was promptly remedied, since which no complaints have been made, and the establishment is in good working order.

SIGNAL STATION, PARTRIDGE ISLAND.

The cost of maintenance of this station for the past year has been three hundred and five dollars and sixty cents (\$305 60).

MINOR LIGHTS.

On the Miramichi River two minor lights were erected at "Grants," Lower Newcastle, and two at "Oak Point," the cost of erecting the four amounting to one thousand one hundred and thirty six dollars and thirty four cents (\$1,136 34). These lights have been shewn since 17th May last, and have proved of great advantage to Mariners and all parties interested in the navigation of the river. The masters of the two lines of steam ships running up the Miramichi, speak highly of the advantage derived from them, in enabling them to navigate the river on the darkest night.

At "Fox Island" the two minor lights which had been in a perilous position, owing to the bank on which they were placed having washed away, were taken down in February, and re-erected further from the shore at a cost of three hundred dollars (\$300 00.)

The range of these lights was not changed by removal, and they together with the keeper's house have been painted. The station is now in a most efficient state, and will require nothing for the next year, unless from some unforeseen occurrence, beyond the average yearly expenditure.

SHEDIAC ISLAND, HARBOR OF SHEDIAC.

Two minor lights were erected on this Island during the last and present month at a cost of four hundred dollars (\$400 00), and are now ready for lighting, and in pursuance of your instructions of 13th inst., I have placed Henry Hendrickson in charge of these lights, and they will be lit on 1st proximo. These lights will prove of great service to vessels entering this port at night, as well as being land marks by day.

ST. JOHN RIVER LIGHTS.

Six lights are now in course of erection between Saint John and Fredricton at the following points, viz. :—"Green Head," "Sand Point," "Oak Point," "No Man's

Friend," "Oromocto Shoals," and "Wilmot's Bluff." These, I hope to have completed and ready for lighting early next month.

OBSERVATORY, SAINT JOHN.

The observatory now in course of erection at "Fort Howe" is in a forward state, and the contractors expect to have the building completed early next month.

Tenders have been asked for the erection of two minor lights on the Miramichi River at "Preston Beach," and a small light tower on "Portage Island." These I hope to have completed and ready for lighting by 1st October next. I annex an abstract shewing the amount expended for repairs as well as for new work.

I have endeavoured to give as close a personal supervision as practicable over all the work, and have much pleasure in reporting this service in a much better condition than it was when I assumed the supervision. all of which I trust will meet your approval.

JOHN HARLEY,

Inspector of Lights.

Miramichi, N.B.,

30th June, 1869.

ABSTRACT of Expenditure on Light Houses and Minor Lights, Province of New Brunswick, for the Year ending 30th June, 1869.

CONSTRUCTION.		\$	cts.
Miramichi.			
Two minor lights at "Grants"	}	1,136	34
Two minor lights at "Oak Point"			
Shediac Island.			
Two minor lights		400	00
Saint John.			
New beacon in harbor		2,300	00
Fox Island, Miramichi.			
Two minor lights taken down and rebuilt		300	00
Saint John River.			
Six minor lights		2,273	14
Cape Enragé.			
New light tower		466	00
		\$6,875	48
REPAIRS.			
Eseuminac			8 00
Richibucto			274 75
Grindstone Island			551 81
Cape Enragé			17 41
Quaco			304 92
Partridge Island			45 62
Beacon, Saint John Harbor			68 26
Head Harbor			405 41
Saint Andrew			235 67
Swallow Tail			176 64
Gannet Rock			129 10
Machias Seal Island			374 90
Steam Fog Alarm, Partridge Island			1,065 22
		\$3,657	71
MAINTENANCE.			
Signal Station, Partridge Island			305 60
Reid's Point Lights, Saint John			45 00
		\$350	60
RECAPITULATION.			
Construction		\$	
Repairs		6,875	48
		3,657	71
Signal Station		305	60
Reid's Point Lamps		45	00
		10,533	19
		350	60
Total		\$10,883	79

DEPARTMENT OF MARINE AND FISHERIES,

St. John, New Brunswick,

5th April, 1870.

SIR,—I have now the honor to enclose the statement of expenditure for maintenance of buoys and beacons in the Province, for the year ending 30th June, 1869. Since these were placed under my superintendence, I had visited the several ports and carefully examined all the buoys and beacons, and have to report that this branch of the service is in an efficient state. Spar buoys were placed in the harbor of Cocaigne this season at a cost of \$83 05. Spar buoys have also been ordered for the harbor of Baie Verte, these will cost about \$50 00.

On the 28th February, 1869, the bell buoy in the harbor of St. John broke from its moorings, and went ashore at Red Head. On examination it was found that a large portion of the bottom was so corroded that it proved a very difficult matter and cost heavily to float it in safety to the city. It has now had a thorough repair, and was in position on the 17th June, and I feel satisfied that the moorings are now sufficient to prevent it again breaking adrift. A small iron buoy was procured for Shediac to take the place of the large one taken from there to put down on the bell buoy station while it was being repaired.

I have the honor to be, Sir,

Your most obedient Servant,

JOHN HARLEY,

*Inspector of Lights, and Buoys, and Beacons,
New Brunswick.*

Hon. P. MITCHELL,
Minister of Marine and Fisheries,
Ottawa.

STATEMENT of Expenditure of the Department of Marine and Fisheries, Saint John, New Brunswick Branch, for maintenance of Buoys and Beacons in the Province of New Brunswick, for the Year ending 30th June, 1889.

	\$	cts.
Port of Campbellton, Restigouche Co.....	26	00
“ “ Dalhousie,	58	63
“ “ Bathurst Gloucetsar Co.....	76	85
“ “ Caraquet	269	15
“ “ Shippegan	259	74
“ “ Miramichi, Northumberland Co.....	2,646	36
“ “ Richibucto, Kent Co.....	525	97
“ “ Buctouche	30	00
“ “ Cocaigne	83	03
“ “ Shediac, Westmoreland Co.	171	05
“ “ Bell Buoy, St. John Harbor	542	97
“ “ Saint George Charlotte Co.....	218	80
“ “ Digdeguash,	6	00
“ “ Saint Andrews,	548	36
“ “ Saint Stephens	119	59
	\$5,582	50

Saint John, N. B.,
30th June, 1889.

APPENDIX E.—Continued.

LIGHT-HOUSES AND COAST SERVICE.

NEW-BRUNSWICK, 30 JUNE, 1869.		\$	cts.	\$	cts.
<i>Beacon Light St. John Harbor.</i>					
H. Coram, keeper, salary and allowance.....		386	97		
J. E. Earle, 8 days salary.....		8	80		
J. Dunn, 2 days salary.....		54	00		
J. M. Reed, stores.....		25	88		
J. & J. McAvity, bells and apparatus.....		177	95		
W. H. Tuck, drawing contracts.....		23	33		
Allan, Bros., supplies.....		87	97		
J. & R. Mcfarlane, supplies.....		11	09		
J. King, boating.....		16	50		
J. Howe, Repairs.....		3	50		
Glasgow & Black, paint, &c.....		44	46		
D. Walker, paint, &c.....		36	62		
Albertine Oil Co., oil, &c.....		75	10		
Daniel & Boyd, cotton, &c.....		3	24		
Jno. McLachlan, work for contract.....		2,300	00		
G. T. Railway, freight.....		2	66		
E. Chanteloup, lamps, &c.....		32	10		
J. Christopher, boat and repairs.....		11	00		
J. Bridges, boathire.....		4	00		
G. Faucet, boating.....		1	50		
					3,306 67
<i>Beacon Lights St. John River.</i>					
Jno. Duffy, erecting 6 lights.....		1,044	00		
do extra work.....		56	00		
G. Fleming, 6 winches.....		53	00		
C. W. Bramen, exploring.....		20	00		
D. D. Glasier, charter of steamer.....		50	00		
Jos. Bell, glass, &c.....		6	30		
J. A. Mahood, surveying.....		15	00		
Willis & Davis, advertising.....		10	82		
W. H. Tuck, drawing contracts, searching records in the different counties and securing titles.....		123	99		
W. C. Harley, superintending, &c.....		425	00		
E. Chanteloup, lanterns, &c.....		469	03		
Albertine Oil Co., oil.....		68	60		
					2,341 74
<i>Beacon Lights Portage Island and Preston's Beach.</i>					
Daley & Carter, contract.....		850	00		
Albertine Oil Co., oil.....		68	60		
					918 60
<i>Cape Enragé.</i>					
J. Hennebery, keeper, 1½ year's salary.....		500	00		
J. A. Munro, plans, &c.....		12	00		
J. M. Reed, stores.....		7	64		
J. R. Mcfarlane stores.....		11	20		
W. H. Tuck, contracts, &c.....		18	67		
G. Twigley, stores.....		4	90		
J. Livingstone, advertising.....		4	67		
Willis & Davis, advertising.....		4	20		
Jos Walker, paint, &c.....		13	20		
Albertine Oil Co., oil, &c.....		72	10		
Daniel & Boyd, cotton &c.....		5	40		
Sch. Hopewell, freight.....		4	00		
Duffy Denis & Co., buildings, &c.....		466	00		
					1,123 98

LIGHT-HOUSES AND COAST SERVICE.—Continued.

	\$ cts.	\$ cts.
<i>Escuminac.</i>		
Wm. Hay, keeper, 1 year's salary.....	430 00	
Albertine Oil Co., oil, &c.,.....	123 20	
J. Harley, repairs, &c.,.....	56 65	
		609 85
<i>Gannet Rock.</i>		
W. B. McLaughlin, keeper, 1½ year's salary.....	{ 840 00	
do 1 year's water.....	210 00	
do boarding men, &c.,.....	222 00	
Peabody & Cummings, stores.....	40 00	
T. M. Reed, stores.....	51 28	
S. Blizard, lumber.....	40 05	
J. R. Mcfarlane, stores.....	11 10	
Cap. Jackson, freight.....	15 63	
Albertine Oil Co., oil, &c.,.....	60 00	
Daniel & Boyd, cotton, &c.,.....	83 30	
A. Quick, paint, &c.,.....	7 44	
B. A. Gordon, joiner work.....	170 37	
T. Howe, stores.....	38 00	
	4 50	
		1,793 67
<i>Grindstone Island.</i>		
J. Clark, keeper, 1 year's salary.....	400 00	
do 1 do allowance.....	20 00	
do repairs.....	157 35	
T. M. Reed, stores.....	7 27	
J. R. Mcfarlane, stores.....	11 41	
Jno. Walker, paint, &c.,.....	21 07	
Albertine Oil Co., oil, etc.,.....	69 25	
Daniel & Boyd, cotton, &c.,.....	5 40	
Schooner "Hopewell," freight.....	3 00	
		694 75
<i>Head Harbor.</i>		
J. R. Snell, keeper, 1 year's salary.....	425 00	
T. Howe, tinwork.....	2 70	
Albertine Oil Co., oil, &c.,.....	73 70	
Daniel & Boyd, cotton, &c.,.....	5 40	
A. Quick, paint, &c.,.....	19 58	
Peabody & Co., stores, &c.,.....	186 91	
T. M. Reed, stores.....	9 41	
J. R. Mcfarlane, stores.....	11 16	
Cap. Jackson, freight.....	20 00	
		753 86
<i>Machias Seal Island</i>		
J. Conly, keeper, 1 year's salary.....	714 00	
Peabody & Co., oil.....	33 96	
Wm. Cline, (powder) freight.....	12 00	
T. M. Reed, stores.....	22 28	
S. G. Blizard, repairs, &c.,.....	113 70	
J. R. Mcfarlane, stores.....	15 70	
Cap. Jackson, freight.....	115 00	
T. Howe, repairs.....	88 19	
J. Conly, board of men.....	38 60	
Albertine Oil Co., oil, &c.,.....	75 70	
Daniel & Boyd, cotton, &c.,.....	9 72	
A. Quick, paint.....	64 35	
B. L. Jordan, joiner's work.....	38 00	
		1,341 20
<i>Miscou.</i>		
Geo. McConnell, keeper, 1 year's salary.....	500 00	
J. Harley, contingencies.....	113 45	
Albertine Oil Co., oil.....	68 60	
		682 05

LIGHT-HOUSES AND COAST SERVICE.—Continued.

<i>Point Lepreaux.</i>	\$ cts.	\$ cts.
G. Thomas, keeper 1 year's salary.....	400 00	
T. W. Reed, stores.....	15 81	
J. R. Mcfarlane, stores.....	11 02	
Cap. Jackson, freight.....	20 00	
Albertine Oil Co., &c.,.....	73 60	
Daniels & Boyd cotton, &c.....	6 48	
A. Quick, paint, &c.,.....	59 31	
		586 22
<i>Partridge Island.</i>		
A. Reed, keeper, 1 year's salary.....	420 00	
T. M. Reed, stores.....	20 44	
J. R. Mcfarlane, stores.....	11 51	
J. Woodley, boat and boat hire.....	43 00	
J. King, boating.....	6 50	
T. Howe, repairs.....	28 30	
A. Walker, paint, &c.....	23 72	
Albertine Oil Company, oil, &c.....	79 60	
Daniels and Boyd, cotton, &c.....	10 04	
J. R. Blizzard, lumber.....	17 32	
		660 43
<i>Quaco.</i>		
Thomas Lamb, keeper, 3 months' salary.....	146 00	
" gratuity on retiring.....	400 00	
Wm. Love, keeper, 9 months' salary.....	348 00	
T. M. Reed, stores.....	8 85	
J. Coram, repairs.....	185 05	
J. R. Macfarlane, stores.....	10 95	
S. M. Martin, freight.....	10 00	
Albertine Oil Company, oil, &c.....	72 80	
Daniels and Boyd, cotton, &c.....	3 24	
C. E. Potter, glass.....	22 50	
John Walker, paint, &c.....	8 77	
		1,216 16
<i>Richibucto.</i>		
F. Richards, keeper, 1 year's salary.....	160 00	
J. Harley, repairs.....	227 18	
" contingencies.....	4 00	
T. Howe, oil cans.....	9 00	
Albertine Oil Company, oil.....	68 59	
		468 77
<i>Reed's Point.</i>		
Gas Light Company, 9 months' supply.....		45 00
<i>St. Andrews.</i>		
G. A. Pendlebury, keeper, 1 year's salary.....	270 00	
" repairs.....	12 00	
T. M. Reed, stores.....	8 53	
J. R. Mcfarlane, stores.....	11 43	
Albertine Oil Company, oil, &c.....	73 69	
Daniels and Boyd, cotton, &c.....	4 32	
A. Quick, paint, &c.....	13 60	
A. W. Mowatt, freight.....	2 04	
		395 61

LIGHT-HOUSES AND COAST SERVICE.—Continued.

	\$	cts.	\$	cts.
<i>Swallow Tail.</i>				
J. Kent, keeper, 1½ year's salary	520	00		
“ board of men, &c.	13	00		
Peabody & Co., repairs	24	92		
T. M. Reed, stores	19	04		
J. R. McFarlane, stores	11	50		
Cap. Jackson, freight	35	00		
T. Howe, repairs	81	00		
Albertine Oil Company, oil, &c.	76	79		
Daniel and Boyd, cotton, &c.	6	43		
A. Quick, paints	22	27		
Allan Bros., stove pipes, &c.	25	62		
			835	02
<i>Steam Fog Alarm Partridge Island.</i>				
James Wilson, keeper, 1 year's salary	420	00		
William Cameron, assistant keeper, 1 year's salary	260	09		
J. & T. McAvity, repairs, &c.	42	14		
T. M. Reed, paints, &c.	20	46		
Joseph King, wood, &c.	168	09		
J. R. McFarlane, stores	15	91		
George Fleming, new boiler, &c.	695	00		
W. H. Tuck, drawing contracts	18	67		
Albertine Oil Company, wicks, &c.	6	83		
Daniel and Boyd, cotton, &c.	3	72		
A. Quick, paint, &c.	37	50		
Clarke & Co., repairs	201	50		
John Bridges, boating	4	00		
Allan Bros., stove, &c.	23	00		
Barnes & Co., blankforms	10	00		
J. McGowan, wood	63	00		
W. M. Smith, specifications, &c.	27	00		
T. Daley, boating	4	00		
H. Anthony, wood	147	00		
			2,167	73
<i>Signal Station Partridge Island.</i>				
J. C. H. Gray, keeper, 1 year's salary	300	00		
J. Walker, flags	5	60		
			305	60
<i>Bell Buoy.</i>				
John Bridges, works at buoy	249	00		
J. M. Robertson, towing buoy	20	00		
T. Cormack, granite	10	10		
E. Reardon, labor	2	00		
G. W. Smith, watching, &c.	6	50		
E. & N. A. Railway, freight	6	00		
J. Blackhall, coach hire	6	00		
C. A. Robertson, coach hire	14	00		
A. Reed, attendance	20	00		
George Fleming, iron can buoy	100	00		
John Lloyd, repairs	109	37		
			542	97
<i>Buoys and Beacons—Miramichi.</i>				
Innis Bros., rent of beacon	12	00		
H. Ross, “	6	00		
Mrs. Preston, “	20	00		
Joseph Wells, lifting buoys	8	00		
F. Martin, laying buoys, &c.	176	00		
G. S. Parker, sundries	24	58		
Commissioner's expenses	2	50		
“ commission	24	97		
George Rogers, 1½ year's salary, 31st December, 1869	250	00		
A. D. Shirreff, sundries	0	95		

LIGHT-HOUSES AND COAST SERVICE.—Continued.

	\$	cts.	\$	cts.
Wm. Hay, iron knees.....	19	90		
F. J. Lettson, paint brushes.....	1	10		
Alex. Mills, sundries.....	8	25		
William Muirhead, iron.....	30	40		
T. Daley and others, land and erecting beacons.....	1,016	34		
John Walker, paint, &c.....	67	03		
James Carter, plans, &c.....	12	00		
R. R. Call, freight oil.....	16	80		
W. & J. Anslow, advertising.....	2	40		
Joseph Siple, picking up buoy.....	8	00		
F. A. Kazel, painting and repairs.....	21	60		
John Matthewson, repairs and material.....	26	45		
John Brown, taking up buoys.....	65	55		
M. Martin, picking up buoys, &c.....	6	00		
A. McLachlan, labor at schooner.....	18	00		
A. Yeats & Son, iron.....	32	80		
John Walker, paints, &c.....	60	65		
Daley and Carter, in full of beacons, &c.....	334	00		
Thomas Howe, six lamps.....	117	53		
D. McEachran, making spare buoys, &c.....	5	00		
John Harley, chain wharfrage, &c.....	59	67		
M. M. Sargent, labor.....	8	94		
J. Murphy, labor.....	3	00		
William Tobin, freight.....	6	00		
S. Thomson, drawing deeds, &c.....	27	60		
Thomas Voindy, white lead, &c.....	8	55		
			2,508	56
<i>Buoys and Beacons—Caraquet.</i>				
W. Chasseau, raising buoys &c.....	28	50		
R. Walsh, saving.....	1	50		
R. Young, commission.....	13	44		
W. Young, paint &c.....	21	41		
C. Robin & Co., iron.....	11	15		
G. Paulin, & others, placing buoys.....	40	00		
W. Egré, blacksmith.....	31	90		
			147	90
<i>Buoys and Beacons—Richibucto.</i>				
L. P. W. DeBrisay, repairs &c.....	147	72		
Jos. McNiel, putting down buoys.....	24	00		
Jos. Hains, placing down buoys &c.....	3	80		
J. Graham, placing down buoys &c.....	6	00		
J. Long, boathire &c.....	34	00		
P. Campbell, buoystones.....	4	20		
L. P. W. DeBrisay, commissioner.....	42	33		
E. Powell, buoy service.....	5	40		
Jas. Foster, buoy service.....	1	34		
Thos. Micheau, picking up buoys.....	2	00		
Thos. Mudge, repairs &c.....	73	00		
J. B. Foster, taking up and replacing.....	86	20		
Wm. McLean, making 2 buoys.....	18	00		
J. Ferguson, paint &c.....	1	85		
D. McArthur, hauling Stores.....	2	40		
Jas. Richardson, labor.....	3	60		
S. Samuel varnish.....		60		
H. McKinnon, labor.....	9	60		
J. O'Brien, hauling chain.....	1	20		
J. Harley, chain.....	57	53		
S. B. Hethrington, cartage.....	1	20		
			525	97
<i>Buoys and Beacons—Shediac.</i>				
Geo. Donnelly, repairing beacon.....	40	00		
A. Simpson, making and laying buoys.....	23	60		
H. B. Smith, commissioner.....	9	95		
Str. Emperor, freight.....	16	00		

 LIGHT-HOUSES AND COAST SERVICE.—Continued.

	\$ cts.	\$ cts.
W. Atkinson, lifting buoys	8 00	
P. White, buoy services	7 00	
A. Davidson, buoy services	1 50	
H. B. Smith, making buoys	24 50	
H. B. Smith, freight	0 50	
A. Mckay, building beacons	400 00	
		531 05
<i>Buoys and Beacons—Cocagne.</i>		
James Lucas, labor	6 38	
S. Herbert, removing buoys &c.	8 00	
Wm. Seeley, iron work	5 00	
Thomas Irving, making buoys	25 00	
A. Quick, chain, &c.	29 27	
G. W. Smith, sundry accounts	9 38	
		83 03
<i>Buoys and Beacons—St. George.</i>		
Jas. Campbell, repairs &c.	119 80	
Geo. Hellens, taking up buoys	20 00	
W. McLeod, taking up	18 00	
Geo. Baldwin, taking up	16 00	
A. Campbell, taking up	26 00	
C. Grierson, taking up	10 00	
Jas. Campbell, commission	9 00	
		218 80
<i>Buoys and Beacons—Shippegan.</i>		
Commissioners repairs &c.	192 64	
S. Asher, replacing &c.	13 00	
O. Duggay, replacing &c.	11 00	
A. Campbell, replacing &c.	37 00	
Wm. Taylor, commission	6 10	
		259 74
<i>Buoys and Beacons—Bathurst.</i>		
T. Daley, lifting &c.	36 00	
Ferguson & Co., chains &c.	33 87	
John Fergusson, commission	6 98	
		76 85
<i>Buoys and Beacons—Buctouche.</i>		
H. E. Dixon, making buoys &c.		30 00
<i>Buoys and Beacons—St. Stephen.</i>		
R. Young, lifting, replacing &c.	99 56	
Z. Chipman, chains &c.	9 16	
Z. Chipman, commission	10 87	
		119 59
<i>Buoys and Beacons—St. Andrews.</i>		
W. Whitlock, buoy material	28 34	
P. Fitzgerald, labor	6 08	
J. Wilson iron work	11 00	
Geo. Gelley, putting down, &c.	452 00	
T. How, picking up buoy	50	
— Richardson, picking up buoy	50	
Counly, placing buoy	6 00	
W. Whitlock, commission	49 94	
		554 36

LIGHT-HOUSES AND COAST SERVICE.—Continued.

	\$\$ cts.	\$ cts.
<i>Buoys and Beacons—Dalhousie.</i>		
D. Stewart, storage.....	3 00	
A. G. Wallace, shackles, &c.....	9 20	
A. McIntyre, placing buoys, &c.....	41 10	
D. Stewart, commission.....	5 33	
		58 63
<i>Buoys and Beacons—Campbellton.</i>		
James Ritchie, lifting buoys, &c.....	26 00	
		26 00
<i>Fisheries.</i>		
Custom House, rent of office.....	37 50	
H. Chubb & Co., stationery.....	27 05	
W. H. Venning, to pay salaries of overseers and travelling expenses.....	937 90	
G. Helmas, looking after boat.....	12 00	
G. McLeod, rent.....	12 50	
A. Rowan, tin box.....	6 00	
G. W. Smith, postages.....	22 50	
P. Sheridan, 6 months' wages.....	12 50	
		1,127 95
<i>Marine Hospital—Miramichi.</i>		
P. Lawlor, board, allowance, &c.....	770 86	
Dr. Thomson, salary, &c.....	432 70	
Gilmour, Rankin & Co., supplies.....	220 96	
H. A. Davidson, insurance.....	20 00	
M. Craney, funeral expenses, &c.....	24 10	
E. Condon, ".....	2 00	
John Bell, whitewashing.....	2 00	
Commissioners' commission.....	46 00	
Insurance Company, insurance on building.....	7 70	
R. Davidson, supplies.....	27 85	
F. A. Kazel, labor.....	12 00	
William Russel, whitewashing.....	4 00	
H. Phinney, stove, &c.....	40 00	
M. M. Sargent, supplies.....	16 90	
		1,627 07
<i>Salaries and Contingencies.</i>		
George Smith, salary and postages.....	1,267 80	
W. M. Smith, testing oil.....	10 00	
John Harley, salary and expenses, &c.....	2,215 27	
Telegraph Company, telegrams.....	9 85	
P. Sheridan, 3 months' salary.....	12 50	
H. Chubb & Co., stationery.....	66 90	
Barnes & Co., ".....	4 30	
Custom House, rent.....	25 00	
A. Rowan, tin box.....	6 00	
News-Room, subscription.....	10 00	
Gas Company, account to 1st February.....	6 90	
P. Sheridan, 3 months' salary.....	12 50	
John Walker, coals.....	2 75	
J. McDonell, coals.....	25 13	
Custom House, rent.....	12 50	
		3,687 40
<i>Sick Seamen.</i>		
James Brewsten, collector, Harvey.....	60 00	
D. Hanington, overseer, Dorchester.....	56 00	
		116 00

LIGHT-HOUSES AND COAST SERVICE.—Continued.

	\$ cts.	\$ cts.
<i>Observatory.</i>		
A. Boyne, building.....	609 00	
W. H. Tuck, drawing contract.....	23 33	
J. A. Mahood, plans, &c.....	15 00	
J. A. Munro, plan of building.....	24 00	
George Smith, coach hire, &c.....	12 50	
Willis and Davis, advertising.....	4 42	
W. C. Harley, proportion of expenses.....	30 00	
G. Fleming, on account.....	31 75	
		750 00
<i>Distressed Seamen.</i>		
George Duffett, board, &c.....	11 00	
D. C. King, conveyance.....	7 50	
Archibald & Co., passage, 6 men.....	38 38	
J. M. Robinson, telegram.....	0 27	
Railway Company, 6 tickets.....	12 00	
James Bell, support 6 men.....	46 17	
A. McLean, commission.....	2 88	
“ sundries.....	17 12	
		135 32
<i>Kent Marine Hospital, St. John.</i>		
John Bryden, bread.....	217 41	
W. Bookhout, beef, &c.....	223 01	
Jardine & Co., groceries.....	206 45	
T. Davidson, milk, &c.....	61 36	
A. Kempson, washing.....	95 95	
M. Barnes, potatoes, &c.....	98 10	
R. P. & W. Shaw, coals.....	114 58	
John Hutchinson, wood, &c.....	74 00	
George A. Bayard, medicines, &c.....	44 56	
James Burke, cemetery, funerals, &c.....	28 50	
Commissioners, water.....	50 00	
Gas Company, gas account.....	68 70	
S. B. Botsford, 1 year's salary.....	560 00	
D. Harding, 14 months' salary.....	116 66	
“ nurse for pest house.....	15 00	
William Armstrong, chaplain, 1 year's salary.....	100 00	
C. Ward, secretary and treasurer.....	350 00	
C. A. Barnes, wages and board.....	288 00	
James Newcomb, gardener.....	125 75	
H. Robertson, flower-pots.....	9 58	
John Chaloner, seeds.....	1 91	
John Riley, cartage.....	6 40	
J. Isbister, glass, &c.....	6 03	
George Nixon, house paper, &c.....	12 27	
A. G. Bowes, brazier.....	21 37	
John Livingston, advertising.....	2 40	
Barnes & Co., printing.....	20 67	
J. B. Hamm, coaching.....	3 50	
P. Murphy, labor.....	3 40	
M. Barnes, steward.....	561 29	
Berton Bros., porter, &c.....	18 09	
Starr & Co., fuel.....	69 43	
J. Doherty, gardener.....	26 00	
E. Barnes, seamstress.....	8 40	
J. Wilson, repairs.....	115 00	
H. Duffy & Co., lumber.....	5 00	
John Hastings, sheeting.....	78 13	
J. Sears, drugs, &c.....	123 78	
John Devine, labor at coal.....	3 20	
John Brewing & others, repairs.....	51 25	
Insurance Company, insurance.....	32 00	
A. Young, grate, &c.....	11 30	
M. Barnes, poultry.....	3 75	
Willis and Davis, advertising.....	3 00	
Chubb & Co., printing, &c.....	2 80	

LIGHT-HOUSES AND COAST SERVICE.—Continued.

	\$	cts.	\$	cts.
P. McGivern, coal.....	63	96		
R. A. Moore, coffins.....	18	00		
Cemetery Company, burial.....	2	00		
John Crocker, gardener.....	60	00		
John O'Brien, labor.....	3	00		
S. Carroll, laundress.....	4	00		
William Brown, house ladders.....	11	20		
E. A. Gard, union jack.....	0	60		
G. F. Smith, bunting.....	1	55		
W. Minford, boots.....	3	00		
J. Hastings, bandages.....	2	22		
			4,206	51
<i>Sick Seamen, Bouctouche.</i>				
F. W. E. Pouliot, 1 year's salary.....	100	00		
R. Butler, board, &c.....	22	50		
H. B. Smith, commission.....	9	75		
			132	25
<i>Marine Hospital, Bathurst.</i>				
J. Miller, board, &c.....	50	00		
W. Thompson, coffins, &c.....	9	80		
W. W. Gordon, medical attendance.....	20	00		
W. Buck, repairs.....	2	00		
Insurance Co., insurance building.....	8	00		
Ferguson Co., glass.....	1	60		
Commissioners, commission.....	5	47		
S. L. Bishop, medical attendance.....	20	00		
			116	87
<i>Sick Seamen, Hillsborough.</i>				
B. Bishop, board, &c.....	106	25		
Jno. Shaughnessy, board.....	100	00		
Jno A. Beatty, board.....	13	30		
Wm. Christopher, board.....	16	75		
D. Russell, board.....	10	50		
			246	80
<i>Sick Seamen, Sackville.</i>				
A. Seaman, board, &c.....	44	50		
Overseers, board, &c. &c.....	213	17		
			257	67
<i>Marine Hospital, St. Andrews.</i>				
C. E. O. Hathaway, supplies.....	10	45		
do allowance as secretary.....	40	25		
J. W. Street, water cask.....	3	25		
J. Watson, stove and pipes.....	24	50		
J. Woods & Co., pumps, &c.....	12	70		
W. Tradwell, lumber, &c.....	24	54		
M. H. Day, salary and board.....	278	24		
S. J. Gore, salary, &c.....	160	00		
Z. Chipman, 6 months attendance.....	5	00		
James Campbell, 6 months attendance.....	5	00		
Insurance Co., fire insurance.....	21	00		
John Dinsman, 8 cords wood.....	28	00		
James Connelly, cutting wood.....	10	00		
Odell and Turner, flannels &c.....	1	72		
L. Chase, carriage hire.....	20	00		
G. W. Smith, travelling expenses.....	6	00		
Standard office printing.....	1	25		
J. Cameron, mason work.....	28	00		
Alex. Campbell, carpenter.....	170	75		
Less, (December 31) unclaimed.....	850	65		
	36	25		
			814	40

LIGHT-HOUSES AND COAST SERVICE.—Continued.

	\$ cts.	\$ cts.
<i>Sick Seamen, New-Bandon.</i>		
Dr. Gordon, medical attendance.....	10 00	
R. Dawson, board.....	7 00	
W. Dawson, horsehire.....	3 00	20 00
<i>Sick Seamen, Shediac.</i>		
C. S. Theal, medical attendance.....	136 82	
W. J. M. Hanington, 3 passages &c.....	6 00	
W. J. M. Hanington, commission.....	6 84	149 66
<i>Sick Seamen, Dalhousie.</i>		
S. Shaw, medical attendance.....	3 00	
W. Disbrow, medical attendance.....	10 00	13 00
<i>Sick Seamen, Rockland.</i>		
W. Wilson, medical attendance.....	20 00	
John Rutherford, attendance, &c.....	20 00	50 00
<i>Marine Hospital Richibucto.</i>		
J. W. Doherty, medical attendance, &c.....	204 00	
H. McNeil, board attendance, &c.....	325 72	
R. Wark, commission.....	26 28	556 00
<i>Sick Seamen, North Joggins.</i>		
James Cox, boarding &c.....		9 00
<i>Sick Seamen, Harvey.</i>		
J. Bacon, board, &c.....	39 00	
P. R. Moore, medical attendance.....	155 90	
J. Styles, board, &c.....	71 78	
Thos. Brooks, expenses.....	5 00	
R. Palmer, medical attendance.....	184 90	
James Brewster, commissioner.....	15 00	
John Starratt, attendance, &c.....	24 00	
Wm. Wood, ".....	15 00	
M. A. Copp, ".....	12 00	
John Cannon, ".....	15 42	
James Rogers, ".....	39 00	577 00
<i>Sick Seamen, Shippegan.</i>		
Wm. Busha, passage.....	12 00	
S. Harper, attendance, &c.....	20 00	
M. Harper, board, &c.....	27 00	
Taylor and Doran, commission.....	5 90	64 90
<i>Sick Seamen, Hopewell.</i>		
James Carnewath, medical attendance.....		50 00

 LIGHT-HOUSES AND COAST SERVICE.—*Continued.*

 RECAPITULATION.

	\$ cts.	\$ cts.
Light houses.....	17774 18	
Steam fog alarm.....	2167 73	
Signal station.....	305 60	
Bell Buoy.....	542 97	
Buoys and Beacons.....	5140 48	
Fisheries.....	1127 95	
Salaries and contingencies.....	3687 40	
Observatory.....	750 00	
Marine Hospitals and Sick Seamen.....	9007 13	
Distressed seamen.....	135 32	
	\$40638 76	

WM. SMITH,

Deputy of the Minister of Marine and Fisheries.

 JOHN TILTON,
 Accountant.

APPENDIX F.

THE DOMINION STEAMERS in Account with the Dominion of Canada for the year ended 30th June 1869.

	\$	cts.	\$	cts.
<i>Steamer "Napoleon III."</i>				
For Repairs.....		826	88	
Supplies.....	1,308	18		
Provisions.....	2,496	84		
Pilotage.....	182	60		
Towage.....	6	60		
Tonnage dues.....	10	60		
Washing.....	106	33		
Wintering.....	157	52		
Watching during wintering.....	36	00		
Petty cash.....	290	65		
Medical services of Dr. Roy.....	25	60		
Consulting Engineer.....	40	00		
Capt. E. Gourdeau.....	799	97		
Engineer, Wm. Barbour.....	799	97		
Seamen and other hands.....	3,985	28		
				11,071 82
<i>Steamer "Lady Head."</i>				
For Repairs.....	1,328	50		
Supplies.....	367	47		
Provisions.....	1,703	13		
Pilotage.....	92	00		
Tonnage dues.....	8	40		
Washing.....	64	53		
Wintering.....	90	27		
Watching during wintering.....	36	00		
Petty cash.....	291	00		
Medical services of Dr. Roy.....	25	00		
Consulting Engineer.....	40	00		
Capt. A. Marmen.....	799	98		
Engineer, S. Carroll.....	799	98		
Seamen and other hands.....	3,172	06		
				8,818 32
<i>Steamer "Queen Victoria."</i>				
For witnesses attending "Insurance suit".....				140 68
<i>Steamer "Advance."</i>				
For Pilotage fund.....	40	00		
Petty cash.....	13	00		
Brokerage in connection with proposed sale.....	60	12		
				113 88
<i>General Expenses.</i>				
For Coal.....	6,603	46		
Provisions.....	1,677	03		
Oil.....	780	25		
Stores.....	313	86		
Repairs.....	15	82		
Printing, advertising and stationery.....	182	38		
Postages.....	9	43		
Petty cash.....	231	07		
Rent of Atkinson's wharf from Harbor Commissioners.....	2,800	00		
Taxes.....	192	75		
				12,806 05

THE DOMINION STEAMERS in Account with the Dominion, &c.—Continued.

<i>Office Establishment.</i>	\$ cts.	\$ cts.
For J. U. Gregory, salary as manager.....	1,040 01	
E. Buteau, book-keeper.....	600 00	
Fuel.....	22 50	
Petty cash expenses.....	275 59	
J. B. Dion, gratuity on services being dispensed with.....	200 00	
Louis Gagné, do do.....	150 00	
L. G. Chaperon, do do.....	100 00	
C. Levesque, do do.....	50 00	
F. Buteau, do do.....	800 00	
C. Hurt, do do.....	400 00	
G. Galarneau, do do.....	24 00	
C. Vézina, do do.....	135 00	
C. Béland, do do.....	90 00	3,887 10
		\$36,837 85

WM. SMITH,

Deputy of the Minister of Marine and Fisheries.

JOHN TILTON,
Accountant.

APPENDIX G.

MARINE HOSPITALS.

DEPARTMENT OF AGRICULTURE,

Ottawa, 23rd November, 1869.

SIR,—In compliance with your request, I beg to lay before you the statement of the number of seamen treated at the Quebec Marine and Immigrant Hospital, as well as the sum apportioned to them, out of the general outlay, as furnished by the Trustees of the said institution, for the period included between the 1st of July, 1868, and 30th June, 1869.

Total expenditure	19,221 45
Paid by Local Government	\$4,000 00
Proceeds	748 80
	—————
	4,748 80
Balance paid by Federal Government	\$14,472 60

but of which sum of \$14,472 65 the proportion, according to number, to be charged against the seamen is \$12,348 08.

The movement of the seamen population at the Quebec Marine Hospital during the period aforesaid hath been :

Remaining on the 1st July, 1868	67
Since admitted	804
	—————
Total number	871
Discharged	801
Died	11
Remaining on 30th June, 1869	59

The total number of days of sojourn of the same seamen has been 12,876

I have the honor to be, Sir,

Your most obedient Servant,

J. C. TACHE,

Deputy Minister of Agriculture.

WM. SMITH, Esq.,

Deputy Minister of Marine and Fisheries, &c., &c.,
Ottawa.

ST. JOHN N.B.,

30th July, 1869.

SIR,—I have to acknowledge receipt of your letter of 5th July, in reply and explanatory to my communication of the 14th April, which I placed before the Commissioners of the Marine Hospital, at their meeting held on the 12th instant.

I have the honor to be, Sir,

Your most obedient Servant,

CHARLES WARD.

*Secretary and Treasurer to Commissioners,
Marine Hospital, St. John, N.B.*

WM. SMITH, Esq.,

Deputy Minister Marine and Fisheries,
Ottawa.

SIR,—The Commissioners of the Marine Hospital for the Port of St. John New Brunswick, request to submit annual report of the Hospitals under their charge for the year ending 30th June, 1869, and request your reference to the “Kent” Medical Officers’ return of the seamen admitted into the hospital during the year.

It appears that there remained in the Kent Hospital on the 1st July, 1868, fifteen (15) patients under medical treatment, and one hundred and ninety-nine (199) new cases of sick and disabled seamen were admitted, thus shewing two hundred and fourteen seamen in this hospital for the year ending 30th June, 1869.

Of this number, one hundred and seventy-nine (179) were discharged cured—twenty (20) reported deserted—five (5) deaths and ten (10) remaining under medical care, and it is very satisfactory that your Commissioners are enabled to report that the past year has been one of general good health amongst the numerous class of seamen arriving at this port.

The medical officer for the Pest House on Partridge Island, reports only one seaman under his care with small pox,—discharged cured—and one occurred from infectious disease on board a ship under quarantine.

The Commissioners report the hospital buildings under good repair, trifling repairs on the Kent were needful, and a new fence surrounding the Pest House on Partridge Island, and at present, these hospitals are in all respects competent for their purposes. The garden is under good cultivation, yielding sufficient vegetables for the hospital, and the surrounding grounds are both ornamental and usefully conducive to the improved health and comfort of convalescent patients.

The commissioners are also pleased to report that the management of the several departments of the hospitals commands their full approval, and the sick and disabled seamen received in these hospitals have every care and comfort their several cases require, and the comparative number of deaths of those admitted in the hospital fully exemplifies their management.

The accounts of expenditure and receipts have been duly rendered quarterly, with vouchers to the department, by which it appears that the expenditure for the year ending 30th June, 1869, for all purposes amounted to the sum of four thousand two hundred and four dollars thirty-one cents, (\$4,204 31), and the like sum of four thousand two hundred and four dollars thirty-one cents, (\$4,204 31) was received from your department.

All of which is respectfully submitted.

JOHN WARD,
JOHN WISHART,
C. McLAUHLAN,
W. DOHERTY,
JOHN McGRATH.

*Commissioners of Marine Hospital for the
Port of St. John New Brunswick.*

To the HON. PETER MITCHELL,
Minister of Marine and Fisheries for the
Dominion of Canada, &c., &c., &c.

ST. JOHN, N.B., 20th October, 1869.

SIR,—In accordance with your request of 5th inst., requesting a full and elaborate report of the proceedings of the public services connected with the marine hospitals of this port. I beg leave to state, that the hospitals at this port for sick and disabled seamen, continue under the management of a Board of Commissioners appointed by Government, and under the appointment of Commissioners there is for the Kent Hospital, physician and surgeon, hospital steward and matron, male nurse, cook, &c., and visiting chaplain.

Admissions to the “Kent” are given upon application to any Commissioner by the ship’s officers, or ship’s agent.

A dietary for patients is fixed under full, low, and fever diets, and such other requisites as the medical officer may direct of wine, porter, fruit, vegetables, &c.

A monthly committee is allotted for supervision, and quarterly inspections are attended by the whole board at the "Kent."

The medical officers make each year a full and particular return of seamen admitted under their treatment, giving name, age, name of ship, name of master, where from, nationality, date of admission, nature of disease, date of discharge or death.

The Kent Hospital is situated in Sydney Ward in St. John, and fronts three streets, Wentworth, St. James's, and St. Andrew's, 240 by 200 feet frontage, enclosed by fencing, and the grounds embellished by shade trees, vegetable garden for use of the hospital, &c. The buildings are wooden, in a fair state of repairs, suitably arranged, and eligible for all present requirements.

They have an ample allotment purchased from the Rival Cemetery Company, exclusively for the burial of seamen, each grave is marked with the name and age of deceased.

The Pest House on Partridge Island, includes several acres with trees, this ground being an allotment contributed by the city corporation for this hospital, and is under the management of the resident physician.

The admissions in the Kent Hospital from the year, 1826, a period of thirty-three years, numbered nine thousand nine hundred and fifty-eight (9958) sick and disabled seamen, of which number there were two hundred and eighty-four deaths (284) for the same period.

The greatest number admitted in the Kent Hospital in one year (1847), was four hundred and eighty-six (486), principally from ship fever. Twenty-seven (27) of whom died. The smallest number admitted in one year, was one hundred and thirty-one (131), in the year 1865.

At the Pest House, on Partridge Island, there were one hundred and forty-six (146) patients with infectious and contagious diseases from the date of establishment, and nineteen (19) deaths.

I beg also to state that the annual report of the management of the Commissioners, ending 30th June, 1869, to the Honorable Peter Mitchell, was duly forwarded to your department, embracing the general affairs and state of the hospitals for that period.

For the year ending 30th June, 1869. Two hundred and fourteen (214) seamen were under medical treatment in the Kent Hospital, viz. : fifteen (15) remaining on the 1st July, 1868, and one hundred and ninety-nine (199) new cases admitted, of this number one hundred and seventy-nine (179) were discharged cured. Twenty (20) left without leave, five (5) died, and ten (10) remaining under treatment.

Seamen of all nationalities are admitted under sanction of a commissioners.

The past year has been one of general good health amongst the numerous arrivals at this port, only one death (of infectious fever) occurred on ship-board at quarantine, and only one case (small pox) at the pest house, Partridge Island—discharged cured.

The management of the respective departments of the hospitals commanded the full approbation of the Commissioners at their regular quarterly inspections.

The seamen in the hospitals have every care and comfort attainable in their respective cases, and the result of their competent management will favorably compare with and other similar institution.

All the buildings are in a good state of repair, and quite sufficient for all present requirements, during the year some slight repairs were attended to, keeping them in good serviceable condition.

The enclosed grounds being well arranged with shade trees, are greatly beneficial to the convalescent ; and the garden productions abundant for hospital supply.

The quarterly accounts of expenditure, with vouchers, were regularly made up, and forwarded to your department through your agent at St. John. And the annual account of expenditure for all purposes ending 30th June, 1869, signed by the Commissioners, amounted to the sum of Four thousand two hundred and four dollars, thirty-one cents,

(\$4204 31), and the like sum of Four thousand two hundred and four dollars, thirty-one cents, (\$4204 31), was duly received on the quarterly expenditure from the Dominion Paymaster at St. John, N.B.

Should you consider it requisite to place this report in any different form, other than that now forwarded, or more fully defining their control and management, such as you please to suggest shall have my immediate attention.

I remain, Sir,

Your most obedient servant,

CHARLES WARD,

Secretary and Treasurer to Commissioners.

WM. SMITH, Esq.,

Deputy Minister of Marine, &c.,
Ottawa, Dominion of Canada.

Report of Dr. S. T. Gove, Medical Superintendent of the Marine Hospital, St. Andrews's, New Brunswick, for half year ending June 30, 1869.

The hospital proper is a story and a half wooden building, with a basement, and was erected in 1833, to meet the increased demands upon the then commissioners by the foreign shipping loading at this port. From time to time it has been enlarged and refitted to accommodate thirty or forty patients, in detached wards, with appliances for baths, &c.

The grounds comprise 160 feet square, and are ornamented with walks, flowers, and vegetable gardens.

A detached stone dead house has also been erected, which subserves the purpose of *post mortem* examinations.

The outlay for all which, has been borne by the Provincial Government, and must have originally amounted to nearly \$4,000, and by the Imperial Act of union, the whole, with the fee simple of the land, has now become the property of the Dominion of Canada.

The establishment of St. Stephen's, St. George, and West Isles, as ports of entry, combined with fluctuations of trade and diminution of foreign shipping loading at this port, have done much to decrease the number of sick and disabled seamen applying for relief, it being a well-established fact that the crews of coasting vessels are more healthy and provident as a class, than those of ships engaged in long voyages, and when sick, frequently avail themselves of attendance at home rather than of their right of admission to the Hospital.

There were four admissions this half year; length of time in hospital, severally varied from nineteen days to six months; three were discharged cured, and one incurable remained; one seaman accidentally injured was attended at his own home.

This hospital occupies a central position, with regard to the out ports above mentioned, and is accessible at all seasons of the year; St. Andrews being an open harbor, and therefore would be especially available in the case of wrecked and frozen seamen—at the mouth of the Bay of Fundy, formerly an accident of frequent occurrence during severe winters.

During the last spring a thorough repair of the hospital was effected, amounting to \$200, which sum is not included in this report, being made under the direction of Mr. Harley, Inspector of Lighthouses and Marine Buildings.

GOVERNMENT.

This hospital is governed by a medical superintendent appointed by the Honorable the Minister of Marine and Fisheries at the commencement of this year, who furnishes

medical attendance and medicines, receives and discharges all patients, makes all purchases and keeps the accounts, at an annual salary of \$200.

A matron and keeper, who also acts as nurse, is appointed by the medical superintendent to attend to the wants of the sick, at an annual salary of \$208, with an allowance of \$1 50cts. per week for board of each seaman, which sum includes every necessary, except wines and extraordinary articles of diet, ordered by the medical superintendent.

Present Value of Property.

Hospital buildings, dead house, and lands	\$3,000 00
Building and furniture	200 00
	3,200 00

Expenditure from January 1 to June 30, 1869.

To fire insurance on \$1,400	\$ 21 00
“ fuel	38 00
“ clothing for a destitute seaman	1 72
“ miscellaneous	8 19
“ half year's salary for keeper and nurse...	104 00
“ “ “ medical superintendent	100 00
“ 31 weeks board of seamen at \$1.50	46 50
“ Expenses sending lunatic seamen to asylum at St. John	20 00
	339 40

Resources.

By cash per G. W. Smith, marine agent at St. John, for quarter ending March 31st	188 80
“ cash per G. W. Smith, quarter ending June 30th, 1869	150 60
	339 40

P.S. The annual cost of maintenance of this hospital for some year past, has averaged \$700.00.

S. T. GOVE,

Medical Superintendent of Marine Hospital.

ST. JOHN, NEW BRUNSWICK,

2nd April, 1870.

SIR,—I have now the honor to submit my report on the marine hospitals at Kingston, Kent County, Miramichi, Northumberland Co. and Bathurst, Gloucester Co., which have been placed under my superintendence for the year ending 30th June, 1869.

No regular record having ever been kept at any of these institutions, it is impossible to furnish a detailed account of their workings. Patients are now admitted by order of the deputy treasurers and commissioners of sick and disabled seamen at these ports; until lately, any justice of the peace in the county had authority to grant an order, which was always recognized by the keeper. A code of rules and regulations for the guidance of the officers of these institutions is much needed. I have informed the medical officers at Kingston and Richibucto, that in future they are required to keep an exact record of the ages, nationalities, dates of admission and discharge, nature of disease, deaths, and disposal of effects of deceased seamen, so that an accurate return may be had when called for.

MARINE HOSPITAL, MIRAMICHI.

For the maintenance of this institution, the sum of six hundred and fifty-seven dollars and nine cents (657.09) was expended against nine hundred and sixty-nine dollars and sixty-nine cents (\$969.69).

Some slight repairs are necessary, which will cost from sixty dollars (\$60) to one hundred dollars (\$100), these will be proceeded with at an early date.

The keeper is paid twenty-six cents per diem for board and attendance on inmates, and two dollars and forty-five cents (\$2.45) per week for his services, together with an allowance of forty-dollars per annum for fuel. Beds and bedding, and also stoves are provided by the Department. The medical officer receives two hundred dollars (\$200), for his services per annum, the Department supplying the medicines which are kept in the hospital.

This institution is now in an efficient state.

MARINE HOSPITAL, BATHURST.

The cost of maintenance for the past year, was one hundred and ninety-nine dollars and twelve cents (\$199.12). Some repairs are now necessary, which will probably cost about seventy dollars (\$70.00). The matron receives as remuneration for her services, fifty cents (\$.50) per day for board and attendance on inmates, nothing being allowed her when the hospital is clear. The medical officer is paid sixty dollars per annum (\$60) an allowance of twenty dollars (\$20) is also allowed for fuel. Beds and bedding, towels, &c., are provided by the Department.

MARINE HOSPITAL, KINGSTON.

Under the old management, the accounts of this institution were made up yearly on the 31st December; at the close of 1868, the sum of five hundred and fifty-two dollars (\$552) was expended for maintenance for that year; for the six months ending 30th June, the expenditure was one hundred and ninety-five dollars and thirty-two cents. The matron receives for her services, the sum of one dollar and fifty cents per week while there are no inmates, and three dollars fifty cents per week for board and attendance on each seaman in which case the former item is disallowed.

The medical attendant receives two hundred dollars per annum. Beds and bedding and stores are provided by the Department. All of which is respectfully submitted by

Your most obedient Servant,

JOHN HARLEY,

Inspector of Lights, New Brunswick.

HON. P. MITCHELL,
Minister of Marine and Fisheries,
Ottawa.

APPENDIX G.—Continued.

STATEMENT of Sick Mariners Fund for the entire Dominion, amount collected during Fiscal year ended 30th June, 1869.

PROVINCE OF QUEBEC.

Name of Port.	Quarter ended 30th September 1868.	Quarter ended 31st December 1868.	Quarter ended 31st March 1869.	Quarter ended 30th June 1869.	Total.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Montréal.....	401 14	495 72	.....	350 56	1,247 42
Québec.....	5,756 13	1,774 82	.....	5,253 32	12,784 27
St. Johns.....	342 54	134 04	.....	810 56	1,287 14
Rimouski.....	105 24	.....	.....	34 54	139 78
New Carlisle.....	90 50	16 16	.....	34 08	140 74
Gaspé Basin.....	33 90	45 80	.....	34 00	113 70
Amherst Magdalen Islands.....	13 10	3 04	.....	33 50	49 64
	6,742 55	2,469 58	.....	6,550 56	15,762 69

PROVINCE OF NOVA SCOTIA.

Name of Port.	Quarter ended 30th September 1868.	Quarter ended 31st December 1868.	Quarter ended 31st March 1869.	Quarter ended 30th June 1869.	Total.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Advocate Harbor.....	3 02	.....	.....	11 72	14 74
Amherst.....	8 74	3 84	.....	4 36	16 94
Annapolis.....	75 06	3 80	9 46	14 94	103 26
Antigonish.....	.....	.....	.....	4 80	4 80
Arichat.....	131 10	44 44	3 32	4 66	183 52
Baddeck.....	8 22	0 98	.....	2 42	11 62
Barrington.....	9 36	2 76	.....	7 62	19 74
Bear River.....	24 68	.....	28 14	12 66	65 48
Beaver River.....	.....	.....	.....	1 32	1 32
Belliveau Cove.....	4 52	.....	.....	.....	4 52
Bridgetown.....	4 78	1 76	.....	.....	6 54
Canada Creek.....	4 64	.....	.....	.....	4 64
Cape Canso.....	15 34	6 52	.....	19 91	41 77
Chester.....	3 04	1 54	.....	.....	4 58
Cheverie.....	.....	.....	.....	.....	.....
Clements Port.....	.....	2 86	.....	7 96	10 82
Cornwallis.....	13 50	6 58	.....	15 64	35 72
Cow Bay.....	312 32	96 54	2 86	248 48	660 20
Digby.....	13 20	14 78	4 80	1 56	34 34
Five Islands.....	1 50	.....	.....	.....	1 50
Free Port.....	3 40	.....	.....	.....	3 40
French Cross.....	2 28	.....	.....	.....	2 28
Glace Bay.....	192 90	6 64	.....	34 32	233 86
Great Bras d'Or.....	0 82	1 74	.....	3 66	6 22
Guyaboro.....	.....	.....	.....	.....	.....
Halifax.....	601 02	331 76	354 48	659 40	1,946 66
Hants Port.....	28 24	.....	.....	.....	28 24
Harborville.....	7 74	2 06	.....	9 20	19 00
Harbor au Bouche.....	.....	.....	.....	6 54	6 54
<i>Carried forward.....</i>	1,469 42	528 60	403 06	1,071 17	3,472 25

STATEMENT of Sick Mariner's Fund.—Continued.

Name of Port.	Quarter ended 30th September, 1868.	Quarter ended 31st December, 1868.	Quarter ended 31st March, 1869.	Quarter ended 30th June, 1869.	Total.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
<i>Brought forward.....</i>	1,469 42	528 60	403 06	1,071 17	3,472 25
Horton.....	10 18	9 70			19 88
Isaac's Harbour.....					
Joggins.....	29 24			40 76	70 00
Lahave.....	15 76	8 54		4 52	28 82
Lingan.....	24 54			88 98	113 52
Little Bras d'Or.....					
Little River.....	2 56			14 60	17 16
Liverpool.....	64 92	23 30	35 34	71 68	200 24
Londonderry.....	10 26			2 92	13 18
Louisburgh.....	2 34	3 52		1 06	6 92
Lunenburgh.....	8 42	5 56	6 72	5 60	26 30
Mahone Bay.....				7 40	7 40
Main au Dieu.....					
Maitland.....				11 86	11 86
Margaree.....	2 00	2 12		3 22	7 34
Margaretsville.....					
Merrigomish.....					
North Sydney.....	237 16	56 88		79 64	373 68
Parrsboro'.....	11 68	2 54		22 72	36 94
Pictou.....	238 12	296 06		216 38	750 56
Port Acadie.....	6 96	28			7 24
Port Gilbert.....	9 38				9 38
Port Hawkesbury.....	64 82	12 98	1 28	19 94	99 02
Port Hood.....	2 34			3 18	5 52
Port Latour.....	1 20			7 04	8 24
Port Medway.....	40 44	1 42	50 50	29 76	122 12
Port Mulgrave.....		9 46	14 56	48 40	72 42
Port Richmond.....	58	74		1 16	2 48
Port Williams.....				1 26	1 26
Pubnico.....	10 76	3 46		9 36	23 58
Pugwash.....	56 04	12 30		69 52	137 86
Ragged Island.....	12 80	12 72	4 90	34 24	64 66
Ratchfords River.....	5 06	1 26		7 66	13 98
Sandy Cove.....	13 02			9 48	22 50
St. Anns.....	1 08	1 16		2 50	4 74
St. Mary's River.....	5 44			9 94	15 38
Shelburne.....	5 90	14 16		18 76	38 82
St. Peters.....				2 92	2 92
Sydney.....				7 74	7 74
Tangier.....					
Truro.....					
Tatamagouche.....	11 74	2 82		3 02	17 58
Thorne's Cove.....				8 38	8 38
Tusket.....				6 80	6 80
Wallace.....	4 34				4 34
Walton.....		8 74		13 80	22 54
West Port.....					
Weymouth.....	22 40	6 70	72	17 20	47 02
Windsor.....	117 70	109 24		258 21	485 15
Yarmouth.....	23 28	28 94	22 46	35 56	110 24
	2,541 88	1,168 20	539 54	2,268 34	6,517 96

STATEMENT of Sick Mariners' Fund, &c.—Continued.

PROVINCE OF NEW BRUNSWICK.

NAME OF PORT.	Quarter ended 30th September, 1868.	Quarter ended 31st December, 1868.	Quarter ended 31st March 1869.	Quarter ended 30th June, 1869.	Total.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Bathurst.....	66 52	19 64	.....	52 14	138 30
Bay Verte.....	4 10	.....	.....	19 60	23 70
Buctouche.....	29 42	22 50	.....	20 86	72 78
Campbelltown.....	.....	.....	.....	.....	.....
Campo Bello.....	13 87	7 78	.....	19 58	41 23
Carraquet.....	17 36	.....	.....	2 74	20 10
Chatham.....	246 46	109 72	.....	287 50	643 68
Dalhousie.....	87 36	81 28	.....	157 12	325 76
Dorchester.....	.....	.....	.....	14 34	14 34
Fredricton.....	.....	.....	.....	29 14	29 14
Harvey.....	3 32	.....	.....	6 48	9 80
Hillsborough.....	29 10	10 88	.....	69 82	109 80
Moncton.....	2 14	.....	.....	.....	2 14
New Brandon.....	4 60	2 30	.....	10 54	17 44
New Castle.....	178 92	78 88	.....	327 28	585 08
North Joggins.....	1 62	.....	.....	.....	1 62
Richibucto.....	93 08	32 96	.....	175 58	301 62
Rockland.....	21 58	.....	.....	.....	21 58
Sackville.....	20 74	.....	.....	25 54	46 28
Shediac.....	80 22	17 00	.....	95 94	193 16
Shippegan.....	6 24	4 30	.....	7 50	18 04
St. Andrews.....	8 14	11 82	13 74	29 02	62 72
St. George.....	27 90	21 84	14 10	102 98	166 82
St. John.....	2,174 68	1,070 24	346 84	2,486 10	6,077 86
St. Stephens.....	71 52	25 28	1 20	36 92	134 92
West Isles.....	.....	1 30	2 64	11 28	15 22
	\$3,188 89	1,517 72	378 52	3,988 00	9,073 13

RECAPITULATION.

	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Province of Quebec.....	6,742 55	2,469 58	.....	6,550 56	15,762 69
“ Nova Scotia.....	2,541 88	1,168 20	539 54	2,268 34	6,517 96
“ New Brunswick.....	3,188 89	1,517 72	378 52	3,988 00	9,073 13
	\$12,473 32	5,155 50	918 05	12,806 90	31,353 78

WM. SMITH,

Deputy of the Minister of Marine and Fisheries.

APPENDIX H.

REPORT OF THE CHAIRMAN OF THE BOARD OF STEAMBOAT INSPECTION, FOR THE YEAR ENDED 31st DECEMBER, 1869.

BOARD OF STEAMBOAT INSPECTION,

CHAIRMAN'S OFFICE.

Toronto, 18th February, 1870.

SIR,—I beg leave to forward to you for the information of the Minister of Marine and Fisheries, a Report of the proceedings of the Board of Steamboat Inspection, and a return of all Steamboats inspected, and of all penalties collected under the Steamboat Inspection Act, for the year ended the 31st December, 1869.

Meetings of the Board of Steamboat Inspectors, for the examination of Engineers and the renewal of certificates to qualified Engineers, were held at the following places. These Meetings were conducted by the Chairman and Local Inspectors of the Divisions in which they were held.

St. John, N. B.	August 26th, 27th, 28th.
Fredericton, N. B.	do 30th
Halifax, N. S.	September 2nd, 3rd.
Pictou, N. S.	do 4th, 6th.
Quebec	do 11th, 13th, 14th, 15th.
Montreal	do 16th, 17th, 18th.
Ottawa	do 21st, 22nd, 23rd.
Kingston	do 25th, 27th, 28th, 29th.
Windsor	Nov. 30th, Dec. 1st, 2nd, 3rd.
Hamilton	do 6th, 7th.
St. Catharines	do 8th, 9th, 10th, 11th.
Toronto	do 13th, 14th, 15th.

Five hundred and sixteen Engineer Certificates were issued, viz:—

First Class Engineers	38
Second do do	124
Third do do	131
First Class Assistant Engineers	85
Second do do do	72
Third do do do	66

Of the above 140 were for examinations and 376 for renewals. Five examinations were rejected as incompetent.

On the 12th of April, I was directed by your Department to call my Board together at Kingston, for the examination of applicants for the office of Steamboat Inspector for the East Ontario Division, in the room of Mr. William McAuslan, resigned, in accordance with Sub-Section 2, Section 2 of the Act respecting the inspection of Steamboats.

The Board met at Kingston on the 22nd of April, for the purpose above named, and after examinations duly held, Mr. Joseph Taylor, of Kingston, received the appointment on the 3rd of May following. A statement of the proceedings of the Board in reference to other subjects discussed at the meeting, was forwarded to your Department from Kingston. No other General Meeting of the Board has been held since.

Appended herewith are returns of vessels inspected in the several Divisions in the Dominion, showing their names, port of inspection, name of collector, date of inspection, gross and registered tonnage, and their tonnage and inspection fees and dates of payment of the same, at the Ports named for the year ending 31st December, 1869.

The return exhibits a total of 401 Steam Vessels, having a registered tonnage of 42562 tons, viz:—

Passenger Steamers	173
Freight do	47
Tug do	181

Of these 253 are Paddle Steamers, 46 Propellers, and 102 Screw Tugs.

A statement of the number of Steam Vessels added to the Dominion during the year 1869, their class and horse power, whether of wood or iron, their gross and registered tonnage, where build, where and how employed is also appended.

Also, statement of the number of examinations and renewals for which Engineer's Certificates have been issued during the year, the name and class of the Engineer, the year of his examination, number of renewal, his place of residence, his last employ, by whom examined, and the amount of fees collected on this account.

Also, statement of receipts and expenditure for the fiscal year ended 30th June, 1869, also, of receipts and expenditure, for the calendar year ended 31st December, 1869, on account of Steamboat Inspection.

The following particulars having reference to losses and accidents among Steam Vessels in the several Divisions during the year ended 31st December, 1869, also amount of fines and penalties for infraction of the Steamboat Inspection Law, and such cases of neglect of duty among Steamboat Engineers as have come to the knowledge of the Inspectors of Steamboats during the period above named, are submitted.

NEW BRUNSWICK AND NOVA SCOTIA DIVISION.

The Steam Tug "Conqueror," owned by the Steam Tug Company of St. John, N.B., on the passage to Yarmouth, N. S., on the 14th January, broke the crank pin and both side beams of the starboard engine. The steamer was brought back to St. John and a survey made of the broken parts, a new steel pin, an eighth of an inch larger in diameter was put in, and the side beams replaced; the steamer has since proved efficient.

The Inspector was duly notified of the accident by the Agent of the Company.

The passenger steamer "Empress" owned by O. Small and others, of St. John, N.B., on the passage from Windsor, N. S., to St. John N. B., on the 7th of April, struck on a rock off Cape Spencer and filled. The Inspector examined the officers of the steamer as to the cause of the accident, and the following was the statement of the Captain:—

Captain Matthew Steen stated that the steamer "Empress," commanded by him, on the passage from Windsor, N. S., when off Cape Spencer, at 5 p.m. on the 7th of April, struck on an unknown rock. The Captain immediately went down into the hold, and found that the vessel was making water very fast, he ordered the Engineer to put on the steam and bilge pumps and bilge injection, also, to put on all steam, and drive the steamer as fast as possible. Finding the water rising so fast in the hold, the Captain decided to beach the steamer in the nearest place he could, and succeeded in beacher her at Spirit Cove, just as the water had risen and put out the fires about eighteen minutes after the vessel had struck. The out-fit required by law was all on the steamer.

H. A. Hatheway, Engineer; A. McLean, First Officer; and R. H. Fleming, Clerk; made corroborative statements.

This accident happened fortunately in fair weather, the passengers were landed safely and taken to St. John. As the rock is now known it can be avoided in future.

The Inspector was duly notified of this accident by the owners.

The steam ferry boat "Lady Colbrook," owned by J. McSweeney, of St. John, N. B., on the 25th June, broke one of the side beams of her engine. The pin in the end of the beam was loose and caused the accident. A new lever was put on, and the engine has since proved efficient.

The Inspector was notified by the Engineer of the accident.

The passenger steamers "Princess of Wales," and "St. Lawrence" owned by the P. E. Island Steamboat Company collided on the night of the 5th of August, when off Sea Cow Head, at the entrance of the Harbor of Summerside, P. E. Island, the "St. Lawrence" was cut down below the waters edge by the collision, and was only saved from sinking by great exertion on the part of the crew and passengers until towed into shoal water by the "Princess of Wales." Fortunately no lives were lost; the only notice the Inspector received of the accident was from the Engineer of the "St. Lawrence." The cause of the accident or who was to blame for the collision has not been made public, the Inspector wrote to the Agent requesting information in the matter, but never received any.

The Inspector was not notified of this accident by the owners and no action was taken by him, the collision not having occurred in the waters of the Dominion.

The freight and passenger steamer "M. A. Starr," owned by F. W. Fishwick, of Halifax, N. S., Captain Thomas Wasson, while on the passage from Yarmouth, N. S., to Halifax, N. S., was run aground near Cape Sable, N. S., on the evening of the 9th August, she was got off at high water, and proceeded to Halifax. The cause of the accident was attributed to an error in the Captain's judgment.

The Inspector was duly notified of the accident by the owner.

QUEBEC DIVISION.

Tug steamer, "Lake St. Peter," burnt on 15th of January in winter quarters at Diamond Harbor.

There have also been two steamers broken up in this Division during the winter, viz.—tug "John Bull" and "City." Gross tonnage respectively 117 and 66 tons.

THREE RIVERS DIVISION.

No accidents to steam vessels reported in this Division.

MONTREAL DIVISION.

Steamer "Maid of Canada" on the 21st June, being her first trip of the season, in consequence of her rudder chains becoming entangled when leaving the wharf at Montreal, ran on the rocks. No lives were lost at this time, but while getting the vessel off, the carpenter was killed by being struck with a capstan bar.

Steamer "Albion" on the 17th of August burst her steam pipe on leaving the wharf, No person injured by the accident.

Freight steamer "Dalhousie" on the 28th of November struck the rocks in the "Long Sault Rapids," on her passage to Montreal. She stove a hole in her bottom, but managed to reach Montreal.

Steamer "Her Majesty," on the 6th of November from Pictou to Montreal struck on the Whitehead Reef, at the entrance of Bay Chaleurs, near Percy Village, at the lower point of Bonaventure Island, and sunk. The forward part of the vessel only remaining above water. No lives lost, vessel total wreck.

Steamer "Wood," November the 20th, while on her trip to Ottawa, sank opposite the Indian Village, Oka, Lake of Two Mountains. No lives lost,

No explanations as to the cause of the above accidents are given.

Steamer "Grecian" of the Royal Mail Line, in addition to the above record is reported to have struck, while running the Split Rock Rapids, on the 18th of May, and immediately sunk in twenty feet of water. One life was lost by this accident, that of a soldier who jumped overboard after the vessel had grounded.

KINGSTON DIVISION.

Steamer "Calumet" of Bytown, burnt at the Wharf at Havelock Village, on the 13th of April. The cause of the accident is supposed to have been an unextinguished tobacco pipe carelessly left in the over-hauls of one of the workmen employed in fitting out the boat.

Steamer "Pontiac" struck a rock near the Narrows, (Allumettes Lake), and sprung a leak. The vessel was run aground and the leak stopped. She was then steamed into winter quarters.

This accident occurred on the 13th of November.

Steamer "City of Hamilton" on the 18th of November, when towing up the Narrows below Gananoque, broke her connecting rod, piston, air pump, cross heads, main centre, pillow block and guide. The vessel was towed into Garden Island and laid up for the winter.

Some few minor accidents occurred to other steamers in this division, which with the above were not attended with any personal injury.

WEST ONTARIO, HURON, AND SUPERIOR DIVISION.

Steamer "Silver Spray" of Goderich, on her way from Goderich to Sarnia, off the mouth of the river St. Clair, was run into and sunk by the steamer "Cornet" of Buffalo, bound from Buffalo to Green Bay. The propellor is reported to have struck the "Silver Spray" on the starboard side, forward of the paddle box, causing her to sink in about ten minutes after collision.

The accident occurred on the night of the 13th of August, about ten o'clock. They were about twenty passengers on the "Silver Spray," all of whom escaped unhurt.

Steamer "Bonnie Maggie" of Goderich, on the evening of the 14th of October, when off Southampton Pier, broke her rudder chains, the wind at the time being from the south-west, the vessel broached to on the north side of the pier, became unmanageable, went ashore and broke up.

The accident occurred about seven o'clock, there were no lives lost.

FINES AND PENALTIES.

There has been but one case brought before a Court of law, for violation of the Steamboat Inspection Act during the year.

Mr. A. W. Baldwin, owner and master of the Steam Tug "Shickluna" was fined \$40 and costs, on the second of September last, which was at once paid into court by him, for employing his vessel contrary to law, in the conveyance of Passengers on the river Ottawa.

I have to note that the amount of the fine above named was only forwarded to the Receiver General's Department, on the 1st of January last, according to information received from the Inspector at Montreal.

Among Steamboat Engineers I have to report several cases of neglect of duty, arising chiefly from drunkenness, and in consequence, in the West Ontario and Superior Division, two first-class Engineers were discharged from service. In the Montreal Division, two second-class Engineers were discharged from the same cause, and in the Quebec Division, from the same cause, three second-class Engineers were discharged or suspended, and one of the third-class, while in a state of intoxication, fell overboard and was drowned.

(Signed)

SAMUEL RISLEY,

Chairman of Board of Steamboat Inspectors.

WILLIAM SMITH, Esq.

Deputy of the Minister of Marine and Fisheries.

No. 1.—STEAM VESSELS Inspected in West Ontario, Huron, and Superior Division, for the Year ending 31st December, 1869.

Name of Vessel.	Port of Inspection.	Name of Collector.	Date of Inspection.	Tonnage.		Tonnage Dues.	Insp. Fee.	Date of Payment.	Totals.	REMARKS.
				Gross.	Reg'd.					
Norseman	Port Hope	M. Whitehead	April 3	291	74	29 10	8 00	April 9	\$ 37 10	
Annie Reid	do	do	do 3	42	28	4 20	5 00	May 3	9 20	
East	Windsor	J. F. Elliott	do 13	348	219	34 80	5 00	April 14	39 80	
Alexander Jones	do	do	do 14	33	11	3 30	5 00	do 14	8 30	
John S. Noyes	do	do	do 14	34	11	3 40	5 00	do 14	8 40	
Prince Alfred	Hamilton	Wm. H. Kitson	do 19	13	8	1 30	5 00	do 19	6 30	
Bristol	do	do	do 20	341	277	34 10	8 00	do 20	42 10	
Indian	do	do	do 20	452	307	45 20	8 00	do 20	52 20	
Dominion	St. Catharines	J. Lamb	do 21	352	285	35 20	8 00	do 21	43 20	
America	do	do	do 21	381	302	38 10	8 00	do 21	46 10	
Metamora	do	do	do 22	239	151	23 90	8 00	do 21	31 90	
Princess of Wales	Toronto	Smith	do 17	94	94	9 40	5 00	do 14	14 40	
Her Majesty	do	do	May 4	531	336	53 10	8 00	do 26	61 10	
City of Toronto	do	do	do 6	403	255	40 30	8 00		48 30	
Niagara	Cobourg	H. Easton	do 8	6		00 60	5 00		5 60	
Great Western	Windsor	J. F. Elliot	do 11	1252	712	125 20	8 00	May 4	133 20	
Union	do	do	do 13	1190	999	119 00	8 00	do 4	127 00	
Essex	do	do	do 14	93	51	9 30	5 00	April 29	14 30	
Florence	do	do	do 14	108	73	10 80	8 00	do 29	18 80	
Argyle	Dundas	W. B. Gwyn	do 19	121	82	12 10	8 00	do 26	20 10	
Enterprise	Port Dalhousie	J. Lamb	do 19	564	490	56 40	8 00	May 10	64 40	
Dalhousie	do	do	do 19	353	286	35 30	8 00	do 10	43 30	
Young Lion	do	do	do 20	54	43	5 40	5 00	do 8	10 40	
Lily Kerr	Collingwood	J. E. Smith	do 20	58	26	5 80	5 00	do 17	10 80	
Chicora	do	do	do 20	415	372	41 50	8 00	do 28	49 50	
Bouquet	Toronto	do	June 3	94	34	9 40	5 00	June 3	14 40	
Transit	do	do	May 24	82	53	8 20	5 00	do 8	13 20	
Rothsay Castle	do	do	do 27	177	84	17 70	8 00	May 27	25 70	
N. P. Sprague	Port Rowan	P. Bennett	do 29	190	90	19 00	5 00	do 21	24 00	
Osprey	Hamilton	W. H. Kitson	do 31	460	260	46 00	8 00	do 21	54 00	
H. M. Miser	Toronto	J. E. Smith	June 3	21	14	2 10	5 00	June 3	7 10	
Little Eva	do	do	do 5	12 $\frac{1}{2}$	3	1 25	5 00	April 30	6 25	
Champion	Lindsay	M. Whitehead	do 8	82	73	8 20	5 00	May 12	13 20	
Commodore	do	do	do 8	109	95	10 90	8 00	do 25	18 90	
Anglo-Saxon	do	do	do 8	47	38	4 70	5 00	June 14	9 70	
Yemah	do	do	do 8	102	75	10 20	8 00	May 17	18 20	
Ranger	do	do	do 9	58	40	5 30	5 00	do 12	10 30	
Novelty	do	do	do 9	67	57	6 70	5 00	April 24	11 70	
Ontario	do	do	do 9	38	21	3 80	5 00	June 9	8 80	

Victoria	do	do	do	9.	94	83	9 40	5 00	April 9.	14 40	
Mary Ellen	do	do	do	9.	31	13	3 10	5 00	May 7.	8 10	
Lady Ida	do	do	do	9.	18	3 ³	1 80	5 00	June 9.	6 80	
Dominion	Chatham	J. N. Pennefather	do	17.	178	117	17 80	8 00	do 18.	25 80	
Bella Taylor	do	do	do	18.	38	17	3 80	5 00	do 18.	8 80	
T. F. Park	Windsor	Wm. Benson	do	18.	185	185	18 50	5 00	July	23 50	
Algoma	Collingwood	J. E. Smith	do	22.	757	623	62 30	8 00	May 28.	70 30	
Wabuno	do	do	do	22.	146	107	14 60	8 00	June 22.	22 60	
Minnie Hall	do	do	do	23.	48	19	4 80	5 00	May 15.	9 80	
George Watson	do	do	do	23.	28	13	2 80	5 00	do 12.	7 80	
Quail	do	do	do	23.	15	3	1 50	5 00	July 2.	6 50	
W. T. Robb	Dunville	Wm. A. McGrae	do	24.	188	114	18 80	5 00	June 25.	23 80	
Dover	do	do	do	25.	64	40	6 40	5 00	do 25.	11 40	
Samuel R. Monross	Port Colbourne	Wm. Booth	do	25.	22	11	2 20	5 00	do 23.	7 20	
John Gordon	do	do	do	25.	109	73	10 90	5 00	do 21.	15 90	
F. Parsons	do	do	do	25.	22	22	2 20	5 00	do 23.	7 20	
Silvester Neelan	do	do	do	26.	46	29	4 60	5 00	do 21.	9 60	
C. M. Carter	do	do	do	26.	29	23	2 90	5 00	do 21.	7 90	
Champion	Owen Sound	Wm. Stephens	July	14.	51	34	5 10	5 00	July 16.	10 10	
Francis Smith	do	do	do	14.	461	169	46 10	8 00	do 16.	54 10	
Ada	Niagara	J. W. Taylor	do	19.							Not registered, and Fees not paid.
Hero	Wallaceburg	C. Fraser	do	21.	38	19	3 80	5 00	July 20.	8 80	
River King	do	do	do	21.	44	34	4 40	5 00	do 22.	9 40	
Sweepstakes	do	do	do	21.	13		1 30	5 00	do 20.	6 30	
Shamrock	do	do	do	21.	31	23	3 10	5 00	do 20.	8 10	Tonnage not registered.
Sea Gull	Sarnia	J. Scully	do	21.	51	43	5 10	5 00	do 29.	10 10	
W. T. Spicer	do	do	do	21.	356	239	35 60	8 00	Aug. 3.	43 60	
Ida Burton	Barrie	J. E. Smith	August	3.	85	54	8 50	5 00	do 31.	13 50	
Emily May	Bell Ewart	do	do	5.	181	104	18 10	8 00	do 26.	26 10	[ston.
Advance	do	do	do	5.	41	14	4 10	5 00	April 10.	9 10	Inspection Fees paid at King- Unpaid.
Emily Dunham	Bell Ewart	J. E. Smith	do	6.	32	32	3 20	5 00		11 40	
Victoria	do	do	do	6.	64	39	6 40	5 00	May 4.	11 40	
Nellie Mitchell	Hamilton	Kitson	do	7.					Aug. 7.	5 50	Tonnage not registered.
T. R. Secord	Port Robinson	J. Lamb	do	18.	14	10	1 40	5 00	do 18.	6 40	
L. N. Y.	do	do	do	18.	11	3	1 10	5 00	do 18.	6 10	
Ada Carter	do	do	do	18.	26	15	2 60	5 00	May 27.	6 60	Fees paid at Point Colbourne.
Minerva	do	do	do	18.	20		2 00	5 00	Nov. 5.	7 00	Tonnage not registered.
Philo Bennett	do	do	do	18.	10		1 00	5 00	do 5.	6 00	
Bob Hackett	Amherstburg	Anderson	October	7.	53	33	5 30	5 00	Aug. 24.	10 30	
Mary Ann	Windsor	Benson	do	8.	69	69	6 90	5 00	June 25.	11 90	
Lily	do	do	do	9.	32	32	3 20	5 00	July 22.	8 20	
Steam Yacht	Not employed	do	do	13.							Tonnage not registered. Lying at Burlington Bay.
Bonnie Maggie	Goderich	D. Doty	do	15.	173	142	17 30	8 00		25 30	
Okowra	Owen Sound	W. A. Stephens	do	20.	36	10	3 60	5 00	Oct. 21.	8 60	
Forest City	Cobourg	H. Easton	do	23.	79		7 90	5 00	July 2.	12 90	Registered tonnage not re- turned.
Otonabee	Harwood	do	do	23.	84	46	8 40	5 00	June	13 40	
Alu	do	do	do	23.	35		3 50	5 00	do	8 50	Tonnage not registered.
Enterprise	do	do	do	23.	63		6 30	5 00	do	11 30	Registered tonnage not re- turned.
Isabella	Bell Ewart	J. E. Smith	do	26.	43	14	4 30	5 00	Nov. 11.	9 30	
Cariella	Orilla	do	do	26.	29	19	2 90	5 00	Oct. 18.	7 90	
Simcoe	Bell Ewart	do	do	30.	26	15	2 60	5 00	July 26.	7 60	

No. 1.—STEAM VESSELS Inspected in West Ontario, Huron, and Superior Division, &c.—Continued.

Name of Vessel.	Port of Inspection.	Name of Collector.	e of Inspection.	Tonnage.		Tonnage Dues.	Insp. Fee.	Date of Payment.	Totals.	REMARKS.
				Gross.	Reg'd.					
James Norris	Port Dalhousie	J. Lamb	Nov. 1	47	41	\$ 4 70	5 00	May 8	\$ 9 70	
City of London	London	Wm Hemphill		334	307	33 40	8 00	April 17	41 40	Inspected at Montreal.
Spider	Cobourg	H. Easton		15	15	1 50	5 00			Not inspected. [not inspected.
Wenonah	Collingwood	E. Smith		27	15	2 70	5 00	Nov. 15	7 70	Formerly "Geo. Campbell;"
Wabineck	Lake Muskoka	do		7	7	00 70	5 00	do 25	5 70	Not inspected.
Norfolk	Port Rowan	P. Bennett		43	43	4 30	5 00	June 28	9 30	Not inspected.
Rescue	Collingwood	J. E. Smith		12	12	11 20	5 00			Not running.
Wenonah	Lake Muskoka	do		83	62	8 30	5 00	Nov. 25	13 30	Not inspected.
J. S. Hathaway	do	do		14½	14½	1 55	5 00			Not running.
Jessie	Dunville	W. A. McCrae		115	115	1 50	5 00	June 25	16 50	
Acadia	Hamilton	Kitson		339	217	3 90	8 00	April 22	41 90	Inspected at Montreal.
Silver Spray	Goderich	D. Doty		173	142	17 30	8 00		25 30	Sunk by collision; not inspected.

No. 1.—STEAM VESSELS Inspected in East Ontario Division, for the Year ending 31st December, 1869.

Grecian	Kingston	W. B. Simpson	May 1	422	256	42 20	8 00	April 27	50 20
Dromedary	do	do	do 3	220	175	22 00	5 00	do 29	27 00
Rose	do	do	do 4	121	93	12 19	5 00	May 8	17 99
Hercules	Garden Isle	do	do 4	470	331	47 00	5 00	April 10	52 00
Rt. Anglin	Kingston	do	do 5	105	68	10 50	5 00	May 5	15 50
Wellington	Garden Isle	do	do 8	400	221	40 00	5 00	April 10	45 00
Watertown	Kingston	do	do 10	154	103	15 40	8 00	May 3	23 40
Pierrepont	do	do	do 10	114	71	11 40	8 00	do 3	19 40
Ellen Jeffers	do	do	do 10	33	14	3 30	5 00	do 18	8 30
Livon	do	do	do 11	303	172	30 30	5 00	do 18	35 30
Frances	do	do	do 15	36	7	3 70	5 00	do 12	8 70
Rochester	do	do	do 18	232	136	23 20	8 00	do 26	31 20
Swan	do	do	do 18	35	29	3 60	5 00	April 20	8 60
Prince Edward	Belleville	W. F. Murdell	do 19	112	42	7 00	5 00	do 18	12 00
Jessie Abbey	Mill Point, Nap.	John Benson	do 19	41	26	4 20	5 00	June 9	9 20
Hemlock	Kingston	W. B. Simpson	do 22	80	58	8 00	5 00	May 12	13 00
British America	Cornwall	R. N. Bullock	do 27	84	52	8 40	5 00	June 4	13 40
Prince Alfred	Brockville	George Easton	do 28	19	10	2 00	5 00	May 28	7 00
Mary Ann	Kingston	W. B. Simpson	June 5	31	21	3 10	8 00	do 31	11 10
Gazelle	do	do	do 21	94	52	9 40	8 00	June 30	17 40

No. 1.—STEAM VESSELS Inspected in the Montreal Division, &c.—Continued.

Name of Vessel.	Port of Inspection.	Name of Collector.	Date of Inspection.	Tonnage.		Tonnage Dues.	Insp. Fee.	Date of Payment.	Totals.	REMARKS.
				Gross.	Reg'd.					
Aurora	Montreal	do	May 13.	113	26	\$ 11 30	\$ 8 00	May 28.	\$ 19 30	
Express	Lachine	do	do 13.	58	22	5 80	5 00	Aug. 9.	10 80	
Bytown	Montreal	do	do 13.	76	34	7 60	5 00	May 14.	12 60	
Arctic	do	do	do 13.	104	61	10 40	5 00	do 14.	15 40	
Royal	do	do	do 14.	260	164	26 00	5 00	June 1.	31 00	
Canada	do	D. Graham	do 15.	81	10	16 20	10 00	April 26.	26 20	
Prince of Wales	Lachine	A. M. Delisle	do 15.	214	68	21 40	8 00	May 10.	29 40	
Alice	Montreal	do	do 18.	83	33	8 30	5 00	do 14.	13 30	
Dagmar	do	do	do 18.	141	55	14 10	8 00	do 10.	22 10	
Maid of Canada	do	do	do 19.	314	125	31 40	8 00	April 23.	39 40	
L'Aigle	do	do	do 20.	240	74	24 00	5 00	June 1.	29 00	
Prescott	do	do	do 25.	206	65	20 60	5 00	do 1.	25 60	
Fashion	do	do	do 26.	370	233	37 00	5 00	April 15.	42 00	
Cygne	Carillon	do	do 31.	44	16	4 40	5 00	June 10.	9 40	
Shickluna	Montreal	do	do 1.	64	10	5 40	5 00	April 22.	10 40	
St. Helen	do	J. Roblin	do 1.	229	119	22 90	8 00	May 1.	30 90	
Ottawa	do	do	do 1.	264	126	26 40	8 00	do 1.	34 40	
Laprairie	do	A. M. Delisle	do 7.	344	168	34 40	8 00	do 29.	42 40	
Champion	do	do	do 7.	124	36	12 40	5 00	do 26.	17 40	
Castor	do	do	do 7.	86	40	8 70	5 00	do ..	13 70	Dues not paid. Reported to C. House.
Engineer	do	do	do 8.	37	8	3 70	5 00	do 10.	8 70	
Corinthian	do	do	do 8.	374	220	37 40	8 00	do 8.	45 40	
Brandford	do	do	do 8.	341	222	34 10	5 00	do 8.	39 10	
Elfin	do	do	do 11.	74	10	7 40	5 00	do 22.	12 40	
Charlotte	do	do	do 11.	41	.....	4 10	5 00	do 21.	9 10	
Cariboo	do	do	do 12.	86	4	8 60	5 00	June 1.	13 60	
Meritt	do	do	do 1.	1127	979	112 70	5 00	May 1.	117 70	
L'Renaud	do	do	do 1.	336	127	33 60	8 00	do 28.	41 60	
Huron	Lachine	do	do 1.	387	227	38 70	8 00	do 4.	46 70	
St. Lawrence	do	do	do 1.	426	290	42 60	5 00	do 4.	47 60	
Relief	Montreal	do	do 3.	87	17	8 70	5 00	do 21.	13 70	
Fawn	do	do	do 3.	83	30	8 30	5 00	do 17.	13 30	
Caroline	do	do	do 3.	101	46	10 10	5 00	do 14.	15 10	
Georgian	do	do	do 4.	345	303	34 50	5 00	do 4.	39 50	
Matilda	do	do	do 4.	86	22	8 60	5 00	do 21.	13 60	
Aid	do	do	do 4.	89	23	8 90	5 00	do 21.	13 90	
Grain Elevator, No. 1.	do	do	do 4.	95	.....	9 50	5 00	do 31.	14 50	Dues not paid for this year.
do do No. 4.	do	do	do 4.	95	.....	9 50	5 00	do 31.	14 50	Not Registered.
do do No. 5.	do	do	do 4.	95	.....	9 50	5 00	do 31.	14 50	do

St. Lawrence	do	do	do	4	98	9 80	5 00	May 31	14 80	Not Registered. do
Quebec	do	do	do	4	132	13 20	5 00	do 31	18 20	
Dandy	do	do	do	5	27	5 40	10 00	do 31	15 40	
Spartan	do	do	April	30	422	42 20	8 00	April 30	50 20	
Champion	do	do	do	30	373	127	37 30	8 00	do 30	45 30
Iroquois	Lachine	do	do	27	351	223	35 10	8 00	do 30	43 10
John Brown	Montreal	do	July	1	87	59	8 70	5 00	Oct. 5	13 70
Lawrence	do	do	do	2	133	37	13 30	5 00	Sept. 9	18 30
Lake St. Peter	do	J. W. Dunscombe	do	10	197	62	19 70	5 00	May 31	24 70
Nora	Georgeville	A. M. Delisle	do	13	60	20	6 00	5 00	July 20	11 00
Mountain Maid	New Port N. S.	E. Bullock	do	14	95	26	9 50	8 00	June	14 50
Lady of the Lake	do	A. M. Delisle	do	14	278	175	27 80	8 00	Sept. 9	35 80
Magnet	Montreal	do	do	17	427	279	42 70	8 00	July 23	50 70
Queen Victoria	Ottawa	do	do	26	217	61	21 70	8 00	May 10	29 70
Victoria	do	do	do	27	106	67	10 70	8 00	do 10	18 60
Hope	do	do	do	28	126	40	12 60	5 00	Oct. 7	17 60
Excelsior	do	D. Graham	do	27	107	34	10 70	5 00	do	15 70
Otter	do	do	do	27	155	56	15 50	5 00	Sept. 20	20 30
England	do	do	do	28	166	.....	16 60	5 00	July 30	21 60
Wood	Montreal	A. M. Delisle	August	7	97	23	9 70	5 00	Aug. 6	14 70
Eclipse	do	do	do	11	215	33	21 50	5 00	Sept. 4	26 50
Perry	do	do	do	12	41	36	4 10	5 00	do	9 10
Nymph	do	do	do	14	33	8	3 30	5 00	do	8 30
Adolphus	do	do	do	16	17	7	1 70	5 00	do	6 70
No. 3 Grain Elevator	do	do	Sept.	14	95	.....	9 50	5 00	Oct. 23	14 50
No. 6 Swan do	do	do	do	14	118	.....	11 80	5 00	do 23	16 80
Lincoln	Ottawa	do	do	21	82	43	8 20	5 00	do 7	13 20
Alexandra	do	do	do	21	264	94	26 40	5 00	May 10	31 40
Plover	Montreal	do	do	25	45	16	4 50	5 00	Sept. 8	9 50
Gem	St. John	do	Oct.	2	116	28	11 60	5 00	Oct. 19	49 80
Flamborough	Montreal	do	do	5	670	456	67 00	5 00	do 7	72 00
Boston	do	do	do	26	83	25	8 30	5 00	do	13 30
Atlas	do	do	do	27	176	38	17 60	5 00	May 16	22 60

Fees not paid for 1869.

Fees unpaid, Vessel held liable
Fees for 2 years. [for amount.]Dues not paid.
Fees for 1868 and 1869 unpaid
Dues not paid.

Fees for 1867, 1868, and 1869.

Dues not paid.

No. 1.—STEAM VESSELS Inspected in Three Rivers Division, for the Year ending 31st December, 1869.

Messenger	Sorel	W. Bleakley	April	12	26	16	2 60	5 00	June 1	7 60
Champlain	do	do	do	20	117	47	11 70	5 00	May 20	16 70
Terrebonne	do	do	do	20	141	37	14 10	8 00	April 29	22 10
Berthier	do	do	do	20	76	29	7 60	5 00	May 17	12 60
Montreal	do	do	do	22	570	286	57 00	8 00	April 29	65 00
L'Etoile	do	do	do	23	57	21	5 70	5 00	June 4	10 70
Rivier du Loup	do	do	do	23	41	24	4 10	5 00	April 29	9 10
Fire Fly	do	do	do	23	92	46	9 20	5 00	do 29	14 20
Richelieu	do	do	do	24	126	68	12 60	5 00	May 15	17 60
Rocket	do	do	do	24	386	171	38 60	8 00	April 24	46 60
Rover	do	do	do	24	114	25	11 40	5 00	May 17	16 40

No. 1.—STEAM VESSELS Inspected in Three Rivers Division, &c.—Continued.

Name of Vessel.	Port of Inspection.	Name of Collector.	Date of Inspection.	Tonnage.		Tonnage Dues.	Insp. Fee.	Date of Payment.	Totals.	REMARKS.
				Gross.	Reg'd.					
L'Assomption	do	do	do 26..	176	80	\$ 17 60	8 00	April 29..	25 60	
St. Ann's	do	do	do 26..	34	.....	3 40	5 00	July 16..	8 40	
Quebec	do	do	do 26..	833	527	83 80	8 00	April 29..	91 80	
Victoria	do	do	do 26..	274	114	27 40	8 00	do 29..	35 40	
Albert	do	do	do 28..	104	30	10 40	5 00	May 17..	15 40	
Meteor	do	do	do 28..	252	109	25 20	8 00	April 24..	33 20	
Mac	do	do	do 29..	107	21	10 70	5 00	May 17..	15 70	
Whitehall	do	do	do 30..	118	63	11 80	5 00	do 17..	16 80	
Topsy	do	do	do 30..	175	65	17 50	5 00	do 17..	22 50	
Canada.	do	do	May 4..	144	19	14 90	5 00	June 18..	19 40	
Canada.	do	do	do 4..	644	503	64 40	8 00	do 4..	72 40	
Tiger	do	do	do 4..	140	88	14 00	8 00	May 31..	19 40	
Ignatius Tyler	do	do	do 8..	105	21	10 50	5 00	do 8..	15 50	
Trois Rivieres	do	do	do 10..	503	432	50 30	8 00	June 23..	58 30	
Maskinonge	do	do	do 10..	30	20	3 00	5 00	April 29..	8 00	
Carillon	do	do	do 11..	87	8	8 70	5 00	June 7..	13 70	
Castor	do	do	do 17..	92	58	9 20	5 00	Aug. 7..	14 20	
Arthur	Tamaska	do	June 1..	15	7	1 50	5 00	June 3..	6 50	
Montreal	Sorel	do	do 9..	115	30	11 50	5 00	July 2..	16 50	
Beaver	Montreal	do	do 15..	240	88	24 00	8 00	June 15..	32 00	
Union	Sorel	do	do 16..	686	432	68 60	8 00	do 19..	76 60	
King Bird	do	do	do 17..	7	3	0 70	5 00	July 5..	5 70	
Sorel	do	do	July 2..	83	18	8 30	5 00	do 5..	13 50	
Monosel	Three Rivers.	J. F. Godby	do 17..	34	.....	3 40	5 00	do 17..	8 40	Registered tonnage not known
St. Paul	do	do	do 17..	20	.....	2 00	5 00	do 17..	7 00	
Eclair	Sorel	W. Bleakley	do 22..	7	6	0 70	5 00	June 5..	5 70	
Le Doré	Three Rivers.	do	August 9..	45	5	4 50	5 00	Aug. 19..	9 50	
Notre Dame	St. Hyacinthe	do	Oct. 18..	50	.....	5 00	5 00	Nov. 15..	10 00	Registered tonnage not known

No. 1.—STEAM VESSELS Inspected in the Quebec Division, for the Year ending 31st December, 1860.

Prince Edward	Levis	W. Dunscombe	April 1..	162	112	16 20	8 00	April 3..	24 20
St. George	Indian Cove	do	do 7..	203	128	20 30	8 00	May 21..	28 30
Notre Dame de Levis	Levis	do	do 8..	135	55	13 50	8 00	do 11..	21 50
Eugenie	Indian Cove	do	do 10..	139	87	13 90	8 00	July 17..	21 90

Albion	do	do	do	12	171	128	17 10	5 00	May 21	22 10
Empress	Levis	do	do	13	105	62	9 90	5 00	June 11	14 90
Quebec	do	do	do	14	159	100	15 90	8 00	May 11	23 90
Lady Head	Quebec	do	do	19	299	168	29 90	8 00	June 23	37 90
Margaret	do	do	May	12	65	36	6 50	5 00	May 31	11 50
Unity	Levis	do	do	13	58	40	5 80	5 00	do 21	10 80
St. Rock	do	do	do	17	125	79	12 50	5 00	do 21	17 50
Kate	do	do	do	17	24	16	2 40	5 00	do	7 40
St. Antoine	Quebec	do	do	18	158	99	15 80	8 00	May 18	23 80
St. Croix	do	do	do	18	149	94	14 90	8 00	do 25	22 90
Quebec	Levis	do	do	18	92	58	9 20	5 00	do 21	14 20
Clyde	do	do	do	22	237	149	23 70	8 00	do 21	31 70
St. Charles	do	do	do	22	117	74	11 70	5 00	do	16 70
John Bull	do	do	do	24	121	76	12 10	5 00	do 22	17 10
Ranger	do	do	do	25	241	152	24 10	8 00	do 21	32 10
Queen	do	do	June	2	87	55	8 70	5 00	do 21	13 70
Margaret Stevenson	do	do	do	4	114	66	11 40	8 00	June 7	19 40
Hero	do	do	do	4	208	131	20 80	5 00	May 21	25 80
Fire Fly	Quebec	do	do	5	28	18	2 80	5 00	June 5	7 80
Alliance	Levis	do	do	7	69	47	6 90	5 00	May 21	11 90
Lotbinière	Quebec	do	do	8	205	130	20 30	8 00	June 26	28 50
Napoleon III	Levis	do	do	8	91	57	9 10	5 00	May 21	13 10
Helen	Quebec	do	do	8	135	85	13 50	5 00	June 8	18 50
Voyageur	Levis	do	do	8	137	17	13 70	8 00	May 21	21 70
Secret	Quebec	do	do	10	467	293	46 70	8 00	June 15	54 70
St. Andrew	do	do	do	11	218	137	21 80	8 00	May 21	29 80
Hector	Levis	do	do	15	80	51	8 00	5 00	Nov. 3	13 00
Rescue	Quebec	do	do	23	182	125	18 20	5 00	July 17	23 20
St. Louis	do	do	do	24	108	41	10 80	5 00	May 21	15 80
Arctic	do	do	do	28	153	104	15 30	8 00	do 21	23 30
Gaspé	do	do	May	1	340	232	34 10	8 00	do 3	42 10
Advance	do	do	do	3	373	238	37 30	8 00	do 21	45 30
Powerful	Levis	do	do	3	199	125	19 90	8 00	do 3	27 90
James McKenzie	Quebec	do	do	3	448	125	44 80	5 00	do 21	49 80
Scotchman	do	do	do	5	89	58	8 90	5 00	do 21	13 90
Napoleon III	do	do	do	5	495	212	49 50	8 00	June 23	57 50
City of Quebec	do	do	do	5	556	340	55 60	8 00	May 11	63 60
National	do	do	do	7	121	77	12 10	8 00	June 11	20 10
Pointe Levis	do	do	do	7	93	35	9 30	5 00	May 21	14 30
St. Nicholas	do	do	do	7	82	52	8 20	5 00	do 31	13 20
Maid of Orleans	Quebec	do	do	7	119	76	11 90	8 00	June 9	19 90
Hercules	Levis	do	do	7	199	125	19 90	8 00	May 22	27 90
Tadousac	do	do	do	7	148	46	14 80	5 00	do 22	19 80
Samson	do	do	do	7	168	106	16 80	5 00	June 21	21 80
New Dominion	Quebec	do	do	7	38	26	3 80	5 00	do 24	8 80
Levis	do	do	do	10	159	100	15 90	8 00	May 11	23 90
Storm	do	do	do	10	55	37	5 50	5 00	do 21	10 50
Port Neuf	do	do	do	11	218	138	21 80	8 00	do 29	29 80
Etoile	do	do	do	11	152	96	15 20	8 00	do 29	23 28
Phoenix	do	do	do	12	105	22	10 50	5 00	July 10	15 50
Providence	do	do	do	12	133	26	13 30	8 00	May 21	21 30

No. 1.—STEAM VESSELS Inspected in the Quebec Division, &c.—Continued.

Name of Vessel.	Port of Inspection.	Name of Collector.	Date of Inspection.	Tonnage.		Tonnage Dues.	Inspec. Fee.	Date of Payment.	Totals.	REMARKS.
				Gross.	Reg'd.					
Mars.....	do.....	do.....	do 12..	37	24	3 70	\$ cts. 5 00	June 7..	\$ cts. 8 70	
E. P. Dore.....	do.....	do.....	July 2..	42	26	4 20	5 00	July 15..	9 20	
Grosse Isle.....	do.....	do.....	do 5..	120	75	12 00	5 00	May 21..	17 00	
Reindeer.....	do.....	do.....	do 7..	126	64	12 60	5 00	July 27..	17 60	
Midge.....	do.....	do.....	do 9..	30	22	3 00	5 00	do 21..	8 00	
City.....	do.....	do.....	do 19..	66	42	6 60	5 00	do 19..	11 60	
Fairy.....	do.....	do.....	do 24..	28	9	2 80	5 00	do 24..	7 80	
Amanda.....	do.....	do.....	do 29..	10	7	1 00	5 00	Oct. 6..	6 00	

No. 1.—STEAM VESSELS Inspected in Nova Scotia and New Brunswick Division, for the Year ending 31st December, 1869.

Name of Vessel.	Port of Inspection.	Name of Collector.	Date of Inspection.	Tonnage.		Tonnage Dues.	Inspec. Fee.	Date of Payment.	Totals.	REMARKS.
				Gross.	Reg'd.					
Conqueror.....	St. John N.B.....	B. Robinson.....	Jan. 8..	146	56	14 60	8 00	Jan. 6..	22 60	Formerly a Tug, Granted a Passenger.
Lion.....	do.....	do.....	Feb. 19..	42	10	4 20	5 00	Feb. 18..	9 20	
Conqueror.....	do.....	do.....	March 25..	929	660	92 90	8 00	Mar. 24..	110 90	
Empress.....	do.....	do.....	do 29..	36	7	3 60	5 00	do 24..	8 60	
Speck.....	do.....	do.....	April 1..	53	13 86	5 30	5 00	April 1..	10 30	
Hercules.....	do.....	do.....	do 2..	36	7 76	3 60	5 00	do 2..	8 60	
Speck.....	do.....	do.....	do 3..	102	30	10 20	8 00	do 5..	18 20	
Ada G.....	do.....	do.....	do 6..	29	8	2 90	5 00	do 1..	7 90	
Victor.....	do.....	do.....	do 7..	159	.....	15 90	8 00	do 7..	23 90
General.....	do.....	do.....	do 9..	105	.....	10 50	8 00	do 7..	18 50
Tiger.....	do.....	do.....	do 10..	77	16	7 70	5 00	do 10..	12 70	
Relief.....	do.....	do.....	do 12..	765	552	76 50	8 00	do 10..	84 50	
David Weston.....	do.....	do.....	do 13..	47	7	4 70	5 00	do 15..	9 70	
Daisy.....	do.....	do.....	do 15..	839	627	83 90	8 00	do 15..	91 90	
Rothesay.....	do.....	do.....	May 10..	929	660	92 90	8 00	Mar. 24..	100 90	After Accident to Hull.
Empress.....	do.....	do.....	do 11..	621	457	62 10	8 00	do 24..	70 10	
Fawn.....	do.....	do.....	do 14..	244	166	24 40	8 00	July 5..	32 50	
M. A. Starr.....	Halifax N.S.....	E. Binney.....	do 15..	34	17	3 40	5 00	May 13..	8 40	
Henry Hooven.....	do.....	do.....	do 17..	85	54	8 50	5 00	Nov. 17, '68	13 50	
East Riding.....	Pictou N.S.....	D. McCulloch.....	do 21..	366	257	36 60	8 00	May 21..	44 60	
Olive.....	St. John N.B.....	B. Robinson.....	do 22..	129	72	12 90	8 00	June 1..	20 90	
Lady Colbrooke.....	do.....	do.....	do 25..	64	54	6 40	5 00	do 1..	11 40	
Alida.....	do.....	do.....	do 27..	128	77	12 80	8 00	May 25..	20 80	
Antelope.....	do.....	do.....								

Bessie B.	do	do	do	28.	39	9	3 90	5 00	May 29..	8 90	
Sultan	do	do	do	June 1.	50	10	5 00	5 00	June 1..	10 00	
Highlander	Fredrickton.	T. Robinson	do	3.	184		18 40	8 00	do 4..	22 40	
Gazelle	do	do	do	4.	109	77	10 90	8 00	do 4..	18 90	
Ida Whittier	do	do	do	5.	250	207	25 00	8 00	do 5..	33 00	
Forty Second	do	do	do	5.	49	40	Paid.		Sep. 5, 1868		
Mary's Ville	do	do	do	7.	25	25	2 50	5 00	June 7..	7 50	
New Dominion	do	do	do	5.	18	18	1 80	5 00	April 28..	6 80	
Tobique	do	do	do	7.	145	107	14 50	8 00	do 19..	22 50	
Dot	St. John, N.B.	B. Robinson	do	9.	37	9	3 70	5 00	June 8..	8 70	
M. A. Starr	Halifax, N.S.	E. Binney	do	11.	244	166	24 40	8 00	July 5..	32 50	
Emperor	St. John, N.B.	B. Robinson	do	23.	671	352	67 10	8 00	do 20..	75 10	
Neptune	Sydney, C.B.	C. E. Leonard	July	7.	168	98					
Hiram Perry	St. John, N.B.	B. Robinson	do	12.	79	39	7 90	5 00	June 29..	12 90	
May Queen	do	do			502						
Enterprise	Woodstock, N.B.	Dibble	July	14.	20	20	2 00	5 00	July 14..	7 00	
Druid	Halifax, N.S.										
Rothsay Castle	Shediac	C. B. McKay	July	27.	177	84	17 70	8 00	May 27..	25 70	
Mic Mac	Halifax, N.S.	E. Binney	Sept.	20.	150	102	15 00	8 00	Sept. 20..	23 00	
Sir C. Ogle	do	do	do	21.	126	76	12 60	8 00	do 20..	20 60	
Chebueto	do	do	do	22.	108	65	10 80	8 00	do 20..	18 80	
May Flower	Pictou, N.S.	D. McCulloch	do	23.	142		14 20	8 00		22 20	
Pluto	do	do	do	23.	86	37	8 60	5 00	July 9..	13 60	
Princess of Wales	do	D. Hannington	do	24.	936	630	93 60	8 00	Nov. 6..	101 60	
St. Lawrence	do	do	do	25.	845	675	84 50	8 00	Sept. 24..	92 50	
Lincoln	St. John, N.B.	B. Robinson	Oct.	4.	87	32	8 70	5 00	May 13..	13 70	
Sunbury	do	do	do	9.	184	108	18 40	8 00	do 13..	26 40	
George W. Johnson	Yarmouth N.S.	T. Moberley	do	15.	72	35	7 20	5 00	Oct. 15..	12 20	
Neptune	Sydney C.B.	C. E. Simard	Nov.	6.	168	98	16 80	8 00	Nov. 6..	24 80	
Banshee	N. Sydney C.B.	T. S. Bowen	do	5.	31		3 10	5 00	do 8..	8 10	
J. C. Harrison	Little Glace Bay C.B.	C. Rigby	do	6.	33		3 30	5 00	Dec. 8..	8 30	
D. P. Ingraham	Cow Bay C.B.	W. W. Brown	do	6.	140		14 00	8 00	do 1..	22 00	
Rothsay Castle	Shediac N.B.	C. B. McKay	do	19.	177	84	17 70	8 00	May 27..	25 70	
Prince of Wales	St. John N.B.	B. Robinson	Dec.	1.	168	68	16 80	8 00	Nov. 26..	24 80	
Commerce	Halifax N.S.	E. Binney	do	4.	314	278	31 40	8 00	Dec. 17..	39 40	
Lion	do	do	do	4.	20		2 00	5 00	Nov. 3..	7 00	
Alexander Knight	do	do	Nov.	5.	21		2 10	5 00	Sep. 22..	7 10	

Paid by Owners.

Not Paid. Notified Collector.

Armed Vessel, Dominion of
Canada.

Not in use.

No. 2.—STATEMENT of the Number of STEAM VESSELS added to the Dominion during the Year ended the 31st December, 1869, their Class and Horse Power, whether of Wood or Iron, their Gross and Registered Tonnage, where built, and where and how employed.

NAME OF VESSEL.	Horse Power.	CLASS.	Wood or Iron.	Gross Tonnage.	Registered Tonnage.	WHERE BUILT.	WHERE AND HOW EMPLOYED.
Ida Whittier	70	Stern Wheel.....	Wood ..	250	207	Carleton, N. B.	Passenger Steamer on the St. John River.
Hiram Calvin	67	Side Wheel.....	Wood ..	370	163	Garden Island.....	Tug Steamer, River St. Lawrence.
Rose	7	Screw	Wood ..	121	93	Kingston	Tug, on the Ottawa and St. Lawrence River.
R. Anglin	5 5	Screw	Wood ..	105	68	Kingston	Tug, on Rideau Canal.
Simon Davis.....	2 1/8	Screw	Wood ..	24	17	Kingston	Freight and Tug on Lake Ontario.
Kitty Freil	5 1/8	Screw	Wood ..	65	46	Kingston	Tug, on the Rideau Canal.
Cariboo	35 1/10	Screw	Wood ..	86	4	Montreal	
Eclipse	60	Side Wheel.....	Wood ..	215	33	Montreal	Tug between Montreal and Kingston.
Perry	8	Screw	Wood ..	41	33	Rochester, United States.....	Tug between Montreal and Ottawa.
Flamborough	70	Screw	Iron ..	670	456	Sunderland, England.....	Freight Steamer, Montreal and Halifax.
Adolphus		Stern Wheel.....	Wood ..	17	7	Not Known	No Returns.
Hector	43.77	Side Wheel.....	Wood ..	83	50	Levis, Quebec	Tug Steamer between Quebec and Montreal.
Trois Rivières	75	Side Wheel.....	Steel ..	503	432	Sorrel	Passenger Steamer, Montreal and Sorrel.
Notre Dame	18.03	Side Wheel.....	Wood ..	50		St. Hyacinthe	Passenger Steamer, St. Hyacinthe and St. Pie qu Pierre.
Dalhousie	60	Propellor	Wood ..	353	256	St. Catharines	Freight Steamer, Welland Railway.
Lilly Kerr	30	Timber Tug	Wood ..	58	26	St. Catharines	Tug, Christie's Mills, Georgian Bay.
Minnie Hall	24	Timber Tug	Wood ..	48	19	St. Catharines	Tug, William Hall's Mills, Georgian Bay.
Quail	8.04	Side Wheel.....	Wood ..	Not Registered..		Stoney Point, Lake St. Clair	Passenger Steamer, Georgian Bay.
Minnie F. Parsons	24	Screw	Wood ..	Not Registered..		Buffalo, U. S.	Towing on the Welland Canal.
Silvester Neelan	23	Screw	Wood ..	46	28	Buffalo, U. S.	Harbor Tug, Port Colbourne.
Henry Hoover	22	Screw	Wood ..	34.64	17	Philadelphia, U. S.	Harbor Tug, at Halifax.
Alida	30	Screw	Wood ..	64	54	Philadelphia, U. S.	Screw Tug, Bay of Fundy.
M. A. Starr	32.88	Screw	Wood ..	244.32	166.14	England	Coasting Passenger Steamer, Nova Scotia.
Hiram Perry	23.67	Screw	Wood ..	79.63	39.89	New York, U. S.	Screw Tug, Bay of Fundy.
May Queen	60	Side Wheel.....	Wood ..	502	136	Carleton, N. B.	Passenger on the River and G. Lake.
G. W. Johnson	30	Screw	Wood ..	72.27	35.05	Yarmouth, N. S.	Screw Tug, Yarmouth Harbor.
Commerce	56	Screw	Iron ..	314.01	278.32	England.....	Passenger and Freight, Nova Scotia and United States.

Banshee	67.68	Side Wheel	Wood ..	31	} Not known	Bras d'or Lake	Ferry at Sydney Harbor.
J. C. Harrison	20	Screw	Wood ..	33.22		United States	Tug, Lower Glacé Bay, C. B.
D. P. Ingraham	33.39	Screw	Wood ..	140.60	} 23	United States	Screw Tug, Cow Bay, C. B.
Clara M. Carter	20	Screw Tug	Wood ..	29		Buffalo, U. S.	Harbor Tug, Port Colbourne.
Bob Hackett	18.69	Screw Tug	Wood ..	53	} Not regist.	Amherstburg, Ontario	Detroit River Tug.
Isabella	9.24	Screw Tug	Wood ..	43		Keswick Lake, Simcoe	Towing Logs on Lake Simcoe.
Norfolk	25	Paddle	Wood ..	43	Hamilton	Trading on North Shore of Lake Erie.	

Thirty-four Steamers have been added to the Dominion during the year, of the aggregate registered tonnage of 2,991 tons, against Thirty-nine Steamers during the year 1868, of the aggregate tonnage of 2,794 tons.

No. 3.—STEAMBOAT ENGINEERS.—Examinations and Renewals during the Quarter ending 31st March, 1869, their Class and Place of Residence, the Year of their First Examination, and Number of their Renewals, the Name of the Steamer last Employ, by Whom Examined, the Date of the Certificate, and Amount of Fee.

NAME OF ENGINEER.	Class of Engineer.	Class of Assistant.	Year of Examination.	Number of Renewals.	Place of Residence.	Name of Steamer Last Employ.	By Whom Examined.	Date of Certificate.	Fee.
M. H. Catline	Second		1866	3	Niagara	Metamora	Board	March 1	1 00
John Erwingham		First	1869		Toronto	Maid of Kent, England	Risley	March 6	5 00
Thomas Stanton		First	1869		Orillia	Cariella	Risley	March 16	5 00
Fred Drewsberry	Second		1862	7	Kingston	Forest	Risley	March 22	1 00
Henry Brulle		Second	1869		Sorel	Tug Montreal	Befort	March 8	5 00
Antoine St. Martin	Second		1865	4	Sorel	River du Loup	Board	February 10	1 00
Charles Frechette	Third				Quebec		Board	February 10	1 00
Pierre Toin	Second		1860	9	Sorel	Aid	Board	March 8	1 00
John Knox		Second	1867	2	St. John, N. B.	Lion	Provincial Board	February 23	1 00
H. J. McAfre		Second	1869	New	St. John, N. B.	Hercules	William M. Smith	February 23	5 00
Hugh Boice		Second	1869	New	St. John, N. B.	Speck	William M. Smith	March 27	5 90
Francis Henderson	Second		1860	9	Sorel	Hope	Board of S. B. I.	May 3	1 00
Labe Terrien	Third		1860	7	Sorel	No employ	Board of S. B. I.	May 3	1 00

No. 3.—STEAMBOAT ENGINEERS.—Examinations and Renewals during the Quarter ending 30th June, 1869, &c.—Continued.

William Leclerc	Third		1868	1	Sorel	Mill Engineer	Board	May 3	1 00
John Fortin	Third		1861	8	Sorel	Relief	Board	May 3	1 00
Oliver Lamotte	Third		1864	5	Sorel	City	Board	May 3	1 00
Pierre Blett		Third	1869	New	Sorel	Rover	Befort	May 3	6 00
Elie Dulac		Third	1869	New	Sorel	Whitehall	Befort	May 3	6 00
Joseph Denis		Third	1869	New	Sorel	Hope	Befort	May 3	6 00
Narjerre Gillot		Second	1869	New	Sorel	Rocket	Befort	May 3	6 00
Charles Henderson		Second	1869	New	Sorel	Hope	Befort	May 3	6 00
William Robinson		First	1869	New	Kingston	Davidson & Doran	Taylor	May 8	1 00
Thomas Elliott	Third		1867	2	Kingston		Taylor	May 8	2 00
Alexander Sheridin	Third		1869	New	Toronto	William Addamson	Risley	May 22	5 00
James Clarke		First	1869	New	Cobourg	Tug Niagara	Risley	May 23	1 00
Charles Hood	Second		1869	New	Toronto	Goderham & Worts	Risley	May 25	5 00
Pierre Leblanc		First	1868	1	Three Rivers	E. Leblanc	Risley	June 1	1 00
Pierre Lamotte	Second		1860	9	Sorel	Richelieu Cay	Board	June 1	1 00

Francis Nelaire		First	1869	New	Sorel	Captain Smith	Befort	April 27	1 00
Charles Clement		Third	1869	New	Sorel	Sewennes & McNaughton	Befort	May 5	1 00
Potique Charland		Third	1869	New	St. Julie	Sewennes & McNaughton	Befort	April 29	1 00
Joseph Niquette		Second	1869	New	Burlington	Captain Truman	Befort	May 12	1 00
Andrew Lambert		First	1869	New	Toronto	Transit	Risley	June 2	5 00
Andrew K. Harris		First	1869	New	Toronto	Bouquet	Risley	June 3	5 00
Joseph Neven	Cond. "Castor"	Third	1869	New	Sorel	St. Montreal	Befort	June 15	1 00
Henry Struderick	Second	Cond. H. P.	1862	7	Lindsay	Ogenah	Board	June 16	1 00
Ansil Mills	Cond. H. P.	Second	1865	4	Lindsay	Ranger	Board	June 16	1 00
John Stevens	Cond. H. P.	First	1867	2	Bobcagegon	Novelty	Board	June 16	1 00
George Munro	Second		1865	4	Lindsay	Victoria	Board	June 16	1 00
William Haworth	Third	Cond. H. P.	1868	1	Lindsay	None	Board	June 16	1 00
George Crandell	Third		1860	9	Lindsay	None	Board	June 16	1 00
James Power		Second	1869		Port Perry	First Employ	Risley	June 16	1 00
Henry Thurston		Third	1869		Kingston	Bruno	Taylor	June 3	1 00
Edward Beaubien	Third		1869		Detroit	T. F. Parke	Risley	June 19	1 00
Thomas Drydale	Third		1867	2	Quebec	Lady Head	Board	June 23	2 00
Christopher Robinson	Third		1868	1	Kingston	Captain Porte	Board	June 25	1 00
Archibald Ritchie		First	1869		Halifax, N. S.	H. Hown	Wm. M. Smith	May 14	1 00
George Webber		Third	1869		Halifax, N. S.	Sir C. Ogle	Wm. M. Smith	May 14	1 00
John Ingram		First	1869		Halifax, N. S.	R. Simonds	Wm. M. Smith	May 14	1 00
John Gossip		Second	1869		Halifax, N. S.	None	Wm. M. Smith	May 14	1 00
Thomas Roach	Third		1869	New	Fredericton, N.B.	Gazelle	Wm. M. Smith	June 4	1 00
William Fleming		Third	1869	New	Fredericton, N.B.	New Dominion	Wm. M. Smith	June 4	1 00
George Hadden	Third		1869	New	St. John, N. B.	Emperor	Wm. M. Smith	June 8	1 00
Andrew Muirhead	Second		1869	New	Halifax	Alpha	Wm. M. Smith	June 17	1 00
William Bell	Second	Cond. L. N. P.	1869	New	Toronto	Algoma	S. Risley	June 22	1 00
A. Munroe		Third	1869	New	Glencee	Algoma	S. Risley	June 22	1 00
John Quackenbush	Third		1868	New	Port Dalhousie	Young Lion	Board	June 25	1 00
George Munro	First		1866	3	Glencee	Algoma	Board	June 22	1 00
Eldridge Jessie		Second	1869	New	Toronto	Tug, Little Eva.	S. Risley	April 1	1 00
Pierre Audette	Third		1860	9	Quebec	Tug Alliance	Board	June 1	1 00
Gordon James		First	1869	New	Amherstburg	J. McLeod	S. Risley	April 14	1 00
Garrity Alfred		Third	1869	New	Montreal	A. Cantin	S. Risley	April 14	1 00
John Craddock	First				Detroit	Captain Weston	S. Risley	April 14	1 00
Charles Marceaux		Second	1869	New	Detroit	Samuel Allen	S. Risley	April 15	1 00
John Hay	Third		1867	2	Toronto	Captain Wright	Board	April 15	1 00
Hugh Doherty	Third		1860	9	Hamilton	Captain Hall	Board	April 19	1 00
William Cunningham		Third	1869	New	Hamilton	Captain Miller	S. Risley	April 19	1 00
John Spilman	Cond. to Tug	First	1869	New	Tonawanda	N. P. Sprague	S. Risley	April 19	1 00
Thomas Hindman	Screw	First	1869	New	Toronto	Jacira S. Thip	S. Risley	April 19	1 00
John Stevens		Second	1867	2	Bobcagegon	Novelty	Board	June 8	1 00

No. 3.—STEAMBOAT ENGINEERS.—Examinations and Renewals during the Quarter ending 30th Sept., 1869, &c.—Continued.

NAME OF ENGINEER.	Class of Engineer.	Class of Assistant.	Year of Examination.	Number of Renewals.	Place of Residence.	Name of Steamer Last Employ.	By Whom Examined.	Date of Certificate.	Fee.
Isaac Davis	First		1861	8	Chatham	Tug Bella Taylor	Board	July 1	1 00
Robert Fay		First	1869	New	Toronto	City of Toronto	S. Risley	do 2	1 00
William Pimlott	Third		1866	3	Bell Ewart		Board	do 6	1 00
David Magden	Third		1867	2	Kingston	Elwoods	Board	do 9	1 00
Isaac Jameson		First	1869	New	Kingston	Robert Anglin	J. Taylor	do 5	1 00
Michael Lapointe		First	1869	New	Quebec	Fire Fly	J. Sanson	do 6	1 00
Walter Hunter	Third		1865	5	Wallaceburg	Hero	Board	do 23	1 00
John Booth		Second	1869	New	Wallaceburg	River King	S. Risley	do 23	1 00
George Smith		Second	1869	New	Wallaceburg	Sweepstakes	S. Risley	do 22	1 00
Francis Vincent	Second		1860	9	Ottawa		Board	August 13	1 00
Thomas Corrigan		Third	1828	2	Ottawa		Board	do 13	1 00
James Fitzpatrick		Third	1868	2	Pembroke		Board	do 13	1 00
John Munro	Second		1865	4	Lindsay	Victoria	Board	do 13	1 00
Thomas Madden	Second		1860	9	Kingston	Captain Smith	Board	do 21	1 00
George Haddow		Second	1864	5	St. John, N. B.	Hercules	Board	do 27	3 00
Hugh Boice		Second	1869	New	do		Local Examination confirmed.	do 27	1 00
H. E. Tapley		Second	1869	New	do	Tug Tiger	Board	do 27	1 00
T. C. Cumming		Second	1869	New	do	Tug General	do	do 27	1 00
John Knox		Second	1868	2	do	Tug Lion	do	do 27	1 00
Alexandar McMurray	Second		1869	1	do	Passenger Olive	do	do 27	1 00
B. Porter	Second		1869	1	do	Passenger David Weston	do	do 27	1 00
John Bell	Third		1869	1	do	Tug Sultan	do	do 27	1 00
Hugh J. McAfre		Second	1869	New	do	Tug Alida	do	do 27	1 00
Michael McAllen	First		1869	1	do	Passenger Prince of Wales	do	do 27	1 00
Edward McAlcer	Second		1869	1	do	Passenger Lady Colbrooke	do	do 27	1 00
H. A. Hathaway	First		1869	1	do	Passenger Empress	do	do 27	1 00
William John Pratt		First	1869	New	St. John	Tug Hiram Perry	do	do 27	6 00
Robert McGuin		First	1869	1	do	Tug Daisy	do	do 28	1 00
J. B. Sinclair	First		1869	1	do	Passenger Rotheray	do	do 28	1 00
Peter Sinclair	Second		1869	1	do	Passenger May Queen	do	do 28	1 00
Robert McEwing		Second	1869	1	do	Tug Victor	do	do 28	1 00
Alexander Wilson	First		1869	1	do	Passenger Emperor	do	do 28	1 00
William Robson		Third	2869	New	do	Tug Dot	do	do 28	5 00
John Welsh		Second	1869	1	do	Tug Relief	do	do 28	1 00
James Wilson		Approved.	1869			Examined for a Steam Fog Whistle Engineer.		do 28	5 00
Alexandar Eddy	Second		1869	1	St. John	Passenger Emperor	Board	do 28	1 00
Charles Cox		First	1869	1	do	Passenger Fawn	do	do 28	1 00
Duncan Gunn		First	1869	1	do	Passenger Empress	do	do 28	1 00

John Ross	First		1869	2	St. John	Tug Conqueror	Board	August 28	1 00
John Carrick		First	1869	1	do	Tug Sunbury	do	do 28	1 00
T. E. Porter		First	1869	1	do	Tug Lincoln	do	do 28	1 00
W. B. Mayo		First	1869	1	do	Tug Ada G.	do	do 28	1 00
Alexander Clan		First	1869	1	do	Tug Busy Bee	do	do 28	1 00
Justus Gill		Third	1869	1	Woodstock	Tug Enterprise	William Smith	do 30	1 00
Bradford Webber	Second		1869	1	Lincoln, U. S.	Tobique	Board	do 30	1 00
William Elliott		First	1869	1	Frederickton	Highlander	do	do 30	1 00
Thomas Roach		Third	1869	1	do	Gazelle	do	do 30	6 00
J. Austin Gill		Third	1869	1	do	New Dominion	do	do 30	1 00
William Fleming		Third	1869	New	do	Marys Ville	do	do 30	6 00
John Matthews	Second		1869	New	do	Ida Whittier	do	do 30	1 00
S. H. Gill		First	1869	1	do	Forty Second	do	do 30	1 00
P. Stevenson		First	1869	New	St. John	No Boat	do	do 30	5 00
Abraham Pearce	Second		1869	1	Halifax	Halifax Ferry	do	September 2	1 00
Andrew Muirhead	Second		1869	New	do	M. A. Starr	do	do 2	5 00
John Gossip		First	1869	New	do	M. A. Starr	do	do 2	5 00
Archibald Ritchie		First	1869	New	do	Henry Hooven	do	do 2	5 00
George Webber		Third	1869	New	do	Sir Charles Hogan	do	do 2	5 00
William Morton		Third	1869	1	do	Chebucto	do	do 2	1 00
Edward Griffin	Second		1869	1	do	Tug Lion	do	do 2	1 00
William Sweeton	Second		1869	1	Pictou	May Flower	do	do 4	1 00
James Webster	Second		1869	1	Pictou	Tug Dragon	do	do 4	1 00
Angus McDonald		Third	1869	New	Pictou	Tug Pluto	do	do 4	5 00
John Ancheson		Third	1869	New	Pictou	Railway Employ	do	do 4	5 00
William Pearce	Second		1869	1	Halifax	Mic Mac	do	do 3	1 00
Michael Fortier		Second	1869	New	Pointe Levis	Tug Marguerit	do	do 13	5 00
John Nadeau		First	1869	New	Pointe Levis	Tug Fire Fly	Samson	do 13	6 00
Francis Thivierge	Third		1869	New	St. Valier	Ferry Notre Dame	Board	do 13	5 00
Temalous Roy	Third		1869	New	Point Levis	Tug John Bull	do	do 13	5 00
Michael Flemand		Third	1869	New	Point Levis	Tug Lake St. Peter	do	do 13	5 00
Olivier Langlois		Second	1869	New	Point Levis	Passenger St. George	do	do 13	5 00
Thaddie Beaubien		Third	1869	1	Point Levis	Tug Powerful	do	do 13	5 00
Dostie Jourdien		Second	1869	1	Champlain	Tug St. Rock	do	do 13	5 00
Zefirin Amelin		Not classed.	1869	1	Champlain	Tug Hero	do	do 13	5 00
William Barbour	First		1860	9	Quebec	Napoleon	Board	do 13	1 00
Edward Smith	First		1863	7	Quebec	Napoleon	do	do 13	1 00
Pierre Lacroix	Third				Champlain	Tug Quebec	do	do 13	1 00
Louis Frechette	Third		1867	3	St. Nicholas	Tug Quebec	do	do 13	1 00
X. Leftmer	Second		1860	10	St. Antoine	Tug St. Louis	do	do 13	1 00
Joseph Tanguay	Second		1860	10	St. Jerrais	Tug Samson	do	do 13	1 00
Joseph Chén	Second		1860	10	Port Neuf	Passenger Eugénie	do	do 13	1 00
Simeon Themault	Third		1860	10	Point Levis	Tug Hero	do	do 13	1 00
Urbain Lacroix	Second		1860	10	St. John	Passenger Helen	do	do 13	1 00
Augustin Côte	Third		1860	10	Point Levis	Passenger Voyageur	do	do 13	1 00
Charles Echenburg	Third		1860	10	Point Levis	Passenger Queen	do	do 13	1 00
Damase Dion	Third		1868	2	Point Levis	In a Mill	do	do 13	1 00
Usebe Honde		First	1869	1	Point Levis	Tug Minty	do	do 13	1 00
Edward Many	First		1860	10	Point Levis	Passenger Ranger	do	do 13	1 00
J. D. Fenigan	First		1867	3	Quebec	Passenger Secret	do	do 13	1 00
								do 13	1 00

No. 3 — STEAMBOAT ENGINEERS.—Examinations and Renewals during the Quarter ending 30th Sept., 1869, &c.—Continued.

NAME OF ENGINEER.	Class of Engineer.	Class of Assistant.	Year of Examination.	Number of Renewals.	Place of Residence.	Name of Steamer. Last Employ.	By Whom Examined.	Date of Certificate.	Fee.
Prosper Pichet	Third		1868	2	Port Neuf	Passenger Rescue	Board	September 13	1 00
Michel Pichet	Second		1860	10	St. Nicholas	Passenger St. George	do	do	1 00
Norbert Poire	Third		1860	10	Levis	Tug Gross Isle	do	do	1 00
Stephen Corbett	First		1860	10	Quebec	Lady Head	do	do	1 00
Ubaldo Lamotte	Third		1867	3	St. Antoine	Tug L'Aigle	do	do	1 00
Isidore Tanguay	Third		1868	2	Levis	City of Quebec	do	do	1 00
Joseph Rolph	Second		1867	3	Quebec	Lady Head	do	do	1 00
Dumas Dussine	Second		1860	10	Levis	Tug Alliance	do	do	1 00
Trefle Lacroix	Second		1860	10	St. Jean	Tug Etoile	do	do	1 00
Hercule Arcand	Second		1860	10	Levis	Port Neuf	do	do	1 00
Louis Duracher		Second	1869	New	Quebec	Armand	do	do	5 00
Cleophas Roger		Third	1869	New	Levis	No boat	do	do	5 00
Ferdinand Piché		Not classed.	1869	New	Port Neuf	Rescue	do	do	5 00
Germain Côté		First	1869	New	Levis	Passenger Queen	do	September 14	5 00
Bartholomew Houde		Third	1869	New	St. Apotimin	Passenger Voyageur	do	do	5 00
Isai Lemaire	Third		1867	New	St. Edward	Tug Berthier	do	do	5 00
Pierre Langevin		Not classed.	1869		Levis	Tug E. P. Dore	do	do	5 00
Phidime Carbonneau	Second		1860	10	Levis	Tug Rescue	do	do	5 00
Joseph Lemieux		Third	New		Levis	Unemployed	do	do	5 00
John Bolchie		First	1868		Levis	Powerful	do	do	5 00
Joseph Woot		First	1865	5	Levis	Tug Fairy	do	do	5 00
Trefle Paynin		Second	1867	3	Dischambaud	Tug Amada	do	do	5 00
Joseph Fugine		Second	1869	New	Champlain	Tug St. Rock	do	do	5 00
Louis Moreau		Third		New	Levis	Passenger Clyde	do	do	5 00
Remis Lord	Third		1867	New	Lotbiniere	Tug Storm	do	do	5 00
Francois Dion		Second	1869	New	Levis	St. George	do	do	5 00
Jean B. Terriault	First		1860	10	Levis	Passenger Advance	do	do	1 00
Victor Filteau	Second		1860	10	Levis	Passenger Clyde	do	do	1 00
Louis Gagnon	Third		1860	10	Levis	Saw Mill	do	do	1 00
Joseph Filteau	First		1860	10	Levis	Tug Tadman	do	do	1 00
Octave Filteau	Second		1860	10	Levis	Passenger Hercules	do	do	1 00
Ben. Filteau	First		1860	10	Levis	Imar Stevens	do	do	1 00
Joseph Lapointe	Second		1860	10	Levis	Passenger Express	do	do	1 00
Simeon Delisle	Second		1864	6	Levis	Ferry Levis	do	do	1 00
Narcisse Gagnon	Third		1860	10	St. Nicholas	Ferry P. Levis	do	do	1 00
Toussaint Therriault	Third		1867	3	Levis	Scotchman	do	do	1 00
Honore Bolduc	Third		1860	10	Levis	Mackenzie	do	do	1 00
Louis Lamotte	Second		1863	3	St. Nicholas	National	do	do	1 00

Ignace St. Pierre	Third		1860	10	Levis	Maid of Orleans	do	do	1 00
Michel Aubin	Second		1860	10	St. Nicholas	St. Nicholas	do	do	1 00
Mathias Lemai	Third		1860	10	St. Antoine	St. Antoine	do	do	1 00
Edmond Lafleur	Second		1860	10	St. Antoine	St. Antoine	do	do	1 00
Xavier Garneau	Second		1860	10	St. Antoine	Lotbiniere	do	do	1 00
John Campbell	Second		1868		Quebec	Gaspé	do	do	1 00
Theophile Dion		First	1869	New	Quebec	Arctic	do	do	5 00
Leon Demers		Second	1868	1	St. Apolinaire	Maid of Orleans	do	dé	5 00
William Moreau	Second		1860	- 10	St. Apolinaire	Tug Lake St. Peter	do	do	5 00
Philiabert Daigneau		Third	1869	New	Levis	None	do	do	5 00
Michel Dion	Second		1860	10	Levis	Ferry Quebec	do	do	5 00
Eugene Costin		First	1867	3	Quebec	Tug E. P. Dore	do	do	5 00
William Clark	Second		1860	10	Quebec	None	do	do	3 00
Francois Lepage	Second		1860	10	Levis	Powerful	do	do	1 00
François Lavallée	Third		1860	10	Levis	Secret	do	do	1 00
Remi St. Hilaire		First	1869	1	Levis	Tug Kate	do	do	1 00
Joseph Lapointe		First	1869	1	Levis	Maro	do	do	1 00
Thalert Golic	Third		1867	3	Levis	City	do	do	1 00
Napoleon Ouellet		Second	1869	1	Levis	M. Stevenson	do	do	1 00
Victor Charland		Third	1869	1	St. Jean	Tug Advance	do	September 15	1 00
Elise Rousseau	Third		1860	10	St. Apolinaire	Tug John Bull	do	do	1 00
Joseph Maurice	Third		1860	10	Levis	Tug New Dominion	do	do	1 00

Montreal, 16th September, 1869.

William Smith	First		1860	10	Sorel	Passenger Rockett	do	September 16	1 00
Thomas Ryan	Second		1860	10	Montreal	Passenger P. of Wales	do	do	1 00
George Pangborn	First		1860	10	Lachine	Iroquois	do	do	1 00
William Armstrong	Second		1861	9	Montreal	Shickluna	do	do	1 00
N. T. Terriault	Third		1864	6	Milton	Tug Boston	do	do	1 00
Jerome Paynetic	Second		1860	10	Montreal	Passenger La Prairie	do	do	1 00
J. B. Mahier	First		1860	1	Berthier	Passenger Aurora	do	do	1 00
Alfed Roy		First	1868	2	Levis	Tug Rapid	do	do	1 00
Nazaire Lamotte		Second	1869	New	Quebec	Passenger Aurora	Board	September 16	5 00
W. Baptiste Daoust	Third		1866	4	Montreal	Freight Ottawa	do	do	1 00
Honoré Brunet		First	1869	New	Lachine	Tug Charlooth	do	do	5 00
William Webster	Second		1866	4	Montreal	Not running	do	do	1 00
Michel Lapointe		First	1869	New	Levis	Tug Mackenzie	do	do	5 00
E. Champagne, fils	Third		1867	3	Montreal	Tug Fashion	do	do	1 00
E. Champagne, père	Second		1860	10	Montreal	St. Helen	do	do	1 00
James Alexander	Second		1865	5	Beauharnois	St. Helen	do	do	5 00
William Leclair	Third		1867	3	Sorel	Beaver	do	do	5 00
Oliver Lamotte	Third		1864	6	Three Rivers	No boat	do	do	1 00
Wilbrod Lacroix	Second		1860	10	Quebec	Maid of Canada	do	do	1 00
Matthew Ducase	Second		1864	6	Sorel	Tug Star	do	do	1 00
Jean B. Couture	Third		1860	10	Sorel	Passenger River du Loup	do	do	1 00
Pierre Trempe	Third		1864	6	Sorel	Tug Prescott	do	do	1 00
Raphael Lussier	Second		1860	10	Sorel	Passenger Fire Fly	do	do	1 00
Samuel Quig	Second		1862	8	Sorel	Passenger Richelieu	do	do	1 00
Pierre Melotte	Third		1861	9	River du Loup	Tug King Bird	do	do	1 00

No. 3.—STEAMBOAT ENGINEERS.—Examinations and Renewals during the Quarter ending 30th Sept., 1869, &c.—Continued.

NAME OF ENGINEER.	Class of Engineer.	Class of Assistant.	Year of Examination.	Number of Renewals.	Place of Residence.	Name of Steamer Last Employ.	By Whom Examined.	Date of Certificate.	Fee.
Louis Riendeau	Third		1864	6	Sorel	Tug Castor	Board	September 16	1 00
Antoine St. Martin	Second		1860	3	Sorel	Passenger River du Loup	do	do	1 00
Disigieme Query	First		1862	10	Sorel	Union	do	do	1 00
Jean Sanderson	Third		1865	5	Sorel	Union	do	do	1 00
Placide Robert	Third		1860	10	Sorel	Not employed	do	do	1 00
Pierre Catelier	Third		1861	9	Quebec	Tug St. Mary	do	do	1 00
Augustin Lafleur	Second		1860	10	Sorel	Passenger Terrebonne	do	do	1 00
James Quigley	Limited	First	1869	1	Kingston	Tug Pride	do	do	5 00
Narcisse Barbelle		Third	1869	1	Sorel	Passenger Three Rivers	do	do	5 00
X. Jean Marie	Limited	First	1869	New	Sorel	Rocket	do	September 17	5 00
William F. Robinson		First	1869	New	Kingston	Tug Dandy	do	do	5 00
John Arcand	Limited	First	1869	1	Sorel	Passenger Quebec	do	do	5 00
Edward Franceur		Second	1868	1	Lachine	Passenger P. of Wales	do	do	1 00
Pierre Bevar	Third		1867	3	Sorel	Passenger Royal	do	do	1 00
Louis Lacombe	Third		1861	9	Sorel	Tug Berthier	do	do	1 00
Louis Lacroix	Third		1860	10	Three Rivers	Tug Mademoiselle	do	do	1 00
Pierre Ellenburg	Third		1864	6	Sorel	Tug Topsy	do	do	1 00
Peter Dunn	First		1861	9	Sorel	Passenger Montreal	do	do	1 00
Muchet Terrais	Second		1860	9	Sorel	Passenger Montreal	do	do	1 00
Francois Lacroix	Third		1860	10	Three Rivers	Nil	do	do	1 00
Robert Pangborn	Third		1864	6	Three Rivers	Nil	do	do	1 00
Maxime Clement	First		1860	10	Sorel	Tug Albert	do	do	1 00
X. Charbonneau	Second		1860	10	Sorel	Passenger T. Revens	do	do	1 00
S. B. Matte	Third		1864	6	Sorel	Passenger Quebec	do	do	1 00
Edward Denis	Third		1863	7	Sorel	Tug Canada	do	do	1 00
Alfred Charbonneau	First		1860	10	Sorel	Passenger Quebec	do	do	1 00
John Burton	First		1860	10	Montreal	Passenger Dagenaw	do	do	1 00
Charles Quig	Third		1866	4	Chateauguay	Passenger Salisbury	do	do	1 00
James Quig	Second		1860	10	Chateauguay	Passenger Salisbury	do	do	1 00
John Matte	Second		1860	10	Sorel	Passenger Canada	do	do	1 00
Francis Belair	Limited	First	1869	New	Sorel	Passenger Rocket	do	do	5 00
Francis Alard		Third	1869	New	Sorel	Tug Montreal	Before	October 6	5 00
Henry Brulle		Second	1869	2	Sorel		Board	do	1 00
Alexander Thibodeau		Third	1869	New	Sorel	Tug Star	do	October 18	5 00
James Sharpe	Second		1865	5	Wellington Sq.	Frieght Arctic	do	do	1 00
Moise Roy	Second		1860	10	Montreal	Passenger Huron	do	do	1 00
Samuel Rogers	Second		1860	10	Burlington	Tug J. Tyler	do	do	1 00
Francis Roy		Second	1869	New	Cap. L. Madaline	Passenger Huron	do	do	5 00

Moise Laporte	Third		1868	2	Montreal	Passenger Ozprey	Board	October 18	1 00
Edmond Detair	Third		1862	8	Sorel	Tug Plover	do	do	1 00
Raphael Chervier	Second		1861	9	Sorel	Tug Messenger	do	January 1	1 00
François Lefere	Third		1864	6	Sorel	Tug Messenger	do	do	1 00
Labbe Therien	Third		1861	9	Sorel	Passenger Maskinonge	do	do	1 00
Alfred Yimac	Third		1860	10	Sorel	Captain of Messenger	do	do	1 00
Ann Grimand	Second		1860	10	Montreal	Passenger Beaver	do	do	1 00
Augustin Lizotte	Second		1860	10	Longueuil	Ferry Longueuil	do	do	1 00
J. B. Poitras		First	1869	1	Lachine	Tug Snow Bird	do	do	1 00
David Donelly	Third		1863	7	Kingston	Tug Passport	do	do	1 00
George Minish	Second		1862	8	Montreal	Tug Passport	do	do	1 00

Adjourned at Montreal, Saturday, 18th September, 1869.

Ottawa, 21st September, 1869.

Eli Bell	Third		1863	7	Lachine	Passenger Alliance	Board	January 1	1 00
D. Sabourin		Second	1869	New	Portage du Fort	Passenger Alliance	do	do	5 00
George V. Stroud	First		1863	7	Portage du Fort	Superintendent	do	do	2 00
Ambroise Toulet	Third		1863	7	Aylmer	Tug Monitor	do	do	2 00
James Dunigan	Second		1861	9	Prescott	Passenger A. Lisson	do	do	2 00
Augustin Valle		Third	1869	New	Montreal	Passenger Alliance	do	do	5 00

September 22nd, 1869.

Robert Holliday		First	1869	New	Prescott	Passenger Ann Lisson	do	September 22	5 00
Patrick Jardin		Second	1869	New	Port du Fort	Freight Oregon	do	do	5 00
John Dunnigan	Second		1863	7	Prescott	Freight Oregon	do	do	1 00
Charles Ross		Third	1869	New	Renfrew	Freight Snow Bird	do	do	5 00
David McLean	Third		1869	New	Aylmer	Passenger Almonte	do	do	7 00
Nathaniel Drew		First	1869	New	Georgeville	Tug Nora	Fessenden	January 1	5 00
William Black		First	1869	New	Chateauguay	Athenian	do	do	5 00
Alexis Ducharme	Third		1867	8	Sorel	Tug Mack	Board	do	1 00
Antoine Rachicot	Third		1863	7	Montreal	Tug Victoria	do	do	2 00
Peter Lemoine	Second		1867	3	Kingston	Tug Prescott	do	do	1 00
Walter Scott	Second		1869	1	Montreal	Tug Atlas	do	do	5 00
Thomas McElvey		First	1867	8	Ottawa	Tug Alexandra	do	do	5 00
Louis Asselin	Third	Limited	1868	2	Sorel	Tug Sorel	do	do	5 00
Noel Beaudet	Third		1865	5	Sorel	Tug Otter	do	do	1 00
William McGowen	Second		1865	5	Ottawa	Passenger Q. Victoria	do	do	1 00
Clement Montville	Limited		1869	New	Ottawa	Passenger Q. Victoria	do	do	5 00
William Frechette		First	1868	2	Ottawa	Tug St. Louis	do	do	5 00
William Rogers		Second	1869	New	Ottawa	Tug St. Louis	do	do	5 00
Terrance Raney		Third	1869	New	Pembroke	Passenger Pontiac	do	January 23	5 00
Leoa Chartier		Third	1869	New	Aylmer	Tug Monitor	do	do	5 00

Kingston, Saturday, 25th September, 1869.

Michael McFaul	Third		1865	5	Kingston	Norseman	Board	January 1	1 00
James Maxwell	Limited	Second	1869	New	Chateauguay	Passenger St. Helen	do	do	5 00
William Derry		First	1869	New	Kingston	Passenger Gazelle	do	do	5 00

No. 3.—STEAMBOAT ENGINEERS.—Examinations and Renewals during the Quarter ending 30th Sept., 1869, &c.—Continued.

NAME OF ENGINEER.	Class of Engineer.	Class of Assistant.	Year of Examination.	Number of Renewals.	Place of Residence.	Name of Steamer Last Employ.	By Whom Examined.	Date of Certificate.	Fee.
James Davis	First		1865	5	Kingston	Tug Wales	do	do	1 00
John Purcell		Third	1869	New	Elgin	Tug Francis	do	do	5 00
Thomas Hickey		First	1868	2	G. Island	Freight Colonist	do	do	5 00
John B. Thomas		Third	1869	1	Brockville	Ferry Bruce	do	do	1 00
Jacob Matthews		Second	1869	New	Kingston	Mr. Robinson's	do	do	5 00
Patrick Flanigan		Third	1869	New	Kingston	Norseman	do	do	5 00
Isaac Jamson		First	1869	New	Kingston	Freight Anglin	do	do	5 00
Edward Marchand	Second		1864	6	Kingston	Passenger C. of Ottawa	do	do	1 00
John Arnold		Second	1869	New	Kingston	Passenger Pierrepoint	do	do	5 00
George Simmons		Second	1869	New	Kingston	Tug Swan	do	do	5 00
William Johnston	Third		1864	6	G. Island	C. Breck	do	do	5 00
William McManns	Second		1865	5	do	Tug Wellington	do	do	1 00
James Hickey	Second		1862	8	do	Tug William	do	do	1 00
John Miller	Second		1865	5	do	Tug American	do	do	1 00
Thomas Smith	Third		1862	8	do	Tug Highlander	do	do	1 00
James Allen		Second	1869	1	do	Tug America	do	do	1 00
John Smith		Third	1869	1	do	Tug Highlander	do	do	1 00
Thomas Corrigan	Third		1867	3	do	Tug Kitty Freel	do	do	1 00
John Booth	Second		1861	9	Dundas	Argyle	do	do	1 00
James Gillie		Third	1868	1	Garden Island	Tug H. A. Calvin	do	do	1 00
Francis Munroe	Second		1862	8	do	Tug Hercules	do	do	1 00
Charles Goyette		Second	1868	1	do	Tug Wellington	do	do	1 00
F. Theriault	Second		1865	5	do	Tug City of Hamilton	do	do	1 00
James Johnston	Third		1866	4	do	Tug H. A. Calvin	do	do	1 00
Olivier Prieur		Second	1868	1	do	Tug City of Hamilton	do	do	1 00
William Kelly		Second	1868	1	do	Tug William	do	do	1 00
Thomas O'Reilly	Third		1865	5	do	Tug J. A. McDonald	do	do	1 00
James O'Reilly		Third	1868	1	do	Tug J. A. McDonald	do	do	1 00
L. O'Brien	Third		1865	5	Kingston	Tug Ross	do	do	1 00

Kingston, Wednesday, 28th September, 1869.

Robert Stoven		Second	1869	New	Kingston	Passenger B. of Quinté	Board	September 28	5 00
Christopher Robinson	Third		1865	1	Kingston	Passenger Greenway	do	September 29	1 00
Duncan McCraig	Third		1865	5	Chateauguay	Tug S. Alvey	do	do	1 00
Alexander McRoberts	Second		1860	10	Montreal	Tug Eclipse	do	do	1 00
John Bouer		First	1866	4	Belleville	Ferry Prince Edward	do	do	1 00

Robert McBride	Third		1863	7	Kingston	Passenger B. of Quinté	do	do	1 00
John Doran	Second		1860	10	Kingston	Ferry Watertown	do	do	1 00
James Sullivan	Third		1865	5	Kingston	Elevator	do	do	3 00
Charles Munroe	Second		1860	10	Kingston	Passenger Rochester	do	do	3 00
W. E. Swales	Second		1863	7	Kingston	Passenger B. of Quinté	do	do	1 00
P. O. Cunningham	Limited	First	1868	1	Montreal	Tug Eclipse	do	do	1 00
William Sullivan		First	1868	1	Kingston	Hemlock	do	do	1 00
Thomas Barlow		Third	1869	New	Kingston	Not employed	do	do	5 00
Alexander McBride	Second		1863	7	Kingston	Passenger Champion	do	do	1 00
James Hughes	Second		1862	6	Port du Fort	Mill last two years	do	do	1 00
Angus Menish		Second	1866	4	Montreal	Propeller Georgian	do	do	1 00
George Johnson	Limited	Second	1868	1	Kingston	Tug E. Jeffers	do	do	5 00
Thomas Dickson	Second		1865	5	Kingston	Frigate Pierrepoint	do	do	1 00
George Henderson		Third	1869	New	Kingston	Propeller Avon	do	do	5 00
David Dunbar	Third		1868	2	Montreal	Propeller Georgian	do	do	1 00
Thomas Maxwell		Second	1869	New	Chateaugay	Propeller Magnet	do	do	5 00
Henry Thurston		Third	1869	New	Kingston	Propeller Bruno	do	do	6 00
Pierre Audette	Second		1860	10	Quebec	Tug Reindeer	do	October	1 00
Thomas Ryan	Second		1860	10	Quebec	Passenger St. Andrew	do	do	1 00
James Lamontagne	Second		1860	10	Point Levis	Passenger Arctic	do	do	1 00
Henri Dessin	Second		1860	10	Point Levis	Tug Marguerite	do	do	1 00
Pierre Morin	Third		1860	10	Point Levis	Tug John Bull	do	do	1 00

No. 3.—STEAMBOAT ENGINEERS.—Examinations and Renewals during the Quarter ending 31st December, &c.—Continued.

Alexander Samson	Third		1865	5	Point Levis	Tug Mars	Board	October 5	1 00
Joseph Marchand	Third		1866	4	Champlain	Tug Phoenix	do	do	1 00
Francis Filteau	First		1860	10	Point Levis	Tug L'Aigle	do	do	1 00
Oliver Gillespie	Third		1866	4	Cornwall	British America	do	October 11	1 00
James Fullerton	First		1861	4	Bell Ewart	Emily May	do	October 29	1 00
William Jackson		Second	1869	New	Peterboro	Enterprise	Risley	November 29	1 00
Gotique Charland		Third	1869	New	St. Julie	Hope	Befort	November 8	5 00
Charles Clement		Second	1869	New	Sorel	Hope	Befort	do	5 00
Joseph Niquette		Second	1869	New	R. du Loup	J. Tyler	Befort	do	5 00
Louis Asselin	Second		1860	10	St. Julie	Sorel	Board	do	1 00
Alexander Trempe		First	1868	1	Sorel	In a Mill	do	do	1 00
Noel Bodette	Third		1865	5	Sorel	Otter	do	do	1 00
Lauren Bellerive		Third	1860	10	Montreal	Albert	do	do	1 00
Francis Mandrille	Second		1860	10	Sorel	Employed in Mill	do	do	1 00
George Cashman		Third	1868	2	Prescott	Forest City	do	October 23	1 00
William Edington		First	1868	2	Renu (?)	Otonabee	Risley	do	1 00
Alex. Ash. Martin		First	1860	10	Sorel	Milling	Board	do	1 00
Alexander Martin	Third		1862	8	Sorel	Milling	Board	do	1 00

No. 3.—STEAMBOAT ENGINEERS.—Examinations and Renewals during the Quarter ending 31st December, &c.—Continued.

NAME OF ENGINEER.	Class of Engineer.	Class of Assistant.	Year of Examination.	Number of Renewals.	Place of Residence.	Name of Steamer Last Employ.	By Whom Examined.	Date of Certificate.	Fee.
<i>Windsor, 1st December, 1869.</i>									
Isaac Davis	First		1860	10	Chatham	Passenger Florence	Board	December 1	1 00
Joseph Parke	Third		1865	5	Windsor	Great Western	do	do	1 00
Thomas Head	Second		1862	2	Windsor	Essex	do	do	1 00
David McDonald	First		1867	3	Windsor	Great Western	do	do	1 00
John Francombe	First		1862	2	Windsor	Bob Hackett	do	do	1 00
W. D. Sidney		Third	1868	5	Windsor	Essex	do	do	1 00
John Hammon	Second		1867	3	Windsor	Great Western	do	do	1 00
Felix Jones		Second	1870	New	Amherstburg	Great Western	do	do	5 00
George Francombe	First		1860	10	Windsor	Union	do	do	1 00
Christopher Lark	Third		1867	3	Windsor	Union	do	do	1 00
Patrick Fitzgibbons		Third	1870	New	Prince Edward	W. S. Spicer	do	do	5 00
Robert O'Reilly	Second		1863	7	Prince Edward	W. S. Spicer	do	do	1 00
Joseph Craig	Third		1867	3	Windsor	Great Western	do	do	1 00
William Diamond		Third	1870	New	Sarnia	T. Scatherd	do	do	5 00
George Munro	First		1865	5	Glenceo	Algoma	do	do	1 00
Alexander Munro		Third	1869	1	Glenceo	Algoma	Risley	do	7 00
George Beane	Third		1867	3	Windsor	Mr. W. P. Campbell	Board	do	1 00
John Westaway	Second		1865	5	Windsor	Susan Ward	do	December 3	2 00
M. H. Cataline	Second		1865	5	St. Catharine	Tug Lilly Kerr	do	do	1 00
<i>Hamilton, December 7th, 1869.</i>									
S. Malcomson	Second		1861	9	Hamilton	Her Majesty	Board	December 6	1 00
J. Reynolds		First	1870	New	Dundas	Argyle	Taylor, Certf. Board	do	5 00
Moses Blondin	Third		1867	3	Lachine	Indian	Board	do	1 00
William Cunningham		Third	1869	1	Hamilton	Indian	do	do	1 00
Duncan McInnes	Third		1864	6	Hamilton	Her Majesty	do	do	1 00
Hugh Morrison		First	1870	New	Dundas	Prince Alfred	do	do	5 00
Frederick Dewsberry	Second		1862	8	Kingston	Bristol	do	do	1 00
James McArthur		Third	1869	1	Kingston	Bristol	do	do	1 00
Samuel Malcomson		First	1869	1	Hamilton	Acadia	do	do	5 00
J. H. Willson		Second	1870	New	Bell Ewart	Isabella	do	do	5 00
<i>St. Catharines, December 8th, 1869.</i>									
James McMaugh	Second		1865	5	St. Catharines	Propellor America	Board	December 7	1 00
William Walsh	Second		1865	5	St. Catharines	Propellor City of London	do	do	1 00
William Townsend	Third		1861	9	Pt. Dalhousie	Tug Young Lion	do	do	1 00

Archibald McMaugh	Second		1860	10	St. Catharines	Cap. of Dominion	do	December 9	1 00
William Brampton	Limited	First	1865	5	P. Robinson	Tug Minerva	do	do	1 00
Oliver P. St. John	Third		1870	New	St. Catharines	City of London	do	do	5 00
Robert McMaugh	Third		1870	New	St. Catharines	America	do	do	5 00
Peter Morrison	Limited	Second	1870	New	Pt. Dalhousie	Minnie Battle	do	do	5 00
James Brampton	To Tugs	First	1869	1	P. Robinson	Tug L. N. G.	do	do	1 00
William Ross		First	1869	1	P. Robinson	Tug Bennett	do	do	1 00
John Ross		First	1869	1	P. Robinson	Tug T. R. Secord	do	do	1 00
Nelson H. Bush	Third		1864	5	Dunville	Mary Ann	do	do	1 00
Robert Cameron	Third		1864	5	Dunville	Dover	do	do	1 00
John Swanson	To Tugs	First	1869	1	Dunville	Tug Jessie	do	do	1 00
Donald Black	To Tugs	Third	1870	New	Dunville	Tug Jessie	do	do	5 00
John Chapman		Third	1870	New	Dunville	Tug Mary Ann	do	do	5 00
Sopha Miller		Third	1870	New	Dunville	Tug Robb	do	do	5 00
William Faulds		Third	1870	New	St. Catharines	Dominion	do	do	5 00
Reubin R. Norcross		Second	1869	1	Port Colbourne	Tug Clara Carter	do	do	1 00
N. H. Jones	Third		1862	7	do	S. R. Norcross	do	do	1 00
Samuel R. Norcross	Third		1863	6	do	Milan	do	do	1 00
David Wilcox	To Tugs	First	1867	3	do	do	do	do	1 00
William McGuiness		First	1869	1	do	S. R. Norcross	do	do	1 00
William Calcott		Third	1870	New	do	America	do	do	5 00
James H. Taylor	Second		1863	7	do	Enterprise	do	do	1 00
Charles Linter	Second		1865	5	Kingston	Dalhousie	Board	do	1 00
Henry Brand	Third		1861	9	St. Catherines	Dominion	do	do	10 1 00
Emerson Wright	Third		1869	1	St. Catherines	Enterprise	do	do	5 00
T. W. Hugo		Third	1869	None	Kingston	East	Taylor	October 1	1 00
Joseph Hardy	Third		1865	5	Kingston	Champion	Board	January 1	1 00
James Murray	Second		1860	10	Kingston	Gazelle	do	do	1 00
L. W. Jeffers	Second		1865	5	Kingston	Ellen Jeffers	do	do	1 00
John Painter	Third		1869	1	Kingston	Swan	do	do	1 00
Johnston Packinson		Second	1869	None	Point Traverse	Simon Davis	Taylor, Con. by Bd	do	6 00
Sylvester Sullivan	Second		1860	10	Kingston	Banshee	Board	do	1 00
Jeffrey Dover	Third		1866	4	Ottawa	Queen of Isles	do	do	2 00
James N. Kelly	Third		1864	6	Brockville	Burns	do	do	3 00
Alexander Kelly	Third		1866	4	Lachine	Spartan	do	do	1 00
William Finncan	Second		1864	4	North Augusta	Kingston	do	do	1 00
Moderate Paynet	Third		1865	5	Montreal	Kingston	do	do	4 00
Alexander Ramsay	Third		1868	2	St. Catherines	Metamora	do	do	1 00
John Quackenbush	Third		1866	4	Port Dalhousie	M. S. Parsons	do	do	1 00
George Mitchell	Third		1867	3	Port Dalhousie	James Norris	do	do	1 00

Toronto, 13th December, 1869.

John F. Brooks	Second		1870	New	Collingwood	Chicora	do	do	5 00
William Noyes		Second	1867	3	Collingwood	Waubuno	do	do	1 00
Thomas Murphy	Third		1869	2	Kingston	Tug Advance	do	do	5 00
Robert Cook	Third		1868	2	Owen Sound	Champion	do	do	1 00
John Stephens		First	1866	4	Bobcaggoen	Novelty	do	do	1 00
Thomas Stanton		First	1869	1	Oriilla	Cariella	do	do	1 00
Henry Burns	Third		1868	2	Toronto	Tug Minnie Hall	do	do	1 00

No. 3.—STEAMBOAT ENGINEERS.—Examinations and Renewals during the Quarter ending 31st December, &c.—Continued.

NAME OF ENGINEER.	Class of Engineer.	Class of Assistant.	Year of Examination.	Number of Renewals.	Place of Residence.	Name of Steamer Last Employ.	By Whom Examined.	Date of Certificate.	Fee.
Isaac Dunham	L. N. Tugs	Not Classed	1868	1	Owen Sound	Champion	Board	January 1	1 00
W. H. Meneilly	First		1860	10	Niagara	City of Toronto	do	do	1 00
John Meikle	Second		1863	7	Rockburn	Acadia	do	do	5 00
Frank Lapointe		Third	1870	New	Longueuil	Chicora	do	do	5 00
Andrew Williamson		Second	1870	New	Sarnia	Sea Gull	do	do	5 00
James O'Reilly		Second	1870	New	G. Island	J. A. Macdonald	do	do	5 00
William Bell	Second		1867	3	Toronto	Waubuno	do	do	6 00
James McQuade	First		1864	6	Nottawa	Tug George Watson	do	do	1 00
Adam Sharp	Second		1868	2	Bell Ewart	Victoria	do	do	1 00
James Sherwin		Second	1870	New	Toronto	Chicora	do	do	5 00
William Noble		First	1869	1	St. Catharines	Dominion	do	do	1 00
Adolphe Marchand		Second	1869	New	Kenu	Tug Alen	do	do	5 00

Hamilton, 9th December, 1869.

S. Malcomson	Second		1861	9	Hamilton	Her Majesty	Board	January 1	1 00
J. Reynolds		First	1870	New	Dundas	Argyle	do	do	5 00
Moses Blondin	Third		1867	3	Lachine	Indian	do	do	1 00
William Cunningham		Third	1869	1	Hamilton	Indian	do	do	1 00
Duncan McLunes	Third		1864	6	Hamilton	Her Majesty	do	do	1 00
Hugh Morrison		First	1870	New	Dundas	Prince Alfred	do	do	5 00
Fred Drewsberry	Second		1862	8	Kingston	Bristol	do	do	1 00
James McArthur		Third	1869	1	Kingston	Bristol	do	do	1 00
Samuel Malcomson		First	1869	1	Hamilton	Acadia	do	do	5 00
J. H. Willson		Second	1870	New	Bell Ewart	Isabella	do	do	5 00
William Jackson		Second	1869	1	Peterboro'	Enterprise	do	do	1 00
George Wright		Third	1869	1	Cobourg	Annie Reid	do	do	1 00
Atcheson Kerr	First		1860	10	Orillia	Orillia Asylum	do	do	1 00
Peter Onderkirk	Third		1861	9	Orillia	Ida Burton	do	do	1 00
Thomas Pettegrew	Third		1870	New	Angus	Simcoe	do	do	5 00
George Collins		Third	1869	1	Collingwood	Emily Dunham	do	do	1 00
Adam Kerr		Second	1869	1	York, P. O.	Drane	do	do	5 00
Thomas Owens		First	1870	New	Toronto	Egypt Service	do	do	5 00
Allen Cameron	Second		1865	5	Owen Sound	Francis Smith	do	do	1 00
Edwin Perry		Second	1868	2	Lindsay	Champion	do	do	5 00
Andrew Lambert		First	1869	1	Toronto	Transit	do	do	3 00
Alexander Sheridan	Third		1869	1	Toronto	Princess of Wales	do	do	3 00

Richard Fairlaine		Third	1869	New	St. Catharines	Mr. Vill.	do	December 11	5 00
Walter S. Fletcher	Third		1865	5	St. Catharines	Gun B. P. Albert	do	January 1	2 00
James Turner	First		1868	1	P. Edwd. Island.	St. Lawrence	W. M. Smith, Cd.	September 25	1 00
John Cumming	Second		1868	1	P. Edwd. Island.	Princess of Wales	by Board		
A. Livingston		First	1868	1	P. Edwd. Island.	St. Lawrence	Rend. by W. M. Smith	do	1 00
William Trail		First	1868	1	P. Edwd. Island.	Princess of Wales	do	do	1 00
George W. Johnson		First	1869	New	Yarmouth, N. S.	G. N. Johnson	do	do	1 00
James C. Payne	Second		1869	New	Sydney, C. B.	Neptune, P.	W. M. Smith	October 15	6 00
David B. Nevin		First	1869	New	Sydney, C. B.	Banshee, P.	do	November 6	1 00
Donald McKenzie		Second	1869	New	L. Glan Bay	J. C. Harrison	do	do	1 00
Archibald Warner	First		1868	1	Halifax, N. S.	Druid	do	do	1 00
William Barry		First	1868	1	Halifax, N. S.	Druid	Rend.	November 10	1 00
William J. Patterson	Second		1869	New	Boston, U. S.	Commerce	do	do	1 00
							Wm. M. Smith	December 4	1 00

APPENDIX I.

REPORT OF COMMISSIONERS OF MONTREAL WATER POLICE, DOMINION OF CANADA.

OFFICE OF COMMISSIONER DOMINION POLICE,

Montreal, March 30th, 1870.

SIR,—Pursuant to your instructions I have the honor to submit for the information of the Honorable the Minister of Marine and Fisheries, a report of the proceedings of the Montreal Water Police, for the year ended 30th June, 1869.

The number of men comprising this force varied during that period, it having been deemed expedient to disband almost the whole body on the close of the navigation.

From July, 1868, to 30th November of the same year, it was composed of one chief constable, four sergeants, and thirty-three men, making a total of thirty-eight.

From December, 1868, to the 30th April, 1869, it was reduced in accordance with instructions, to one chief constable, and two sergeants, and so remained until the 1st of May, 1869, when the river having commenced to clear from ice, it was again re-organised and consisted of one chief constable, four sergeants, and twenty men, making a total of twenty-five, and so continued until the 30th June, 1869.

The duties of this force at first glance would appear to be simply confined to the police supervision of the Montreal River (as the name implies), but it will be found that the exigencies of the public service have, from time to time, compelled the withdrawal of many of its members; some temporarily, others continuously, who have been engaged in, or despatched on special and confidential missions, requiring in most instances, a large amount of ability, fidelity and tact, and it may not be out of place to state that in every such case the results proved satisfactory.

These withdrawals materially caused the duties of those remaining to be more arduous, and in some instances from the extent of wharfage to be supervised, exceeding three miles in length, the greater portion densely crowded with shipping of varied tonnage, it was impossible for the small force available to afford that protection the public seemed to demand, and which, when they numbered thirty-eight, it was barely competent to perform.

These remarks are more particularly stated from the fact that parties, who had large amounts of property from time to time on the wharves, and for which they claimed a protection, it was impossible to afford, made (while admitting the efficiency of the body generally) certain public protests demanding as a right, special supervision on property liable to be carried off.

In addition, the Water Police afford protection to the masters of vessels in their endeavours to suppress insubordination amongst the seamen, accompanying their executive officers to Lachine and elsewhere, in the pursuit and arrest of sailors who have deserted, and a class of persons known as "Crimps," by whom they are usually enticed away.

Their services are frequently brought into requisition for the prevention and suppression of "Strikes" and incipient riots among ship laborers, and this duty is not alone confined to Montreal, for in September last it was found expedient to transfer to the city of Quebec, the chief constable, two sergeants, and fourteen men to assist the authorities there in quelling the disturbance originating in the strike of the ship laborers. This service having been satisfactorily executed, the chief constable and six men were detailed by the Quebec Government to accompany the special train conveying His Royal Highness Prince Arthur to Montreal.

It is also the duty of the Montreal Water Police in town, to attend to the arrival and departure of trains for the purpose of becoming acquainted with the suspicious

characters who frequently come to this city from across the border ; to be in waiting at the Courts of Queen's Bench and Quarter Sessions, to maintain order in the Court itself, escort prisoners to and from the Gaol, and to attend Coroners inquests when necessary. These latter duties are now performed by officers of the Quebec Government.

On reference to the return annexed, it will be seen that three hundred and twenty-nine persons were arrested during the fiscal year for various offences, and two hundred and nine persons conveyed to the Police Station of this Department, who were found wandering about the wharves and to whom shelter was afforded.

This does not include a large number of seamen who had absented themselves from their vessels, had become partially or wholly intoxicated, and who were by my special instructions conveyed direct to their respective vessels to enable their proceeding to sea the next or same morning.

During the year, a barge took fire in the night, while the crew on board were asleep. It was saved from being entirely consumed, and the crew rescued by the Water Police.

A valuable ship's boat stolen from the barque "Algeria," at Quebec, was restored to its owners by the same body.

Twenty-two persons were drowned during the same period, and twenty-one were saved from drowning by the Water Police and others.

Five persons died from sun-stroke on the wharves.

The total amount of pay and contingent expenses (including rent, gas, water, fuel, clothing, &c.,) as will be seen by the return also annexed, amounted to ten thousand eight hundred and ninety-three dollars and thirty-two cents, for the year ending 30th June, 1869.

The receipts which accrue from fines alone are levied and paid direct in the Police Court to the clerk, and are not credited to this Department.

Though not exactly within the time specified for this report, I would beg to recall to the memory of the Honorable the Minister of Marine and Fisheries, that at the instance of the general Government, the chief constable (McLaughlin), two sergeants, and fourteen men were ordered to perform duty at Ottawa during the trial of Patrick J. Whelan for the murder of the late Honorable D'Arcy McGee ; Sergeant Donohue being one of the men who arrested Whelan for that crime, and that in the performance of their duty, the chief constable and several of the men testified in the matter.

In conclusion, I would beg respectfully to convey to the Honorable the Minister of Marine and Fisheries, the pleasure I have in attesting to the uniform good conduct and efficiency of the force under his jurisdiction, and over which I have the honor to preside.

I have the honor to be, Sir,

Your obedient servant,

(Signed,)

C. J. COURSOL,

Commissioner.

WM. SMITH, Esq.,

Deputy of the Minister of Marine and Fisheries.

APPENDIX I.—Continued.

RETURN shewing the Number of Prisoners arrested by the Montreal Water Police for the year ending 30th June, 1869.

MONTH.	Shooting with intent to murder.	Stabbing on board ship.	Breaking Custom House seal on railway cars.	Drunk.	Drunk and disorderly.	Sailors deserting their ship.	Sailors drunk and disorderly on board ship.	Refusing duty on board ship.	Larceny on wharves.	Attempt to commit indecent assault on board barge.	Vagrants on the wharf.	Assault.	Cruelty to animals.	Attempt to commit suicide.	Insanity.	Carters impeding passengers.	Obtaining goods by false pretences.	Obtaining money by false pretences.	Burglary.	Embezzlements.	Resisting the police.	For shelter.	Total.	REMARKS.	
July, 1868.....			1	14	3	2	3		8	1	15	8	1										37	94	
August.....	1			22	6	3			9		3	8		1									10	59	
September.....				17	3	3			3					3									13	49	
October.....		1		21	2	3			3		1	5			1	1	1						41	77	Two persons committed suicide by
November.....				7	1	1			3			1											44	57	drowning during
December.....				1					8			2											15	34	the year, and several
January, 1869.....				7					1						1					2			4	7	persons who
February.....				4	1				3			1											2	7	were injured by
March.....																							9	13	accidents on the
April.....				3	1																		1	5	shipping wharves
May.....				20	7	5		6	3			1	7										18	71	were conveyed by
June.....				18	10	3		4	6		4		1					2		1			15	63	the Police to the
	1	1	1	134	34	20	3	10	52	1	23	21	9	4	2	4	1	2	2	1	1	209	536	hospital.	

JOHN McLAUGHLIN,

Chief Constable.

Montreal, 31st March, 1870.

RETURN of the amount of Pay and contingent Expenses incurred by the Montreal River Police for the year ending 30th June, 1869.

MONTH.	Pay.	Contingent account of rent, fuel, gas, water, &c.	Clothing.	Total.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
July, 1868.....	1,286 50	118 23		
August.....	1,232 50	49 19		
September.....	1,245 00	15 79		
October.....	1,286 50	122 05		
November.....	1,245 00	113 27		
December.....	139 50	13 50		
January, 1869.....	139 50	108 70		
February.....	126 00	58 00		
March.....	139 50	11 45	104 50	
April.....	135 00	102 45	99 00	
May.....	883 50	28 85	768 00	
June.....	885 00	26 84	360 00	
	\$8,793 50	768 32	1,331 50	10,893 32

JOHN McLAUGHLIN,

Chief Constable.

Montreal, 31st March, 1869.

APPENDIX K.

REPORT OF QUEBEC WATER POLICE, DOMINION OF CANADA.

QUEBEC, 8th December, 1869.

SIR,—My police report of the Quebec River Police, for the fiscal year of 1868, will, I trust, meet with the approbation of the Honorable the Minister of Marine and Fisheries and yourself.

It is the first I have been called on to make. The pay lists and all other expenses of the Quebec River Police have always been made up for the seven months of the season of navigation for which they were employed.

The performance of the river police duties in the harbor of Quebec has been considerably changed by the introduction of a small steam boat, which enables the police to perform their duties with credit to the force and to the satisfaction of ship masters, ship owners and merchants, and in one half the time it required the five six oar'd boats to perform the same duties.

The harbor master has also been furnished with a police boat, or the police steamer, whenever he required one in the performance of his duty.

The police steamer has been safely hauled up on the ship at the River Police Station, and is close at hand for whatever repairs she may require.

A larger screw, it is supposed, would increase her speed, without increasing the expense of fuel.

I have the honor to be, Sir,

Your most obedient Servant,

(Signed,)

R. H. RUSSELL,

Chief Constable, River Police.

WILLIAM SMITH, Esq.,

Deputy of Minister of Marine and Fisheries,
Ottawa.

Report of the Chief Constable of the Quebec River Police, for the fiscal year of 1868, commencing on 1st July, 1868, and ending on 30th June, 1869.

The Quebec River Police was employed and sworn in on 1st May, 1868, to do duty during the season of navigation, seven [months, and were discharged on the 30th November, 1868, as heretofore.

They consisted of :—

1 chief constable, whose pay is \$600 per annum. 5 coxswains, one of whom had \$1.80 per day, the other four, \$1.50 per day each. 32 men at \$1.20 per day each, two of whom were told off for duty in the shipping master's office.

There were 5 six oar'd boats, each with a crew of one coxswain and six men.

Each man of the force was furnished with the following articles of clothing :—

1 blue cloth jacket, 1 pair of blue cloth trousers, 1 blue cloth vest, 2 cotton shirts, oil skin hat. The coxswains had cloth caps with covers, 1 pair of shoes, 2 red flannel shirts, to last 3 years; worn only in the months of May, October and November, 1 blue pilot cloth pea jacket, to last three summers.

The river police were again employed and sworn in on the 2nd May, 1869, and discharged on the 30th November, 1869, as usual.

The force was reduced in number, pay, and boats, and consisted of :—

1 chief constable, \$600 per annum. 2 coxswains, \$1.40 per day each, with 2 six oar'd boats. 20 men at \$1.10 per day each, 1 of whom was for shipping masters office. 1 steersman for steam yacht, \$1.40 per day. 1 engineer at \$50 per month, clothing as stated above.

A small steam yacht was furnished by the Honorable the Minister of Marine and Fisheries, and has a crew of one steersman, six men, and an engineer, as a substitute for the reduction of the police force and the number of boats, on the 2nd of May, 1869. The force was reduced from five coxswains to two. The men from 37 to 23 men. Boats from five to two. The coxswains pay from \$1.50 to \$1.40. The men from \$1.20 to \$1.10 per day, and the coxswain who had \$1.80 per day, dispensed with.

The harbor master since the 2nd May, 1869, has been furnished with a police boat, or the steamer whenever his duty requires one; his boat and boats crew being dispensed with.

The steam yacht was a grand idea.

She has performed with ease to the force and satisfaction to the captains, owners of ships, and merchants, two thirds of the police duties on the river during the day, with a saving of more than one half the time required by the five six oar'd boats to perform the same duties.

The length of the harbor of Quebec from Indian Cove, east, to Cap Rouge, west, is 13 miles. Frequently the boats had to pull against the tide going and returning.

Police duty has to be performed at all times, by day and by night, against wind and very strong tides, in wet and stormy weather.

The police steamer now saves the men from many hardships while performing their police duty. Her cabin affords shelter to her crew from rain, as the steersman and two men on deck are sufficient to manage her.

The police steamer is almost constantly on duty, or patrolling among the shipping during the day, and by a preconcerted signal with masters of ships, the police steamer is alongside almost immediately, moving at a speed of 8 or 10 miles an hour.

Crimps boats and others have but a slight chance to escape as in the case of the ship "Devonshire." The police steamer was then a mile from the ship, when the steersman observed the signal, gave chase and captured the crimps boat, with the crimps and the deserters they had taken from the ship.

The police execute all warrants on board ships and along shore, and the adjoining streets, and from Indian Cove to Cape Rouge on both sides of the river. They go in search of timber, boats, and other articles lost or stolen from ships, or other craft, from coves or booms; tow back to ships when found, boats, timber or other articles.

The number of seamen, crimps, and their runners, thieves, and others arrested by the river police for the fiscal year ending on the 30th June, 1869, was 392.

A statement of their numbers, their offences, and their nationality, is herewith enclosed.

On 7th June last, the chief constable received a letter from the captain of the ship "Melton Lockhart," then at anchor off Crane Island, that he had on board his ship two deserters from Her Majesty's 48th Regiment of Foot, stationed at Malta. They had been stowed away on board, and when discovered, the ship was 60 miles at sea from the island.

The police steamer was immediately sent to the ship and found her at anchor off the Bellechase lighthouse, 24 miles from below Quebec.

One of the deserters had escaped from the ship during the night, on a plank, and was picked up next morning by the lighthouse keeper in his boat and put on board a steamer, then passing up to Quebec.

The other deserter, Frank Tracy, was taken in charge and brought up to Quebec, and handed over to the Town Major and sent to England.

Upon a request from the collector of Her Majesty's Customs, Quebec, the police steamer, with a Custom House officer on board, was sent off at 5.45 a.m., on 15th of

August, to intercept the schooner "Elmira," then on her way from Newfoundland to Quebec, with some whiskey on board, supposed with intent to smuggle. The steamer lay off the west end of Crane Island, about 40 miles below Quebec.

A gale set in at 4 p.m. from the east, which obliged the steersman in charge to run up to Grosse Isle for shelter, and returned to Quebec on 17th at 2 p.m. The "Elmira" arrived at Quebec about a week after.

One hundred and seven seamen were committed to gaol during the season of navigation, seven months of the fiscal year of 1868, and nearly all had to be again taken from gaol by the river police and put on board their ships when ready for sea.

The gaol is nearly 2 miles from the River Police Station. The police on that duty and the time occupied with prisoners at the Police Court, requires three or four men, and sometimes five or six are employed.

The Quebec City Police are furnished with a prison van for the purpose of conveying these prisoner from the Recorder's Court and the Police Court, to and from the gaol.

The quantity of coals for the seven months the police steamer has been employed was only thirty-two chaldrons.

All of which is most respectfully submitted.

(Signed,)

R. H. RUSSELL,
Chief Constable, Quebec River Police.

WILLIAM SMITH, Esq.,

Deputy of the Minister of Marine and Fisheries,
Ottawa.

A report shewing the number of seamen, crimps, &c., arrested by the Quebec River Police with their offences and nationality, for fiscal year of 1868, that is, from 1st July 1868, to 30th June, 1869.

Desertion	93
Absence from their ships without leave	96
Refusal of duty	48
Assaults	57
Neglecting to join their ships, having signed articles	15
Thefts	18
Drunk on the wharves and streets	15
Crimps and runners loitering alongside ships enticing seamen to desert	15
Assaulted their captains	4
Assaulted the chief mates	6
Assaults by captains on their men	9
Assaults by chief mates on their men	4
Seamen drunk on board their ships	6
Being found on board without permission	4
Detaining effects of a seaman	1
Resisting police in the execution of their duty	1
Absent from Her Majesty's ship "Constance"	7
Absent from the French ship of war "D'Estrees"	2
A deserter from Her Majesty's 48th Regiment stationed at Malta ..	1
Total	392

WILLIAM SMITH, Esq.,
Deputy of the Minister of Marine, &c.,
Ottawa.

R. H. RUSSELL,
Chief Constable, Quebec River Police.

Nationality of Prisoners arrested by the Quebec River Police.

England	98
Scotland	43
Ireland	140
Canada	11
Nova Scotia.....	6
New Brunswick	4
Wales	3
Prussia.....	10
Germany.....	4
Russia.....	4
United States	6
Portugal	2
Norway	29
Sweden	15
France.....	4
Italy	3
Spain	2
Holland	3
Jersey	1
Finland	3
Barbadoes	1
	392
Total.....	392

STATEMENT of Expenditure and Receipts on account of Harbor Police

EXPENDITURE.			
<i>Harbor Police Montreal.</i>		\$ cts.	\$ cts.
For Quarter ended 30th September 1868.....		4,101 71	
do do 31st December 1868.....		2,919 82	
do do 31st March 1869.....		682 15	
do do 30th June 1869.....		2,535 03	
			10,238 71
<i>Harbor Police Quebec.</i>			
For Quarter ended 30th September 1868.....		5,417 34	
do do 31st December 1868.....		2,955 25	
do do 31st March 1869.....		2,751 00	
do do 30th June 1869.....		1,500 00	
Cost of Steam Launch for use of Police.....			12,623 59
			22,862 30
DETAILS OF EXPENDITURE OF MONTREAL HARBOR POLICE.			
Pay of 1 chief constable, 4 sub-chiefs, and 33 constables for one year.....		9,262 89	
Paid for clothing of men.....		203 50	
do Office contingencies.....		171 64	
do Rent of office.....		360 00	
do Stationery, printing and subscriptions to newspapers.....		60 48	
do Postage.....		14 05	
do Fuel.....		95 00	
do Gas rent.....		51 52	
do Medical attendance and meals for destitute prisoners.....		19 63	
			10,238 71

Montreal and Quebec, for the fiscal year ended 30th June 1869.

RECEIPTS.		\$	cts.	\$	cts.
Harbor Police Montreal for Fiscal year ended 30th June 1869.....				2,044	41
Harbor Police Quebec for Fiscal year ended 30th June 1869.....				19,908	42
				21,952	83
DETAIL OF EXPENDITURE OF QUEBEC HARBOR.					
Pay of 1 chief constable, 5 coxswains and 33 constables from 1st July to 30th November 1868.....		7,202	75		
6 months salary of chief constable from 1st Dec. to 31st May 1869. \$ 300 00					
Paid Engineer 1 month and 24 days salary at \$50 per month.....			88 65		
do 1 wheelsman, 2 coxswains and 24 constables for May and June			1,604 80		
				1,993	45
do Maintenance and repairs of police boats.....			528 26		
do Mens clothing.....			564 05		
do Printing stationery and gas rent.....			33 75		
do Steam Launch for use of Police Force.....		1,500	00		
do Repairs of do			08 68		
do Expenses of conveyance for Montreal to Quebec.....			28 68		
do Coal and other supplies for steam Launch....			101 45		
do Contingencies and travelling expenses of chief constable.....			482 52		
				12,623	59

WM. SMITH,
Deputy of the Minister of Marine and Fisheries.

APPENDIX L.

**REPORT OF THE SHIPPING MASTER FOR THE PORT OF QUEBEC IN
RELATION TO THE YEAR COMMENCING 1ST JULY, 1868, AND
TERMINATING, 30TH JUNE, 1869.**

The branch of the public service in which I am employed, is one of much importance to the commercial interests of the Dominion, and equally so to those of the British ship owner. The duties of shipping office are multifarious, as the British Shipping Act sufficiently attests, being in itself a volume—and the Provincial Act (10th and 11th, Victoria Cap. 25) under which the shipping office was originally inaugurated, (and which was compressed, but little altered by the consolidation of the statutes) is in many points so defective, as to argument the difficulty of performing these duties quite as much as it helps them. Not only is the language of the Act, in some instances, that of permission, instead of that of enactment, but some of the sections admit of a construction which makes them contradictory one of another. Discrepancies in the source on which should repose the confidence of a public officer, and from which alone he can derive any authority, render the due performance of his duties extremely difficult, for, although he may himself feel confident of the intention of the law, every person with whom his official duty brings him in contact, is sure to insist on such perusal of the text as shall make it most conformable to his own particular interest.

A new era has dawned upon the shipping office since the confederation of the North American Provinces, and the Shipping Act for the Dominion, now in preparation, will probably remove the difficulties which have hitherto encumbered its operations.

Out of the ships which resorted to the Port of Quebec, during the year now under report, the number transacting business with the shipping office was two hundred and seventeen, and which classed as follows, viz:—

British Ships	141
Colonial do	76
Foreign	
	<hr/>
	217

It is probable that the fees on the shipping of seamen, imposed by the 10th and 11th Victoria, Chapter 25, and continued under the Consolidated Statutes of Canada, were not so imposed as a source of revenue, but rather with a view to check any prejudicial drain upon the sparse population of the country, which might be attempted under the pretext of engaging them as seamen. It is true that the pecuniary obligation involved is but of small amount, but the necessity enjoined by the law of bringing every man so engaged before a public officer, by him to be shipped according to the prescribed form, brings also into a public office those immediately connected with the transaction, and subjects them to notice and recognition—But, whatever may have been [the intention of the Government, the fees collected in the shipping office did considerably contribute towards its own maintenance, until the decrease of ship building, joined to the diminished trade of the Port, and a vigilant opposition to the crimps, combined to curtail their amount. For instance, in the year 1860, I was enabled to remit to the Receiver General nine hundred dollars, in the year 1861, eight hundred and sixty dollars in the year 1862, eight hundred and twenty-six dollars, in the year 1863, six hundred and fifty three dollars. Since that period, the receipts have gradually diminished, until from two thousand and sixty-two dollars, the sum received in 1863, they amounted in 1868 to only nine hundred and ninety-eight dollars, making it impossible in that year, to pay the Deputy Shipping Master more than one half of his accustomed salary.

But in the year 1868-9 as has been already stated, a new era dawned upon the shipping office—the amount of fees received was only eight hundred and fifty-four dollars, but in consequence of the order of the Minister of Marine that I should occupy a portion of the old Custom House, thereby saving the rent for an office, joined to a reduction of the staff previously employed, the Deputy Shipping Master received his full salary for that year.

The receipt of the Shipping Office for the year ending on 30th June, 1869, exclusive of any aid from the Government were	\$ 854 00
The expenditure including the salary of the Deputy Shipping Master was ...	2,055 91
The receipts including all advances by the Government were	2,057 94

R. B. JOHNSON,
Shipping Master for the Port of Quebec.

APPENDIX L.—Continued.

RETURN of Fees collected, and Expenses of the Shipping Office at the Port of Saint John, New Brunswick, for the Year ending 30th June, 1869.

1868.							
July	.....	Fees collected for shipping and discharging 619 men				\$	309 50
August	.....	do	do	do	341 men		170 50
September	.....	do	do	do	621 men		310 50
October	.....	do	do	do	499 men		249 50
November	.....	do	do	do	423 men		211 50
December	.....	do	do	do	363 men		181 50
1869.							
January	.....	do	do	do	299 men		149 50
February	.....	do	do	do	108 men		54 00
March	.....	do	do	do	62 men		31 00
April	.....	do	do	do	185 men		92 50
May	.....	do	do	do	535 men		267 50
June	.....	do	do	do	690 men		345 00
							\$2,372 50
EXPENSES.							
By paid office rent, and fittings, and taxes						\$225 00	
do stationery, &c						121 50	
do fuel						7 50	
do assistants						900 00	
							1,254 00
Net income of office							\$1,118 50

ALLEN McLEAN,
Shipping Master.

Shipping Office, Saint John,
June 30th, 1869.

APPENDIX M.

OBSERVATORY, Quebec, Nov. 15th, 1869.

SIR,—It may not be out of place, as the Observatory has recently come under the control of the Department of Marine and Fisheries, to give a statement of the circumstances under which the Canadian Government was induced to build an Observatory here.

From the earnest recommendation of the Harbor Master, and of the Council of the Board of Trade of Quebec, and also of the Astronomer Royal, that an Observatory should be built here for the express purpose of giving "correct time" to the shipping, a "Ball Tower" was erected in the Citadel at an expense of £526 16s. 5d. sterling, and in the fall of 1850 I was appointed by the Lord Commissioners of the Admiralty to take charge of it. Since then the "Time" has been given to the shipping each day at one o'clock (Sunday excepted) during the season of Navigation by dropping a "Ball."

Steam ships, and a large fleet of sailing vessels, that annually arrive and depart from Quebec, by means of the "Time Ball" can regulate their Chronometers accurately, and thereby lessen the dangers of navigation, and the loss of life and property.

The "Transit Instrument" in present use is lent by the Observatory at Greenwich; the clocks are the property of the Dominion Government.

As there was not room in the "Ball Tower" for a "computing room," nor any place to put a large and increasing number of valuable books (the transactions of the several observatories) that are annually sent to this Observatory, and, moreover, the great inconvenience of not having any fixed residence, I applied to the Honorable The Commissioner of Public Works for permission to occupy an old farm house and the surrounding grounds on the "Bonner Farm" as a site for an observatory, which was granted, under letter dated April 20th, 1864.

By strict economy I have been enabled to save during many years, out of the appropriation of \$2,400 a sufficient sum to purchase, in May 1864, a very fine Equatorial of eight inches aperture and nine feet focus, and to build a tower, and to mount the telescope, perhaps on one of the finest sites in the world for an observatory.

Since I have had the equatorial I have paid much attention to lunar Physics and fitted the telescope with the means of being readily used for photography, and to show how successful I have been, and how well adapted is the climate of Quebec for that Art I will make an extract, of a letter from Professor Airy, the Astronomer Royal.

ROYAL OBSERVATORY, GREENWICH,

London, S. E., December 7th, 1868.

DEAR SIR,—I duly received your letter of the 25th ult., with the negative photograph of the Sun, about the time of the August eclipse.

I immediately took measures for procuring good positions from them. I have had two positions taken in albumen and upon glass. They are very good, but I think I may obtain better. In the meantime, I am well able to see that the negatives are extremely beautiful, and that, in all probability, you are justified in saying "that you can see everything in them that can be seen in a good telescope."

I hope that you will keep up this valuable Art, and especially that you will arrange all that is necessary for defining the astronomical position of the objects photographed.

I am, Dear Sir,

Faithfully yours,

G. B. AIRY.

(Signed,)

Capt. E. D. Ashe.

Besides taking photographs of the Sun on all available opportunities, which will enable that luminary to record a history written by itself, I have duly distributed "Time" to the shipping, and I propose to regulate and control one or more public clocks in Ottawa and other principal towns in the Dominion, should they wish it, and agree to pay the trifling cost of doing so.

Early in 1857 Sir William Logan requested that I would determine the position of some of the principal towns by means of the electric telegraph, a method that insures a degree of accuracy wholly unattainable by any other plan. A description of doing so will be given in my annual report of this year.

The following places have been determined by me:—

Quebec Observatory	71°	12'	15"	30
Three Rivers—Barrack Square.....	72	32	17	70
Montreal—Viger Square.....	73	32	55	80
Ottawa—Barrack Hill.....	75	42	4	35
Kingston—Court House.....	76	28	37	80
Toronto—Magnetic Observatory.....	79	23	21	45
Collingwood—Railway Terminus.....	80	12	37	95
Windsor—Court House.....	83	2	0	30
Chicago—R. C. School House, Hunn Street.....	87	37	38	10

The Annual Report of Quebec Observatory ending 20th June, 1869.

The shipping has been supplied with "Correct Time" daily. Transit of clock, stars and the sun have been taken regularly, double stars observed, and the phenomena of Jupiter's satellites have been watched, and the surface of the sun photographed on all available occasions; but perhaps the most important duty performed by the Observatory during the year was fixing the latitude and longitude of Rivière du Loup, which Sir William Logan required for the Geological Survey.

I started by railway on the 4th February, took with me a 24 inch transit and a sidereal chronometer. On my arrival I called on the telegraph operator, who I found could not read by sound, and consequently I resolved to fix my transit instrument in his garden, so that I should have only to take the chronometer into his office when ready to send signals.

I generally select a boulder, or get a large stone, upon which I place the instrument, erect a hut to keep the wind off, lead the telegraph wire into it, and with a portable telegraph instrument that I always carry with me on those occasions, I have all that is required when ready to send signals.

In this instance all the earth was covered with snow for several feet in depth, and nothing like a stone for a support could be obtained, so I got a flour barrel, removed the snow from the

earth and placed the barrel upon the ground, then filled it with sand and poured two or three buckets of water over it and around it, and as it was freezing, placed a square piece of board on the top, and as the thermometer was several degrees below zero, in a few minutes the whole was one solid mass. I then with boards built a hut.

I had to wait several days for a clear night, when I got the instrument into the meridian. As the country was covered with snow, and as all the fences are rails, you are sure of getting a "Meridian Mark" in some of the many posts. I had one about four miles off, a black line upon a white ground.

I got both latitude and longitude in the first four clear nights.

After I had sent "Time" to Quebec I removed the "Transit Instrument" and drew a circle through the three points made by the three supports of the instrument, and moved one of the points 90° on the circle, and I had the instrument on the "Prime Vertical" ready for getting the latitude.

The mode of operation was as follows:—

Quebec sent "Taps" from the "Mean Time Clock," commencing at the even minute and continued beating seconds until the 50th second on each minute, and this they did for six minutes. Rivière du Loup noted the "Coincident Tap" with the sidereal chronometer, marking the "second" and the series, and thus we had the difference of longitude at once to the hundredth of a second.

This was repeated for four sets, two sets being sent from Quebec and two from Rivière du Loup.

	h.	m.	s.
Mean difference of longitude by 1st set.....	6	35	70
do do the 4 sets.....	6	38	17. 25
Longitude of Quebec.....	4	44	49. 02
Mean difference of Longitude by 4 sets.....	0	6	38.725
Longitude of Rivière du Loup.....	4	38	10.295
Latitude of Rivière du Loup.....	47	49	44.005 North.

In conclusion, I trust that it will be seen that the establishment under my direction has been usefully employed in the advancement of science, and as there is no other astronomical observatory in the Dominion, that the old farm house, now falling to pieces, may be replaced by a proper residence for the Astronomer and a computing room attached to the tower of the equatorial, and the establishment stand upon such a scale that all the astronomical requirements of the Dominion may be satisfied.

I enclose an account of the expenditure for the year ending June 30th, 1869.

I have the honor to be, Sir,

Your most obedient servant,

E. D. ASHE,

Commander Royal Navy,
Director Observatory, Quebec.

Expenditure of the Quebec Observatory for the year ending June 30, 1869.

Director's salary	\$1,402 68
Assistant's salary	491 40
Laborer's salary	80 00
Stationery	}
Photographic materials	
Postage stamps	
Express charges	
Repairing house, fences, &c.	425 92
	\$2,400 00

E. D. ASHE,
Director Observatory, Quebec.

APPENDIX M.—*Continued.*

OBSERVATORY, QUEBEC.

August 25, 1869.

Sir.—I have the honor to enclose my report of the proceedings of the Canadian Eclipse party, and to request that they may be laid before His Excellency for his approval.

As it is of great importance that the observations made by us should be printed and distributed amongst the learned societies, I trust that His Excellency will sanction a further sum of \$200 for that purpose.

I have the honor, to be Sir,

Your obedient Servant,

E. D. ASHE,

Director Quebec Observatory.

WM. SMITH, Esq.,

Deputy of Minister of Marine, &c.

On hearing that \$400 would be given for the Eclipse Expedition, the Canadian party, consisting of Commander Ashe, Mr. Douglas, and Mr. Falconer, made the necessary arrangements and left Quebec on the 26th July, to take up a position assigned to them by the American Astronomers, at Jefferson, Iowa.

The telescope belonging to the Observatory, of 8 inches aperture, and 9 feet focus, driven by clock work, by Alban Clark of Boston, was taken, although the weight of the several parts together was little less than a ton.

The Grand Trunk, the Michigan Central, and the Chicago North Western Companies, gave a free passage for ourselves and luggage over their respective lines.

Jefferson is situated on the prairie in latitude $42^{\circ} 10'$ N. Longitude $6\text{h. } 17' 28''$ west, a little to the southward of the central line of eclipse, but the convenience of being near a town where lumber, nails, and carpenters could be obtained to erect an observatory for our instruments, induced us to stop at Jefferson, instead of going nearer the central line. A site was chosen on the prairie about a mile from the town, and in two days the Observatory was up and instruments in position.

The different duties were performed as follows, viz.; Mr. Douglas prepared the plates, Commander Ashe exposed them for $10'$, and then handed them back to Mr. Douglas to develop. We obtained the assistance of Mr. Stanton, who most kindly offered his services to cover and uncover the object glass.

We were also most fortunate in making the acquaintance of Mr. Vial of Philadelphia, as we travelled together from Boone to Jefferson. He possesses great talent and ability, and undertook to observe the eclipse with a small telescope by Dolland, of 42 inches focus. Mr. Falconer noted the general appearance as seen by the naked eye.

The weather for two days previous to the eclipse was cloudy, and on the morning of the 7th it looked like rain, but about eight o'clock the clouds cleared away, and although the sun was seen, still there was a haze that was anything but satisfactory for photography.

As the time approached the weather improved, and was better during the critical three minutes than at any part of the day.

Four photographs were obtained during the totality, which are shown in the accompanying photographs respectively marked 1, 2, 3, 4.

I consider them most successful, as they show, not only the covering and uncovering of the protuberances as the Moon passed across the Sun's Disc, but also the Corona, and when the protuberances are examined with a lense they show their curious formation as seen in plate VI.

This stupendous horn, although seen in No. 2 of totality as a small bright spot, shot out, and in about three seconds attained the enormous height of four or five thousand miles. When these photographs are compared with those of the other parties, much information on the physical constitution of the Sun may be obtained, but it will be necessary to study the photographs before the final report is made, and then 50 copies will be required to be printed for distribution amongst the several learned societies.

To defray the expenses of printing \$200 will be required.

E. D. ASHE,

Commander, Royal Navy.

Quebec Observatory,
August 25, 1869.

APPENDIX M.—Continued.

EXPENDITURE Quebec Observatory for fiscal year ended 30th June, 1869.

		\$	cts.	\$	cts.
1869.					
June 30.	E. D. Ashe, director.....	12	months' salary.....	1,402	68
	Thomas Heathley, assistant.....	12	" ".....	491	43
	John McGowan.....	12	months' wages.....	39	00
	F. Renaud.....	12	" ".....	36	50
	M. Flynn.....		Fuel and cartage.....	61	55
	Ellisson & Co.....		Photograph materials.....	66	10
	G. T. Phillips.....		Plumber's work.....	29	00
	T. Gould <i>et al.</i>		Repairs.....	41	65
	Royal Insurance Company.....		Premium.....	37	50
	Morning Chronicle.....		Printing, &c.....	38	64
	Middleton & Co.....		Stationery, &c.....	41	01
	Petty expenses.....		Stamps, matches, &c.....	28	20
	Express Company.....		Freight.....	21	42
	A. Kane <i>et al.</i>		Tinware, &c.....	38	28
	John Mussen & Co.....		Drugs, &c.....	18	54
	M. Maloney.....		Carting.....	8	50
					2,400 00

APPEN

STATEMENT of Wrecks and Casualties, as received by the Department of Marine and Vessel, Port of Registry, whence and where bound, nature

Name of Ship.	Port of Registry.	Description and age of Vessel.	Where from and where bound.
Canny Scott	Dundee	Barque, wooden, 5 years old	Marseilles to Quebec
Persian	Mendall	“ “ 18 “	Mendal “
Malden	South Shields	Ship, “ 12 “	Liverpool “
Marion	Alexandria, U. S.	Sloop, “ 8 “	Oswego to Brockville
City of Manchester	Liverpool	Ship, “ 19 “	Quebec to Liverpool
Volage	Quebec	Barque, “ 3 “	Liverpool to Quebec
G. R. C.	Windsor, N. S.	Schooner, “ 7 “	Londonderry, N. S., to Queenston, Ireland
Runeberg	Norway	Barque, “ 1 “	Port Talbot, G. B., to New York ..
Erma	Prussia	Brig, “ “	Gloucester, U.S., to Richibucto, N.B.
Active	St. John, N. B.	Brigantine, “ 4 “	Richibucto to Queenston
Thistle	Arichat, N. S.	“ “ 12 “	Pictou to Boston
Supero	Lunenburg, N. S.	Schooner, “ 5 “	New York to LaHave
C. D. Boggs	Annapolis, N. S.	“ “ 2 “	Gloucester to Glace Bay
J. K. Kenny	Yarmouth, N. S.	“ “ 2 “	St. John, N. B., to Barrington, N.S.
Shannon	Charlottetown, P. E. I.	Brig, “ “	Georgetown to Charlottetown, P. E. I.
Contest	Illinois, U. S.	Schooner, “ 11 “	Buffalo to Detroit
Marion	Halifax, N. S.	“ “ 5 months.	St. John to Halifax
J. W. Deering	Annapolis, N. S.	“ “ 10 years old	Digby to Boston
Ocean Bird	Halifax, N. S.	“ “ 3 “	Port William, N.S., to Thurso, N.S.
Harriet	Arichat, N. S.	“ “ “	Ponnel Bay to Halifax, N. S.
Merritt	Montreal	Steamer, “ 5 “	Montreal to Pictou, N. S.
Lord Sydmouth	Glasgow	Barque, “ 33 “	Glasgow to Quebec
Thomas Edwin	Plymouth	Schooner, “ 2 “	Cadiz to Gaspé
Louisa	Conceptio ay, Nfd..	Brig, “ 9 “	Labrador to Quebec
Ocean Nymph	London	Barque, “ “	London to Quebec
Gladstone	Liverpool	“ “ 1 “	Glasgow to Quebec
No name	Liverpool, N. S.	“ “ 3½ “	Leghorn to Boston
Ellen Anna	Halifax, N. S.	Brigantine, “ 4 “	Amherst to Joggins, N.S.
Jane Ann Marsh	Port Hope	Schooner, “ “	Frederickburgs to Toronto
Nightengale	Pictou, N. S.	“ “ 8 “	Charlottetown to Halifax
Lillie	P. E. Island	Barque, “ 3 “	Buctouche to Liverpool, G. B.
Allington	Cleveland, U. S.	Schooner, “ 15 “	Buffalo to Cleveland
Persverance	Canada	Steamer, “ “	Port Dalhousie to Oswego
Marion	Halifax	Schooner, “ 7 “	Cow Bay to Boston
Mavourneen	Yarmouth	Barque, “ 3 “	Portland to St. John, N. B.
Jessie Sheckell	Gloucester	Ship, “ “	“ to Gloucester
Stanley	Bayfield, Ont.	Schooner, “ 29 “	Goderich to Little Current

DIX N.

Fisheries from 18th June, 1868, to 31st December, 1869, shewing name and age of and cause of casualty, with time and place of occurrence.

Nature and cause of casualty.	Time and place of occurrence.	Lives lost or saved.	Remarks.
Stranded—mistake of master...	Little Fox River, Quebec, 9th May.....	None lost....	Captain allowed vessel to get too close to land.
Sunk, run down by ship Malden, error of judgment of latter's pilot	Off Pilgrim, 14th June ..	"	Error in judgment on part of pilot of Malden.
Collision—pilot's error.....	" nil.....	"	Lights and buoys in sight at time of collision.
" (cause not known)....	Off Grandines Island Light House, 25th June	"	
Stranded—would not steer.....	In Traverse, 1st July....	"	
" error in compass.....	Maniquagan shoals, 5th July.....	"	Error in compass and unknown current.
" ignorance of tide....	Brier Island, Digby, N. S. 2nd Aug.....	"	
Loss of spars, and shifting cargo.	Not known, 6th Sept....	"	Vessel under stress of weather.
Stranded—N. East gale	Richibucto bar, 8th Sept.	"	Error in judgment on part of pilot.
"	"	"	"
Canvas blown to pieces.....	Sambro Light Cove, 19th Oct.....	"	Driven 400 miles thro' stress of weather.
Ran ashore in fog.....	Andrews' Head, N. S., 2nd Aug.....	"	Error in judgment.
Stranded—mistake of master...	Ragged Islands, 18th Sept.	"	Vessel towed into port & repaired
" force of tide.....	Brier Island, 17th Oct....	"	
Went ashore—no room to wear.	Carriboo Island, do	"	
" stress of weather.....	Mill Point, lake Erie....	"	
Stranded	Tusket Island, 17th Oct.	"	
Capsized—large deck load	Race Point, Cape Cod, do	"	
" sudden squall.....	Tennucap River, N. S., do	All lost, 4....	Heavy deck-load on at time.
Ran ashore, leaking.....	Carriboo Island, N. S., do	None lost....	Lights visible at time of casualty.
Collision—mistake of both pilots	Indian Cove, 24th Sept....	"	
Stranded—mistake of pilot.....	Red Island Reef, Sept. 26.	"	
" stress of weather.....	Anticosti, Dec.....	All lost, 4....	
Collision with Ocean Nymph— accident.....	Off Kamouraska Lt., 18th Oct.....	None lost....	
Collision with Louisa—accident	do do do	"	
Stranded—cause not known....	L'Islet, Oct. 18.....	"	} Pilot summoned before Trinity House, but master and witnesses did not appear, and case dismissed.
Dismasted—lost rudder.....	Lat. 48, long. 44½, 3d Sept	"	
Upset—stress of weather	River Hebert, 11th Nov.	"	
Stranded—snow storm	Gibraltar Point, Toronto, 4th Dec.....	"	
Ran ashore—cause unknown....	Carriboo Island, 21st Nov	"	
Stranded—snow storm.....	Pommet Island, 20th Nov	"	Lights mistaken by captain.
" gale of wind	Port Maitland, 6th Sept.	"	
Burnt—cause unknown.....	50 miles from Oswego....	14 lost, 10 saved	{ 5 escaped in boat, 5 picked up by Enterprise.
Foundered—sprung aleak.....	Lobster Bay, 12th Oct....	None lost....	{ W. Side of Grand Manan would have prevented this disaster.
Stranded—fog.....	Grand Manan, do	"	Fog-alarm at Bradford's cove.
" stress of weather.....	Off River Metis.....	"	Driven from her anchors.
" snow storm.....	Straits of Missisquoi, 13th Nov.....	"	

STATEMENT of Wrecks and

Name of Ship.	Port of Registry.	Description and age of Vessel.	Where from and where bound.
Victoire.....	Quebec.....	Brig, Wooden, 1 year old..	Quebec to Marseilles.....
Halpin.....	Milan, Ohio.....	Schooner, " 7 "	Oswego to Cleaveland.....
Maggie McNeil..	St. John, Newfoundland	Brig, " 10 "	Montreal to St. Johns.....
Delta.....	Halifax, N. S.....	Schooner, " 9 "	Walton to Hantsport.....
Sunny Side.....	Detroit, U. S.....	Barque, " 6 "	Milwaukie to Buffalo.....
Punjaub.....	Miramichi.....	" " 5 "	Bathurst, N. B., to Liverpool....
Eclipse.....	Halifax.....	Brig, " 14 "	Louisburg to Glasgow.....
Birie.....	St. John, N. B.....	Schooner, " 2 "	St. John to Hillsborough.....
Union.....	St. Andrews, N. B.....	Brig, " 7 "	St. John to Falmouth, Jamaica...
Spanish Main....	Halifax, N. S.....	Brig, Wooden, 11 years....	Porto Rico to Halifax.....
Clyde.....	Windsor, N. S.....	Brig'tine, " 8 "	Bay Verte to Belfast.....
Union.....	St. Stephen, N. B.....	" " 6 "	East port to Falmouth, Jamaica..
Prince Alfred....	Halifax, N. S.....	" " 7 "	Sydney to Newport, R. I.....
Paragon.....	St. John, N. E.....	" " 4 "	St. John to Cardenas.....
Gazelle.....	P. E. Islands.....	Schooner, " 32 "	Cascumpec to Halifax.....
A. K. Dunlop.....		Brig, " "	Boston to Halifax.....
Highlander.....	Pictou, N. S.....	Schooner, " 6 "	Margaree to ".....
Margaret Hatfield.	Yarmouth, N. S.....	Barque, " 4 "	Going to load at Richibucto.....
Lake Superior.....	Glasgow.....	Ship, Iron, new.....	Liverpool to Montreal.....
Glanmore.....	Llannelly.....	Barque, Wood, 14 years....	Llannelly to Quebec.....
Little Annie.....	Boston.....	Schooner, " 2 "	Fishing voyage.....
Saint George.....	Montreal.....	Steamer, Iron, 8 "	Portland to Glasgow.....
Simonds.....	St. John, N. B.....	Ship, Wood, 15 "	Liverpool to Quebec.....
Macleod.....	Liverpool.....	" " 13 "	Bremen to ".....
John.....	Kragero.....	Barque, " 22 "	Grimsby to ".....
Madagascar.....	Newcastle.....	Ship, " 12 "	Queenstown to ".....
".....	".....	" " " " "	" " " " ".....
Amelia.....	Portsground.....	" " " " "	Hull to ".....
Zetus.....	Leith.....	Barque, " " "	" " " " ".....
Margaret.....	Sunderland.....	" " 13 "	Sunderland to ".....
Litdskalf.....	Grimstend.....	" " 10 "	Havre to ".....
Argo.....	Christiana.....	" " 20 "	London to ".....
James.....	Litu.....	Brig'tine, " 4 "	New York to Lingan, C. B.....
Miranda.....	Quebec.....	Ship, " 22 "	Bristol to Quebec.....
Genesis.....	Germany.....	Brig'tine, " 1 "	Bremen to Montreal.....

Casualties, &c.—Continued.

Nature and cause of casualty.	Time and place of occurrence.	Lives lost or saved.	Remarks.
Stranded—cut by ice	Grand Metis, 24th Nov..	None lost.....	Investigation held as to causes of casualty.
Struck on Reef—accident.....	North East Reef.....	3 lost, 5 saved.	Sunk in 15 ft. water.
Cut by ice.....	Off Goose Island, 26th Nov.	None lost.....	Towed back to Quebec.
Upset—heavy deck load.....	10 miles N. W. from Hal- ton, 7th Dec.....	1 lost, 11 saved	
Struck a rock—low water.....	Bois Blanc, 8th Dec.....	None lost.....	Struck a boulder in bottom of channel—no error in judgment.
Stranded.....	Miscou Island, 19th Oct.	“	Error in judgment and not suffi- cient care taken.
Ran ashore—stress of weather	Cape Dismal, 7th Dec....	“	
Upset—error in judgment.....	Cape Enragé, 11th Dec....	“	
Abandoned at sea—not known.	Lat. 38.30, long. 51.30, 23d Dec.....	“	
Loss of foremast—stress of weather	Lat. 41.30. long. 61.30. 11th December.....	1 lost.....	
Sprung a leak— “	Lat 44.50. long. 48 1st December	None lost.....	
“ “	25 m. S. of Bermuda 17th December	“	
Ran ashore—sprung a leak.....	Sandy Island, 18th Dec....	“	
Loss of spars—stress of weather	Brier Island, 19th “	4 lost 4 saved.	Supposed that vessel was carrying too much sail at time of casualty.
Stranded—snow and gale.....	S. of Cape George, 19th December	None lost.....	Slipped chains and drove ashore to save life and property.
.....	Maro head near Prospect	All lost, 13....	Passengers' Packet sailing between Boston and Halifax.
Ran ashore.....	Broad Cove, 12th Dec....	None lost.....	Vessel loaded with heavy deck- load and reported that crew had been drinking before leaving.
“ low water.....	Richibucto Bar, 12th Nov.	“	
Collision—accident.....	Com. wharf, Quebec, 29th April	“	
Foundered—ice	Goose Island, 28th April.	“	No blame to Captain as River at time was full of ice.
Ran on rocks and sank—bad judgment.....	Gull rock Bar, 13th May.	“	
Stranded—error in judgment... ..	Near Seal Island, 29th April.....	“	Error in judgment as to distance from Seal Island light.....
Stranded—strong current.....	Bonaventure Island, 4th May.....	“	
Collision—stress of weather... ..	Ballast ground, Quebec, 16th May.....	“	
“ accident	Traverse, 17th May.....	“	Collision caused by error on part of Ship “Amour.”
Stranded—error of Pilot.....	Off St. Valier Point, 15th May	“	Pilot tried and fined by Trinity House.
Collision—gale.....	Ballast ground, Quebec, 17th May.....	“	
“ “	“ “	“	
Stranded—not known.....	Cariboo Point, 16th May.	All lost.....	No opinion can be offered as to cause of wreck. Information obtained from James Donald, Mate of “Margaret,” and only survivor of both crews. The two Ships struck almost at the time near Point des Monts, 245 miles from Quebec.
“ “	“ “	14 lost 1 saved	
“ heavy sea and tide	Cape Rosier, 15th May..	None lost.....	Total loss, crew hauled on shore by means of ropes.
Collision—gale.....	Ballast ground, Quebec, 17 May.....	“	
Struck rock and filled—fog	Ledge off Dover, 15th June	“	Thick fog, with strong westerly current.
Collision—stress of weather... ..	Ballast ground, Quebec, 17th May.....	“	
Stranded—not known	English Pt. N. shore 17th May	“	

STATEMENT of Wrecks and

Name of Vessel.	Port of Registry.	Description & age of vessel.	Whence and where bound.
Labrador	London	Barque, " 3 "	London to Quebec
Imperial	"	Ship, " 10 "	New Orleans to St. John, N. B. . .
R. Hawes	Westport, N.S.	Schooner, " 3 "	Sydney to Bridgetown
Anna Mitchell	Windsor, N.S.	Brig, " 2 "	Boston to Pictou
Trial	Cleveland, O., U.S. . .	Schooner, " 7 "	Cleveland to Buffalo
Brig Mary	Lancaster	Brig, " "	Lancaster to Quebec
Co'tess of Durham	Youghal	Barque, " 34 "	Youghal to "
Oriental	Plymouth	" " 23 "	Bristol to "
Palmyra	Belfast	" " 12 "	Newcastle, N. B. to Belfast
Actevir	Halifax, N. S.	Schooner, " 14 "	Acadie, N. S. to Boston
Two Friends	Digby, N. S.	Brig'tine, " new	Sydney to Digby
Forest King	New York	Barque, " 3 "	Owen Sound to Byng Inlet
Princess Royal	Plymouth	" " 29 "	Plymouth to Quebec
Lady Seymour	Quebec	Ship, " 15 "	London to "
Champion	Troon	Barque, " 30 "	Greenock to "
Anna Mary	Maryport	Brig, " 7 "	England to "
Agammenon	Liverpool	Ship, wooden, 23 years	Liverpool to Quebec
Hebe	Grimsted	Barque, " 20 "	Dublin to Quebec
Storm King	Greenock	Ship, " 11 "	Liverpool to Quebec
Wandsworth	Glasgow	" " 30 "	Quebec to Glasgow
Beloche	Liverpool	" " 19 "	Belfast to Quebec
Cambridge	"	" " 17 "	Quebec to Sunderland
America	Arundel	Brig, " 30 "	St. Thomas to Ceylon
Eleanore	Cardiff	Barque, " "	Quebec to Cardiff
Dr. Juris Jantzen	Rostock	" " 13 "	Antwerp to Montreal
W sp	Quebec	Brig, " new	Montreal to Bristol
Alluree	Nova Scotia	Schooner, " 4 year	La Have to Rockland
George Thurston	Port Dalhousie	Barque, " 11 "	Port Dalhousie to Oswego
Mona	Quebec	" " new	Montreal to Glasgow
Mary	"	Schooner, " 5 years	Quebec to Newfoundland
Ariel	Owen Sound	" " 17 "	Medford to Barbeslane
Major Anderson	Chicago	Barque, " 7 "	Cleveland to Chicago
Mary Givrone	P. E. Island	" " 18 "	Charlottetown
Olive Branch	Plymouth, U. S.	" " "	Halifax to Bay of Island, Newfld. .
Duncan	P. E. Island	Ship, " "	Charlottetown to Bristol Channel. .

Casualties, &c.—Continued.

Nature and cause of casualty.	Time and place of occurrence.	Lives lost or saved.	Remarks.
Collision—error of Pilot	Off Point St. Lawrence, 1st July	“	
Stranded—stress of weather	Morra ledge, Bay of Fundy, 21st April	All lost, 23....	Heavy fog at the time, and there were no lights to be seen. There are no buoys, beacons, or steam fog whistles, to warn vessels off these dangerous rocks.
“ “	Duke of Kent ledge, 25th September	None lost	With error of judgment.
“ current and tide	Green Island, Barrington 3rd August	“	
Foundered—not known	In Harbour, 15th August.	“	
Stranded—strong current	River Blanche, 9th Sept.	“	
Collision—accident	St. Patrick Hole, near Quebec, 5th September.	“	Ship run into. No fault attached to the parties in charge.
“ bad look out	St. Patrick Hole, near Quebec, 10th Sept.	“	Pilot tried, but acquitted.
Stranded—parted cable	Fox Island, 2nd Sept.	“	Condemned and ordered to be sold.
“ gale	Brier Island, 4th Oct.	“	No blame can be attached. 19 vessels were at anchor in the harbor of Westport when gale commenced, 11 were driven on shore, 1 foundered at anchor.
“ “	Little Harbour, Gull rock, 5th October	“	Condemned and sold.
Leaking	Port Stanley, 12th Oct. . .	“	
Stranded—strong current	Little Metis, 9th Sept. . .	“	
Slipped anchor—gale rising	30 miles East Anticosti, 26th September.	“	
Collision—ran foul of	Indian Cove, 4th Oct.	“	
Stranded—stress of weather	Beaumont Shoal, 4th Oct.	“	
Stranded—stress of weather	Beaumont shoals, 4th Oct.	None lost.	
“ wrong soundings given.	“ “	“	Pilot tried and acquitted on ground that incorrect soundings were given by men at the lead.
Collision—heavy gale	Indian Cove, “	“	Run into by the Star of Hope.
“ accident	Anticosti, 11th Oct.	“	Struck on reef 3 times—floated off and sunk.
Stranded	Cape Ray, 14th Oct.	“	
Waterlogged—leak, strong gale.	Gulf St. Lawrence, 28th “	“	
Stranded—dragged anchors	Off St. Thomas, 29th Oct.	“	
“ chain parted	Percy Rocks, 29th Oct. . .	“	A flaw in chain, it having parted during moderate breezes and little sea.
“ mate's negligence	Egg Island, north shore, 31st Oct.	“	
“ error in compass	Manicougan shoals, 10th Nov.	“	
Sprung aleak—cause not known.	Off Shelburne Light, 17th Nov.	“	
Dragged anchors—stress of weather	Nicholas Island, 17th Nov	“	
Cut by ice	Between Crane Island and Pillars, 27th Nov. . .	“	Master and pilot exonerated from blame.
“ and filled	Off Berthier, 27th Nov.	“	
Stranded—snow and gale	Off Light, Collingwood, 5th Nov.	“	
Ran ashore	Off Nov.	“	
Chain broke—gale	Light, Point Pelee Is- land	“	After 3 days pounding on rock, towed off in a sinking state by tug Magnet.
Drove ashore—gale	Arichat Harbor, 1st Dec.	“	
“	Black Head, St. Anne, 3rd Dec.	“	
“ defect in compass	Carberus Rock, 9th Dec.	“	

APPENDIX

STATEMENT of Wrecks and Casualties, Compiled by Department of Marine

Name of Vessel.	Port of Registry.	Description and age of Vessel.	Whence and where bound.
Walrus	Granville, N. S.	Schooner, wood	West Indies to St. John, N. B.
Charlotte	St. Mary's, N. S.	Brigantine	Jamaica to Philadelphia
C. A. Jones	Canso, N. S.	Barque	
Leah	"	"	Buenos Ayres to Philadelphia
Pomona	"	Ship	Quebec to Liverpool
Glide	Newcastle, N.B.	Barque	Newcastle to England
Golden Light		Ship	Quebec to Liverpool
Abby Ryerson		"	" Greenock
Lotus		Brig	New York to Tuxillo
Fawn		Schooner	Boston to Aux Cayes
New Era		Brig	St. Thomas to Turk's Island
Active		Schooner	Richibucto to England
Sunny South		Brigantine	Philadelphia to —
F. Tupper		Barque	
J. C. Deering		Schooner	Digby to Boston
Americana		Ship	Quebec to Liverpool
Nictaur		"	Savannah
Guiding Star		"	Troon to Boston
John Duncan		"	St. John to Liverpool
Maggie Armstrong		Barque	Liverpool to —
Kate Darton		"	" Bombay
Aerolite		Brigantine	Boston to St. John, N. B.
Brilliant		Brig	Wellington, W. C. to Liverpool
Gold Fish		Brigantine	New York to Cardenas
Valant	New Brunswick		
Imperial		Ship	Mobile to St. John, N. B.
Walrus	Granville, N.S.	Schooner	St. Kitt's to "
Penguin		Barque	Cuba to New York
Inanima		"	Baltimore to London
Golden Light		Ship	Androssaro to New York
Mary A. Troop		Barque	" "
Debonaire		Schooner	St. John to Boston
Birdie		Brig	" Metanzas
Paragon	St. John, N. B.	Brigantine	St. John to —
Advance	Yarmouth, N. S.	Barque	
Water	"	"	
J. B. Haley	Halifax	Schooner	Borne Bay to Halifax
John Duncan	St. John	Ship	St. John to Liverpool
Randolf Paxyson	Digby, N. S.	Brig	Pictou to Boston
Busby	Halifax	Barque	Buenos Ayres to Baltimore
Eda	Yarmouth	"	Middleborough to New York
Polus	Londonderry, N. S.	Brig	London to Rio Janeiro
Speedwell		Barque	New York to Cadiz
Lyde	Bay Verte	Brigantine	

STATEMENT of Wrecks and

Name of Vessel.	Port of Registry.	Description and age of Vessel.	Whence and where bound.
Mary Baker	Yarmouth, N. S.	Barque, wood	Shields to New Haven
Violetta		" "	Liverpool to Rancorn
Nictaux		Ship	Savannah to Liverpool
Confederation		"	Liverpool to Cotte
Urania	St. John, N.B.	Barque,	
Gazelle	Charlottetown, P. E. I.	Schooner	Cascumpec for Halifax
Grace Worthington		Brig	Jamaica to New York
Mary Jane		"	Clyde River, N.S., to Port Spain
Blue Nose	Halifax, N.S.	Barque	Antwerp to New York
Alva		Ship	Turk's Island to St. John
Julia Kelly	Parrsboro, N.S.	Brig	Hamburg to New York
Acme	Yarmouth, N.S.	"	Liverpool to New York
Zuleika	P. E. Island	"	P. E. Island to Liverpool
Clyde	Windsor, N.S.	"	Windsor to Belfast
Boaz	"	Barque	Cardiff to Baltimore
Arlington		Ship	
Union	Quebec	"	
Queen	"	"	
Alma		Schooner	Hayti to Baltimore
Industry		"	La Have to Halifax
H. L. Gilliot		Brig	St. John to Liverpool
David Camon		Ship	Liverpool to New Orleans
Planet		Schooner	Port au Prince to Boston
Emily		Barque	Matanzas to New York
Venus		"	Antwerp to New York
Arrow	P. E. Island	Schooner	Halifax to New York
Jane	Shelburn, N.S.	"	Trinidad to Halifax
Aerolite		"	P. E. Island to Swansea
Minnehaha		Brig	Havanna to Liverpool
Alex. McLeod		Schooner	Halifax to Porto Rico
Eureka		Barque	Shields to New York
W. B. Forrest	Cornwallis	Brig	St. Domingo to New York
Natrona		"	London to New York
Wild Horse	Windsor, N.S.	"	
Brilliant	St. John, N.B.	"	Cardenas to New York
Napier		Schooner	Cape Fear to St. John
Simcoe	Windsor, N.S.	Barque	Halifax to Jamaica
Agnes	Yarmouth	"	Liverpool to Boston
Horace E. Bell	St. Andrew's	Schooner	
Mary Baker		Barque	Shields to New Haven
C. H. Brooks		Schooner	
Julia	St. John, N.B.	"	Boston to St. John

Casualties, &c.—Continued.

Nature and cause of casualty.	Time and place of occurrence.	Lives lost or saved.	Remarks.
Leaky	Bermuda, Dec. 11, 1869		
Capsized	Ellesmere Port, December 2, 1869		Towed to Liverpool.
Loss of bulwarks and sails, gale	At sea, December 31, 1869		Considerable damage.
Loss of spars and sails, gale	“ “ 25, “		Put into Falmouth.
Decks swept, loss of spars	At sea		In the Mersey, Dec. 23, much damage
Went ashore	Cape George		
In distress	At sea		At Bermuda, condemned and sold.
Loss of sails and leaking	“		“ on 1st Jan.
“ “	“		At New York.
“ “	“		At Bermuda, 8th Jan.
“ “	“		“ 1st Jan.
Abandoned	“ Dec. 15, 1869		Sinking.
Loss of spars & leaky, hurricane	“		Put into Queenstown.
Abandoned	“ Dec. 16, 1869		
Went ashore	Cape Henry		Total wreck.
“ collision	Penrith Roads, Dec. 23, 1869		Lost Anchors and bowsprit.
Collision with above	“ “		Much damage.
Abandoned	“ “		“
Abandoned	At sea, Nov.		In Bermuda and sold.
Collision with steamer	“		Taken off.
Went ashore	Chandlear Island, Feb. 18, 1869		Put into Holyhead.
In distress	Imagua		Total wreck.
Hove down, gale	“		Condemned.
Loss of spars and sails, gale	“ Feb. 4, 1869		Loss of cargo.
In distress	“		Put into Martinique.
Abandoned, dismasted	“		Arrived at Bermuda.
Sprung a leak	At sea		Full of water.
In distress	“		Put into St. Michael's.
Abandoned, waterlogged	At sea		“ Key West.
Loss of sails, &c., gale	“		Crew taken off.
Loss of spars, gales	“		Went into Bermuda for repairs.
Went ashore	Wilmington, N. C., Feb. 1, 1869		Got off.
Loss of deck load	“ Feb. 1, 1869		
Abandoned, gale	At sea, Feb. 25, 1869		Crew taken off by S.S. “Europa.”
Went ashore	Turk's Island, Jan. 1, '69		Total wreck.
Wrecked, gale	“		
Abandoned	At sea, Feb. 6, 1869		
“	“ Feb. 1, 1869		
Grounded	Bermuda Forks, Feb. 15, 1869		Condemned.
Ran ashore	Piscarince, Jan. 14, 1870		Total wreck.
“	Irishtown, N. B., Dec. 4, 1869		“