## JOURNAL OF THE

## LEGISLATIVE COUNCIL

OF THE

## ISLAND OF NEWFOUNDLAND.



His Excellency sir JOHN HAWLEY GLOVER, Knight Grand Cross of the Most Distinguished Order of St. Michael and St. George, Governor and Commander-in-Chief in and over the Island of Newfoundland and its Dependencies.

THIRD SESSION OF THE TWELFTH GENERAL ASSEMBLY, $18 \%$.





## PROCLAMATION.

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\begin{array}{cl}
\text { By His Excellency Sir John Hawley } \\
\text { Glover, Knight Grand Cross of the } \\
\text { John Hawley Glover, } & \text { Most Distinguished Order of St. Michael } \\
\text { Governor. } & \text { and Saint George, Governor and Com- } \\
\text { [L. S.] } & \text { mander-in-Chief in and over the Island } \\
& \text { of Newfoundland and its Dependencies. }
\end{array}
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To all to whom these Presents shall come, Greeting :

WHEREAS the General Aøsembly of this 1sland stands Prorogued until Thursday, the Thirteenth day of July inst. ; and whereas I think fit to Prorogue the said General Assembly until Wednesday, the Thirteenth day of September next: I do, therefore, by this my Proclamation, further Prorogue the said General Assembly, until Wednesday, the Thirteenth day of September next, as aforesaid ; of which all persons concerned are required to take due notice and govern themselves accordingly.

Given under my Hand and Seal, at St. John's, in the aforesaid Island, the Eleventh day ot July, A. D. One Thousand Eight Hundred and Seven-ty-six.

By His Excellency's Command,

E. D. SHEA, Colonial Secretary.



## PROCLAMATION.

H. W. Hoyles, Administrator.

By His Honor Sir Hugh W. Hoyles, Knight, Administrator of the Government of the Island of Neufoundland and its Dependencies, dec., dec.

To all to whom these Presents shall cone, Greeting:

WHEREAS the General Assembly of this Island stands Prorogued until Wednesday, the Eighth day of November instant; and whereas I think fit to Prorogue the said General Assembly until Thursday, the Twenty-first day of December next: I do, therefore, by this my Proclamation, further Prorogue the said General Assembly until Thursday, the Twenty-first day of December next, as aforesaid ; of which all persons concerned are required to take due notice and govern themselves accordingly.

Given under my Hand and Seal, at the Government House, at St. John's, in the aforesaid Island, this Seventh day of November, A. D. One Thousand Eight Hundred and Seventy-six.
By His Honor's Command,
E. D. SHEA, Colonial Secretary.


## PROCLAMATION.

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\begin{array}{cl}
\qquad \text { By His Excellency Sir Joun. Hawley } \\
& \text { GLover, Knight Grand Cross of the } \\
\text { John HAwLex Glover, Most Distinguished Order of St. Michael } \\
\text { Governor. } & \text { and Saint George, Governor and Com-- } \\
\text { [L. S.] } & \text { mander-in-Coief in and over the Island } \\
& \text { of Newfoundland and its Dependencies. }
\end{array}
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To all to whom these Presents shall come, Greeting:

WHEREAS the General Assembly of this Island stands Prorogued until. Thursday, the Twenty-first day of December instant; and whereas I think fit to Prorogue the said General Assembly until Thursday, the First day of February next: I do, therefore, by this my Proclamation, further Prorogue the said General Assembly until Thursday, the First day of February next, as aforesaid, then to meet for the despatch of business: of which all persons concerned are required to take due notice and govern themselves accordingly.

> Given under my Hand and Seal, at the Government House, at St. John's, in the aforesaid Island, this Nineteenth day of December, A. D. One Thousand Eight Hundred and Seventy-six.

By His Excellency's Command,
E. D. SHEA, Colonial Secretary.

## LEGISLATIVE COUNCIL

of

## NEWFOUNDLAND.

## Third Session of the Twelfth General Assembly.

## Thursday, February 1st, 1877.

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

At One of the Clock the House met. Council meets.
Present :
The Honorable Mr. Clift, Senior Member Presiding, Members present. Honorables Messrs. White,

Tessier,
Winter,
Shea,
Donnelly,
Harvey,
Thorburn,
Talbot,
Rendell.
At Two of the Clock, P. M., His Excellency the Governor arives Governor having arrived at the Council Chamber, , Chamber. and being seated on the Throne, the Honorable Mr. Clift, Senior Member present, commanded the Gentleman Usher of the Black Rod, attendant on the Council, to go to the Commons House of Assembly and inform the Members thereof that it is His Excellency's will and pleasure that they do forthwith attend at the Bar of this House; and they
being come thereto, the Honorable Mr. Clift, Senior Member present, by command of His Excellency, informed the Members of the Assembly that it would be necessary for them to retire to their Chamber and appoint a Speaker.

At half-past Six, P. M., the Hon. Mr. Clift, Senior Member present, informed the Members that His Excellency the Governor would return to the Council Chamber at Two o'clock, P. M., to-morrow, to receive the Speaker.

## Friday, February 2nd, 1877.

Council meets. At One of the Clock the House met.

> Present :

Members present. The Honorable Mr. Clift, Senior Member Presiding. Honorables Messrs. White,

Tessier,
Shea,
Donnelly,
Harvey,
Thorburn,
Talbot,
Rendell.
$\underset{\text { Governor arrives At Two of the Clock, P. M., His Excellency the }}{ }$ at Council Chamber.
and being seated on the Throne, the Speaker elect and Members of the Assembly attended at the Bar of the House, when James Winter, Esq., a Member for the District of Burin, was presented by the Hon. F. B. T. Carter, as Speaker elect; and the choice having been approved and the usual privileges claimed and granted, His Excellency the Governor was pleased to open the present Session of the

Legislature with the following gracious Speech to both Houses :
Mr. President and Honorable Gentlemen of the Legis- Governors lative Council:

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

It affords me great pleasure to meet the assembled Legislature of the Colony for the first time since my assumption of the Government.

In reviewing the industrial operations of this Island for the last year, it is satisfactory to find that they have been on the whole attended with remunerative results.

The Seal fishery was one of average productiveness. This enterprise is now almost wholly confined to our Steamer fleet, and though it appears desirable that sailing vessels should engage in it to larger extent, the probability seems at present to be against a return to the former mode of prosecution by this description of craft.

The yield of our Shore Cod Fishery was much below that of any recent year. This unfortunate issue was in an appreciable measure compensated by a prosperous fishery at Labrador, where many residents of Northern localities repaired in time to participate in the good fortune. The best success was reaped on the Northern Labrador Fishing grounds, and by the floating crews, facts which appear to indicate the advantage to be gained by Labrador men from directing their course further Northward than has heretofore been the practice, and from an increase in the number of vessels capable of cruising over that extensive line of coast. But the favourable result of the general fishery was in large degree due to unprecedentedly high prices obtained by producers, and to the moderate rates at which all necessary outfits were provided.

Governor's Speech.(Continued.)

The Salmon fishery, that of Labrador especially, proved abundant; and the catch of herring, though deficient, was of more than ordinary value. This, there can be no doubt, was partially referable to the improvement in cure produced by the operation of the Inspection Law.

Considerable destruction of Labrador shipping and other property was occasioned by the gales of September, necessitating an unusual expenditure by the Government in aid of the destitute sufferers; but we have thankfully to acknowledge that these disasters were attended only in two or three instances with loss of life.

I have caused to be printed for your information a letter of Professor Hind, of Nova Scotia, who visited Labrador last summer, and who has embodied in this communication certain scientific opinions respecting the fisheries on the Northern part of that coast. My Government have considered the Professor's views of sufficient importance to warrant them in engaging his services for the prosecution of further inquiries in this direction in the course of the ensuing season.

Although the Act which has in view the restoration of the Bank fishery, was passed only in your last Session, you will be gratified to learn that some progress has already been effected by this wise effort, and with promise of enlarged enterprise in the present and future years.

The Bounty granted for encouragement of Native Ship-building continues to realize your expectations. During the year the sum of eleven thousand one hundred and thirty dollars $(\$ 11,130)$ has been disbursed for this object, and the vessels built are generally of a larger class than that to which we have heretofore been accustomed, thus gradually superseding the use of small boats, which in their inefficiency for fishery purposes have caused so de-
plorable a waste of the time and labor of our toilers Governor's of the sea.

Speech.-(Continued.)

The effects produced by judicious legislative aid in other directions, as well as those to which I have specially referred, are of so beneficial a character that you will do well to consider whether the same policy might be applied to widen still more the area of Home industries, yielding employment, which would be a means of respectable livelihood to numbers of our population, the female portion especially, who may otherwise at certain times be reduced to indigence and become burthens on the Public funds.

The labors of the Agriculturist have been rewarded with more than average success, most of the crops having been abundant and healthful. The inducement thus offered for more extended cultivation of the land ought not to be without practical good effect.

Mining enterprise still advances with rapid strides, the issue of licenses and grants continuing in increased activity. The proceeds of operations going forward in Notre Dame Bay must be fully commensurate with the estimate formed of our mineral lands by those energetic capitalists who have invested so largely in this pursuit. I am quite of opinion that the production of copper and other ores will very soon take rank as a staple resource of this Country.

In June last, Mr. Ford, Imperial Agent under the Washington Treaty, visited St. John's to ascertain the claim to be preferred by Newfoundland for those fishery privileges ceded to the United States. My advisers accordingly prepared and forwarded to H. M. Government a full statement of our case in connection with this question. The Commissioners for Great Britain and America not having yet met to adjust the respective claims, this important matter remains in abeyance.

Governor's
Speech.-(Continued.)

Mr. Speaker and Gentlemen of the Honourable House
of Assembly:
I am glad to inform you that the general Revenue of last year exceeded the estimated amount. The accounts for 1876, and the estimates for the current year, shall be placed in your hands as speedily as practicable; and I feel satisfied you will make adequate provision for the requirements of the Public Service.

## Mr. President and Honourable Gentlemer of the Legislative Counoil :

Mr. Speaker and Gentlemen of the Honourable House of Assembly:
On the subject of British and French fishery privileges on our coast, negotiations have been continued to accomplish an amicable settlement, and no endeavour has been spared by my Government to hasten a conclusion so long and so anxiously desired.

Her Majesty's Government have been actively engaged in considering the question of placing Magistrates on those parts of the shore where the French exercise rights of fishing; and I am now happy to announce to you that arrangements will be made for early appointments.

Our Coastal Mail Contracts will expire next May. The capacity and power of the Steamers now employed have not proved equal to the growing demands of the Public, while it must be freely owned that the Contractors have made the utmost of the means at their command to perform the Service with efficiency and general satisfaction.

A new and more expensive Contract has been entered into for providing Steamers of greater dimensions and speed; which boats will make their first trips in the coming Spring. A Contract has also been perfected for placing a new and superior Steamer on Conception Bay about the month of May next.

The former arrangement for monthly transmis- Governor's sion of Mails by land, between St. John's and the need. Northern Outports during winter, has been replaced by one giving fortnightly conveyance, and a triweekly winter land Mail service with Conception Bay, has also been carried into operation.

The extension of our Telegraphic system to the more Northerly ports, is a matter to which I would invite your best attention. It has acquired new and peculiar importance, in view of the continuous development of mineral wealth in these portions of the Island, and the exigencies which such a condition of things obviously implies.

I would also urge upon you the necessity of extending communication by the completion of our main roads,-those primarily which would lead through the valuable timber lands of the country, and where you may propose that new lines of Telegraph shall be constructed.

A first class Light-House was completed and put into operation at Twillingate last autumn, and one of equal efficiency has been erected on Cape St. Francis, where the light was exhibited within the last few weeks. A Fog alarm will be placed on the latter locality in the ensuing season. Other useful and necessary Public works have also been carried to completion during the year.

I availed myself of the use of H. M. S. Eclipse, in September last, to make a tour to the North and West, to acquire such information of the country and people as personal observation and enquiry might place within my reach, and I was enabled to include within this cruise two of the principal Western settlements where the French exercise fishing privileges. I was everywhere met with demonstrations of respect and loyalty, worthy the Sons of British Soil, and for which I am deeply grateful. The impressions I have received of the capabilities of Newfoundland, maritime, mineral, and agricul-

Governor's Speech.-(Continued.)
tural, are of a nature which bids me look forward with confidence to a future of increasing prosperity. The country undoubtedly possesses great resources, needing only enlarged enterprise and industry to realize the full worth of these rich gifts of nature. I have been highly gratified to mark the good order and the law-abiding characteristics of the inhabitants wherever I have visited; while in many settlements these popular traits must necessarily be the effect of an instinctive sense of right, rather than of any means of legal restraint.

I would gladly see a more ample diffusion of the blessings of Education, and of the spirit of independent self-reliance, amongst a people ripe for those civilizing and progressive influences.

I now leave you to your deliberations, trusting that the Almighty Ruler may direct them to the adoption of measures promotive of those interests confided to our care and protection.

Governor retires.

Senior member presiding reads Governor's Speech.

Select Committee on Address.

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

A Copy of His Excellency's Speech having been left with the Honorable Mr. Clift, Senior Member Presiding, it was read by him.

On Motion of the Hon. Mr. Winter,-
Ordered,-That a Select Committee be appointed to draft an Address to His Excellency the Governor in reply to His gracious Speech.

Ordered,-That Hon'bles Messrs. Winter, White, Tessier, Thorburn, Harvey, be a Committee for that purpose.

Notice of motion for Committee on Printing and Contingencies.

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

On Motion of the Hon. Mr. Thorburn, the fol-Resolutions in re. lowing Resolutions were moved and unanimously spect to death of adopted.

Resolved,-That this House desires to record the sense of the loss it has sustained by the decease of the late Hon. N. Stabb, who for so many years filled a Seat in the Council with much credit to himself and advantage to this Body, of which he was ever a zealous and efficient member.

Resolved,-That a Copy of the foregoing Resolution be sent to Mrs. Stabb, at the same time expressing the sympathy of the Council with her and the family of their late brother member, in the bereavement they have sustained.

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

## Tuesday, February 6th, 1877.

The House met pursuant to adjournment. House meets.
Present :
The Honorable Mr. Clift, Senior Member Presiding. Members present? Honorables Messrs. White,

Tessier,
Winter,
Shea,
Donnelly,
Thorburn,
Harvey,
Talbot.
The Minutes of Friday last were read. Minutes read.
Pursuant to Notice, and on motion of the Hon. Mr. Tessier,-

Committee on Printing and Contingencies appointed.

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

Ordered,-That Hon'bles Messrs. Tessier, Winter, Shea, Harvey and Talbot, be a Committee for that purpose.

Notice of motion to suspend 35 th Rule.

Hon. Mr. Winter gives notice that he will, on to-morrow, move the suspension of the 35 th Rule of the House as regards the Address in reply to His Excellency the Governor's Speech.
Notices of motion. Hon. Mr. Thorburn gives notice that he will, on to-morrow, ask the Hon. the Representative of the Government, if any arrangements have been or are intended to be made, for fortnightly Mails, in the Months of March and April next.

Hon. Mr. Thorburn gives notice that he will, on to-morrow, ask the Hon. Representative of the Government, to lay, on the Table of this House, Copies of the Contracts lately entered into for the performance of the Coastal and Conception Bay Steam Mail Services and for Copies of the Tenders which have been accepted for said services.

Hon. Mr. Thorburn gives notice that he will, on tomorrow, bring under the attention of Her Majesty's Government, the very inadequate accommodation afforded by the Lock-up attached to the Central District Court, and the want that exists for improved appliances for the detention and classification of Prisoners awaiting trial, and of persons who may have been taken up on suspicion.

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

## Thursday, February 8th, 1877.

The House met pursuant to adjournment.
House meets.

## Preseng:

The Honorable Mr. Clift, Senior Member Presiding, Members present. Honorables Messrs. White,

Tessier,
Winter,
Shea,
Donnelly,
Thorburn,
Harvey,
Talbot,
Rendell.

## The Minutes of Tuesday last were read. Minutes read.

Hon. Mr. Winter, from the Select Committee to Address reported. prepare an Address in reply to the Speech of His
Excellency the Governor, presented a Draft of the Address read 1st same, which was received and read a first time.

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

Ordered,-That the 35th Rule of this House be 35 th Rule sus. suspended as regards the Address in reply to His pended. Excellency the Governor's Speeeh.

On motion of the Hon. Mr. Winter, the Address Adaress read 2nd in reply to the Speech of His Excellency the Gov- time. ernor was read a second time, and

Ordered,-To be committed to-morrow.
On motion made, the House adjourned until Mon- adjourned. day next, at half-past Four o'clock, P. M.

## Monday, February 12th, 1877.

House meets. The House met pursuant to adjournment.

## Present :

Members present. The Honorable Mr. Morris, President.
Honorables Messrs. Clift,
White,
Tessier,
Winter,
Shea,
Donnelly,
Harvey,
Thorburn,
Talbot.
Minntes read. The Minutes of Thursday last were read.
Committe on Pursuant to the Order of the Day, and on motion Address in Reply. of the Hon. Mr. Winter, the House went into Committee on the Address in reply to His Excellency the Governor's Speech.

Hon. Mr. Talbot in the Chair.
After some time the House resumed.
Progressreported. The Chairman reported that the Committee had made some progress, and asked leave to sit again.

Ordered,-That the Report be received.
Adjourned.
On motion made, the House adjourned until tomorrow, Tuesday, at half-past Four o'clock, P. M.

## Tuesday, February 13th, 1877.

The House met pursuant to adjournment.
House meets.

## Present :



The Minutes of Monday last were read. Minutes read.
Pursuant to the Order of the Day, and on motion Committeo on of the Hon. Mr. Winter, the House went into Committee on the Address in reply to the Speech of His Excellency the Governor.

Hon. Mr. Talbot in the Chair.
After some time the House resumed.

Chair taken.

House resumes.

The Chairman reported the Address without Address reported. amendment.

Ordered,-That the Report be received, and Report reecived.
Ordered,--To be read a third time to-morrow.
Hon. Mr. Harvey gives notice that he will, on Notice of motion. to-morrow, ask the Hon. the Colonial Secretary if the Government has had any communication on the subject of the Fisheries, other than the letter referred to in the Governor's Speech, from Professor Hind ; and if so, whether he will furnish a copy of
the same for the information of the House; and if he will also furnish the House with the points of the agreement with Professor Hind, and also the probable expense of the arrangement, and in what way the Professor's services are to be availed of.

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

## Thursday, February 15th, 1877.

Honse meets. The House met pursuant to adjournment.

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\text { PReSEnt }:
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$\begin{array}{ll}\text { Members present. The Honorable Mr. Morris, President. } \\ \text { Honorables Messrs. Clift, } \\ \text { White, } \\ & \text { Winter, } \\ & \text { Shea, } \\ & \text { Donnelly, } \\ & \text { Thorburn, } \\ & \text { Harvey, } \\ & \text { Talbot. } \\ & \text { Rendell. }\end{array}$
Minutes read. The Minutes of Tuesday last were read.

Address of
Thanks read 3rd. time and passed.

On motion of the Hon. Mr. Winter, the Address in reply to the Speech of His Excellency the Governor, was read a third time and passed.

The Hon. the President signed the same.
To be engrossed
Ordered,-That the said Address be engrossed and presented by and presented to His Excellency the Governor by a Depatation of
the whole House. a Deputation of the whole House.

The Address is as follows :-

> To His Excellency Sir John H. Glover, address. Knight Grand Cross of the Most Distinguished Order of St. Michael and St. George, Governor and Commander-inChief in and over the Island of Newfoundland and its Dependencies.

May it Please Your Excellency;
We, the Legislative Council of Newfoundland, respectfully thank Your Excellency for the gracious Speech with which you have been pleased to open the present Session of the Legislature.

We offer to Your Excellency our sincere congratulations on your appointment as Governor of this ancient Colony; and we trust and believe that Your Excellency's administration will promote its best iuterests, and reflect credit on Your Excellency as a Colonial Ruler.
Respecting our Industrial operations, we are pleased to find that the Seal fishery of the last season was fairly productive. Although the Shore Cod fishery was a comparative failure, this unfortunate result was in great measure compensated by the success of the fishery of Labrador and the enhanced prices obtained by producers for our staple product.

The destruction of Shipping and other property on the Labrador coast, occasioned by the gales of September last, attended, in some instances, with loss of life, are subjects of deep regret.

We thank Your Excellency for copies of the letter of Professor Hind ; and considering the subject of our fisheries as of vital importance to the Colony, we hope that the action of the Government in this matter may lead to valuable results.

It is gratifying to observe that the assistance afforded by our present Bounties has been so bene-

Address.- ficial to those important industrial pursuits, the
(Continued.) Bank fishery and Ship-building; and the expediency of stimulating other home industries, will engage our best attention.

It is pleasing to record that the labours of the Agriculturist have been rewarded with more than average success;-most of the crops having been abundant and healthy. This result should, and no doubt will, cause more extended cultivation of the soil.

The increasing development of our Mineral wealth must be a subject of congratulation to every one who is interested in the welfare of Newfoundland.

We hope that the steps taken by Your Excellency's Government in the matter of the claims of this Colony on the United States, under the Treaty of Washington, for compensation for those most valuable fishery privileges temporarily ceded to them, will meet with success, and that an early and satisfactory settlement of those claims may be arrived at.

We feel assured that no endeavour has been spared by your Excellency's Government to accomplish an amicable settlement of the differences occasioned by the exercise of Fishing privileges by the French on parts of our coast;-and we thank Your Excellency for the announcement that arrangements will be made for the early appointment of Magistrates on that hitherto neglected portion of our Island.

We note with pleasure that increased local Mail and travelling facilities are to be afforded the Public during the present year;-for although the Coastal Steam Mail Service has been heretofore performed with great safety and regularity, yet Boats of larger capacity and greater speed should lead to increased traffic between St. John's and the extern Districts.

We agree with Your Excellency as to the advan- Address.tage of further extending our Telegraphic commu-
(Continued.) nication, and completing our main roads, especially those which lead through the valuable Timber lands of the country, and where new lines of Telegraph may be constructed.
Light-Houses are objects of great importance, not only to our sea-faring population, but also to those whose pursuits lead them by our coast; we are of opinion that those recently erected and in operation at Twillingate and Cape St. Francis, will be the means of preventing many casualties.
The information acquired by Your Excellency, on your recent tour to the North and West, cannot fail to be useful. It is a matter of no surprise to the Legislative Council to find that Your Excellency was everywhere received with demonstrations of respect. Those kindly greetings were the spontaneous expression of the feelings of a people whose loyalty to the British Crown and its Representative is proverbial, and whose peaceable and law-abiding character is so well known.

The Legislature has hitherto with great liberality fostered the cause of Education; and we hope that the result of the recent large increase of expenditure on this branch of the Public Service, which now amounts to about one-tenth of the average annual revenue of the Colony, will lead to the better instruction of the rising generation.

We trust with Your Excellency that our deliberations may, by an overruling Providence, be directed to the adoption of such measures as shall tend to the promotion of the best interests of the Colony.

EDWARD MORRIS, President.

## Legislative Council, 15th February, 1877. \}

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

## Friday, February 16th, 1877.

Honse meets. The House met pursuant to adjournment. Present :

Members present. The Honorable Mr. Morris, President.
Honorables Messrs. Clift,
White,
Winter,
Shea,
Donnelly,
Harvey,
Talbot,
Rendell.
Minutes read. The Minutes of Thursday last were read.
adjourned, On motion made, the House adjourned until tomorrow, at Eleven o'clock, A.M.

## Saturday, February 17th, 1877.

The House met pursuant to adjournment.
House meets.
Present :
The Honorable Mr. Morris, President, Members present. Honorables Messrs. Shea, Donnelly.

At five minutes after 11 o'clock, A. M., the House Adjourned. adjourned for want of a quorum, until Monday next, at half-past Eleven o'clock, A. M.

## Monday, February 19th, 1877.

The House met pursuant to adjournment.
House meets.
Present :
The Honorable Mr. Clift, Senior Member Presiding. Members present. Honorables Messrs. White,

Tessier,
Winter,
Shea,
Donnelly,
Thorburn,
Harvey,
Talbot,
Rendell.
The Minutes of Friday and Saturday last were Minutes read. read.

The Hon. Mr. Clift, Senior Member presiding, Communieation read a Communication dated February 17 th, 1877, from Cocretary relaltive from the Hon. Colonial Secretary, stating that His to Address of Excellency the Governor would receive the Address Thanks. of this House on Monday, at 12 o'clock, noon.

Address to Governor presented.

At 12 o'clock, noon, the House proceeded to Government House with the Address.

At 12:25, P. M., the House having returned, the Hon. Mr. Clift, Senior Member presiding, reported that His Excellency had been pleased to receive the said Address, and to return an answer thereto in the following words:-

Reply. Mr. President and Honourable Gentlemen of the Legislative Council:
It is very gratifying to me to receive the testimony of your kindly sentiments towards myself as the Queen's Representative in this Island, and I anxiously hope I may be enabled to fulfil in some degree the expectations you are good enough to have formed of my future conduct of our public affairs.

I esteem highly the endorsement contained in your Address of those views which I have outlined for your deliberations, and I can assure you that a continuance of harmonious relations with your Honorable Body shall ever form an object of my solicitous desire and endeavour.

## JOHN H. GLOVER.

Government House,
February 19th, 1877. $\}$
Adjourned. On motion made, the House adjourned until Wednesday next, at half-past Four o'clock, P. M.

## Wednesday, February 2lst, 1877.

The House met pursuant to adjournment.
House meets.

Present :
The Honorable Mr. Clift, Senior Member Presiding. Members present. Honorables Messrs. White, Winter, Shea, Donnelly, Harvey, Talbot.

The Minutes of Monday last were read. Minutes read.

Pursuant to notice, the Hon. Mr. Harvey asked Question asked. the Hon. Colonial Secretary if the Government have had any communication on the subject of the fisheries, other than the letter referred to in the Governor's Speech, from Professor Hind; and if so, whether he will furnish a copy of the same for the information of the House, and if he will also furnish the House with the points of agreement with Professor Hind, and also the probable expense of the arrangement, and in what way the Professor's services are to be availed of.

The Hon. Colonial Secretary laid upon the Table Letter from Pro- $^{\text {Pr }}$ a letter, dated Dec. 29th, 1876, from Professor Hind, fessor Hind laid with enclosures, and replied that further informa- ${ }^{\text {on Table. }}$ tion required would be furnished the House.

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

## Friday, February 23rd, 1877.

House meets.
The House met pursuant to adjournment.
Present :
Members present. The Honorable Mr. Clift, Senior Member Presiding. Honorables Messrs. White,

Winter,
Shea,
Donnelly,
Thorburn,
Harvey,
Talbot,
Rendell.
Minutes read. The Minutes of Wednesday last were read.
Documents laid on Table.

The Hon. Colonial Secretary, by command of His Excellency the Governor, laid upon the Table of the House the following Papers :-

Despatch allowing certain Acts of the Legislature.

Despatch and Enclosures relative to withdrawal of Imperial Subsidy from Allan Line of Steamers.

Despatches and Enclosures relative to the admission of Newfoundland into the Postal Union, and to reduction in Postage.

Despatch and Enclosures relative to erection of Fog Whistle on Cape St. Francis.

Despatch and Enclosures relative to alleged expulsion of British Fishermen from Hilliard's. Harbour.

Despatches and Enclosures relative to the Act for the granting of Certificates to Masters and Mates.

Despatches covering Commission to Sir H. W. Hoyles, appointing him Administrator of the Government.

Despatches and Enclosures relative to Cape Race Documents laid Fog Whistle.

Despatch forwarding Medals of Royal Humane Society for Pouch Cove men.

Despatches and Enclosures relative to application of Mr. Nicholas Stubber, for land concession.

The Hon. the Financial Secretary laid upon the Table of the House Financial Secretary's Consolidated Statement of Expenditure for the year ending 31st December, 1876.

Pursuant to notice, the Hon. Mr. Thorburn asked Questions asked. the Colonial Secretary if any arrangements have been made, or are intended to be made, for fortnightly mails in the months of March and April next.

The Hon. Colonial Secretary replied that it was not the intention of the Government to make any arrangement for Halifax mails in March and April next.

The Hon. Mr. Thorburn asked the Hon. Colonial Secretary to lay on the Table of this House copies of the Contracts lately entered into for the performance of the Coastal and Conception Bay Steam Mail Services, and for copies of the Tenders which have been accepted for said Services.

The Hon. Colonial Secretary replied that the necessary information would be furnished the House.
The Hon. Mr. Thorburn brought under the notice of Her Majesty's Government the very inadequate accommodation afforded by the Lock-up attached to the Central District Court, and the want that exists for improved appliances for the detention and classification of prisoners awaiting trial, and of persons who may have been taken up on suspicion.

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

## Tuesday, February 27th, 1877.

House meets. The House met pursuant to adjournment.

## Present :

Members present. The Honorable Mr. Shea, Senior Member Presiding. The Honorable Mr. Donnelly.

Adjourned.
The Hon. Mr. Shea declared the House adjourned until Friday next, at half-past Four o'clock, P. M., for want of a quorum.

## Friday, March 2nd, 1877.

House meets. The House met pursuant to adjournment. Present :

Members present. The Honorable Mr. Morris, President.
Honorables Messrs. Clift,
W Hite,
Tessier,
Winter,
Shea,
Donnelly,
Harvey,
Thorburn,
Talbot,
Rendell.

Documents laid on Table.

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

Statement of Affairs Union Bank, 1876.
Statement of Affairs Commercial Bank, 1876.

Statement of Affairs Newfoundland Savings' Doouments laid Bank, 1876.
(Continued.)
Report of Harbor Grace Water Company, 1876.
Agreement for Coastal Service, North, South and West.

Report of Newfoundland Agricultural Society.
Expenditure for Relief of Poor, 18,6.
Report of Public Schools, Newfoundland, under Church of England Boards.

Report of Public Schools under Roman Catholic Boards.

Report of Public Schools under Methodist Boards.
On motion made, the House adjourned until Tues- Adjourned. day next, at half-past Four o'clock, P. M.

## Tuesday, March 6th, 1877.

The House met pursuant to adjournment.
House meets.

## Present :

The Honorable Mr. Morris, President.
Members present. Honorables Messrs. Shea,

Donnelly.
The Hon. the President declared the House ad- Adjourned. journed until to-morrow, Wednesday, at half-past Four o'clock, P. M., for want of a quorum.

## Wednesday, March 7th, 1877.

House meets. The House met pursuant to adjournment.

> Present :

Members present. The Honorable Mr. Morras, President.
Honorables Messrs. Clift,
White,
Winter,
Shea,
Donnelly,
Harvey, Thorburn, Talbot, Rendell.

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

Cape Race Fog Whistle Bill read 1st time.

Leave of absence granted to Hon。 E. White.

A Deputation from the House of Assembly brought up a Bill for concurrence, entitled "An Act to make further provision for the maintenance of Cape Race Light and Fog Whistle," which was read a first time, and

Ordered,-To be read a second time to-morrow.
The Hon. the President informed the House that the Hon. Edward White had received leave of absence from His Excellency the Governor for the remainder of the Session.

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

## Friday, March 9th, 1877.

## The House met pursuant to adjournment: <br> House meets.

## Present :

The Honorable Mr. Morris, President.
Members present. Honorables Messirs. Clift, Tessier,
Winter, Shea, Donnelly; Harvey, Thorburn; Talbot, Rendell.

The Minutes of Wednesday last were read. Minutes read.
Pursuant to the Order of the Day, and on Cape Race Fog motion of the Hon. Colonial Secretary the Bill sent Whistle Bill read up, entitled "An Act to make further provision for the maintenance of Cape Race Light and Fog Whistle," was read a second time-and

Ordered,-To be committed to-morrow.
The Hon. Colonial Secretary, by command of His Document laid Excellency the Governor, laid upon the Table of ${ }^{\text {on Table. }}$ the House the following Document:-

Draft of Letters-Patent constituting the office of Governor and Commander-in-Chief of the Island of Newfoundland, and Instructions accompanying the same, dated 28th March, 1876 ; together with Commission of His Excellency Sir John Hawley Glover, G. C. M. G.

Hon. Mr. Tessier gives notice, that he will, on to- Notice of question morrow, ask the Hon. Colonial Secretary whether to be asked. the provisional recognition of the appointment of the Brazilian Vice-Consul by our late Governor

Sir S. J. Hill, on the 25th April, 1876, was done with the concurrence of the Executive Gouncil.

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

## Tuesday, March 13th, 1877.

House meets. The House met pursuant to adjournment.
Present :
Members present. The Honorable Mr. Morris, President.
Honorables Messrs. Clift,
Tessier,
Winter,
Shea,
Donnelly,
Harvey,
Thorburn,
Rendell.

Minutes read. The Minutes of Friday last were read.
Committee on Pursuant to the Order of the Day, and on motion Cape Race Light
and Fog Whistle Bill. into Committee on the Bill sent up, entitled "An Act to make further provision for the maintenance of Cape Race Light and Fog Whistle."
Chair taken. Hon. Mr. Winter in the Chair.
House resumed. After some time the House resumed.
Bill reported with- The Chairman reported the Bill without amendout amendment. ment.

Report received. Ordered,-That the Report be received, and
Ordered,-That the Bill be read a third time tomorrow.

Pursuant to notice, the Hon. Mr. Tessier asked question asked. the Hon. Colonial Secretary whether the provisional recognition of the appointment of the Brazilian Vice-Consul, by our late Governor, Sir S. J. Hill, on the 23rd April, 1876, was done with the concurrence of the Executive Council.

The Hon. Colonial Secretary replied that the Executive were not consulted in the matter.

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

## Assembly with

 Message.Mr. President,-
The House of Assembly respectfully request that the Hon. the Legislative Council will be pleased to permit the Hon'bles James S. Clift, Robert Thorburn, Stephen Rendell, and P. G. Tessier, to attend before a Select Committee of the Assembly, appointed to consider the desirability of revising the Law relating to the St. John's Fire Brigade, for the purpose of giving information to the said Committee upon the matters to them referred.
J. S. WINTER, Speaker.

House of Assembly,
13th March, 1877. $\}$
On motion of the Hon. Colonial Secretary, the aforesaid message was assented to.

Ordered,-That the following Message be sent to the House of Assembly :-

Mr. Speaker, -
The Legislative Council acquaint the House of Message. Assembly that they consent to the attendance of the Honorables Messrs. Clift, Tessier, Thorburn and Rendell, before the Select Committee of the Assembly, on the subject of the Fire Brigade. EDWARD MORRIS,
Legislative Council, 13th March, 1877.

Notices of motion The Hon. Mr. Tessier gives notice, that he will, on a future day, move the adoption of an Address to the Right Hon. the Secretary of State for the Colonies, on the subject of the late appointment of a Vice-Consul for Brazil for this Colony.

The Hon. Mr. Donnelly gives notice, that he will, on to-morrow, bring in a Bill to provide for the inspection of Steam Boats.

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

## Thursday, March 15th, 1877.

- Honse meets. The House met pursuant to adjournment.


## Present :

Members present. The Honorable Mr. Morris, President.
Honorables Messrs. Clift,
Tessier,
Shea,
Donnelly,
Harvey,
Thorburn,
Talbot.
Minutes read. The Minutes of Tuesday last were read.

Documents laid on Table.

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

Report of Mail Officer, Labrador, 1876.
Report of Surveyor General, 1876.
Report on the Protection of the Herring Fishery, 1876.

Report on Harbor Grace Grammar School, 1876. Documents laid
Report on Protection of Fishery at Cape John, 1876.

Report of Boot and Shoe Manufacturing Company, 1876.

Statement of Affairs of Newfoundland Screw Steam Tug Company, 1876.

Report on Geological Survey, 1876.
Report of Preliminary Survey for Newfoundland Railway.

Pursuant to the Order of the Day, and on motion Cape Race Light: of the Hon'ble Colonial Secretary, the Bill sent up, ${ }_{\text {Bill read }}^{\text {and }}$ Fog Whistle time entitled " An Act to make further provision for the and passed maintenance of Cape Race Light and Fog Whistle," was read a third time and passed, and the Hon'ble the President signed the same.

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

Pursuant to the Order of the Day, and on motion Steam Boat In. of the Hon. Mr. Donnelly, the Bill entitled "An spection Bill read Act to provide for the inspection of Steam Boats," was read a first time.

Ordered,-To be read a second time to-morrow.
Hon. Mr. Thorburn gives notice, that he will, on Notice of quastion to-morrow, ask the Hon. Colonial Secretary if it be to be asked. intended, during the present Session of the Legislature, to make any provision for the establishment of Branch Steamers in Trinity or Placentia Bays.

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

## Friday, March 16th, 1877.

House meets.
The House met pursuant to adjournment.
Present :
Members present. The Honorable Mr. Morris, President.
Honorables Messrs. Clifrt,
Tessier,
Winter,
Shea, Donnelly, Harvey, Thorburn, Talbot, Rendell.
Minutes read. The Minutes of Thursday last were read.
Question asked.
Pursuant to notice, the Hon. Mr. Thorburn asked the Hon. Colonial Secretary if it be intended, during the present Session of the Legislature, to make any provision for the establishment of Branch Steamers in Trinity or Placentia Bays.

The Hon. Colonial Secretary replied that the matter was engaging the attention of the Government.

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

## Tuesday, March 20th, 1877.

The House met pursuant to adjournment.
House meets.

## Present :

The Honorable Mr. Morris, President. Members present. Honorables Messrs. Clift, Tessier, Winter, Shea, Donnelly, Harvey, Thorburn, Talbot, Rendell.

The Minutes of Friday last were read.
Minutes read.
The Hon. Colonial Secretary, by command of His Document laid on Excellency the Governor, laid on the Table of the House the following Document:-

Despatch relative to the appointment of some legally constituted authority on the West and North East Coasts of Newfoundland.

The Hon. Mr. Thorburn laid upon the Table a Petitions laid on Petition from John W. Smith, of St. John's, Mana- Table. ger of the Union Bank of Newfoundland, and Robert Brown, of same place, Manager of the Commercial Bank of Newfoundland.

Deputations from the House of Assembly brought Deptetions with up, for concurrence, a Bill entitled "An Act for ${ }^{\text {Bills. }}$ granting to Her Majesty certain Duties on Goods, Wares and Merchandize, imported into this Colony and its Dependencies;"

Also, a Bill entitled " An Act to amend the Law respecting the Customs;"

Deputations with Also, a Bill entitled "An Act for the amendment
Bills.-Bills.-(Continued.) of the Criminal Law ;"

Also, a Bill entitled "An Act for the encouragement of Manufacturing," which said Bills were read a first time, and

Ordered,-To be read a second time to-morrow.
Adjourted. On motion made, the House adjourned until Thursday next, at half-past Four o'clock, P. M.

## Thursday, March 22nd, 1877.

House meets. The House met pursuant to adjournment

> Present :

Members present. The Honorable Mr. Morris, President. Honorables Messrs. Clift,

Tessier,
Winter,
Shea,
Donnelly,
Harvey,
Thorburn,
Talbot,
Rendell.
Minutes read: The Minutes of Tuesday last were read.
Revenue Bill read Pursuant to the Order of the Day, and on motion
2nd time "An Act for granting to Her Majesty certain Duties on Goods, Wares and Merchandize, imported into this Colony and its Dependencies," was read a second time, and

Ordered,-To be committed to-morrow,

Pursuant to the Order of the Day, and on motion Customs' Bill of the Hon. Mr. Shea, the Bill sent up, entitled ${ }^{\text {read 2nd time. }}$ "An Act to amend the Law respecting the Customs," was read a second time, and

Ordered,-To be committed to-morrow.
Pursuant to the Order of the Day, and on motion Criminal Law Bill of the Hon. Mr. Talbot, the Bill sent up, entitled read 2nd time. "An Act further to amend the Criminal Law," was read a second time, and

Ordered,-To be committed to-morrow.
Pursuant to the Order of the Day, and on motion Manufacturing of the Hon. Mr. Rendell, the Bill sent up, entitled Bill read 2nd time "An Act for the encouragement of Manufacturing," was read a second time, and

Ordered,-To be committed to-morrow.
Pursuant to notice, the Hon. Mr. Tessier pre-Address to Earl sented the following Address, which was received dect of Bran sabilioand read :-

To the Right Honorable the Earl of Carnarvon, Her Majesty's Principal Secretary of State for the Colonies.

May it Please Your Lordship; -
We, the Legislative Council of Newfoundland, desire to bring under Your Lordship's notice the recent appointment of a Brazilian Vice-Consul for Newfoundland, and the great injustice done to those of our Commercial community trading with the Brazilian Empire.

The Trade between this Country and Brazil is carried on almost exclusively in British Ships. There are no Brazilian subjects residing here, and their Ships never come to this Island. A ViceConsul has, therefore, no duty to perform in reference to the subjects of the Empire he represents;

## Address to Earl Carnarvon.- <br> (Continued.)

and the only object of the appointment, in our view, is that of imposing upon British Shipping sailing from this Colony the payment of heavy fees, from which no advantages whatever are derived by the Trade.

For over a period of twenty years the only Documents required by British Vessels, for entry in ports of Brazil, were Manifests, certified by a Notary at a trifling cost, and the usual British Bill of Health and Clearance. No inconvenience has ever been experienced, and no complaints were ever made by the Brazilian Government, respecting the insufficiency of such Certificates, or of any attempt having been made at any time by British subjects engaged in the Trade between Newfoundland and Brazil to defraud the revenue of the Empire.

In the year 1849, on the occasion of an appointment similar to the present, complaints were made for the same reasons, and on the same grounds, as those now stated. And in 1852, in answer to a respectful remonstrance to Her Majesty's Government, a letter was addressed to Messrs. Newman, Hunt \& Co., of London, by the Under-Secretary of State for Foreign Affairs, stating that the sanction then given by Her Majesty's Government to the appointment of Portuguese and Brazilian Consular Agents in St. John's, Newfoundland, was given on the distinct understanding that those appointments would not confer any authority to levy fees on British Shipping.

The Legislative Council, therefore, respectfully request that as the provisional recognition of the appointment of the Brazilian Vice-Consul by the late Governor, His Excellency Sir Stephen J. Hill, on the 25 th April, 1876, was without the knowledge or concurrence of the Executive Council, and that, as the Commercial Society of St. John's had no opportunity afforded them of remonstrating against the appointment and the imposition of these heavy
charges, your Lordship will be pleased to adopt Address to Earl such means as will lead to the abrogation of this ${ }^{\text {Carnaryon.-. }}$ (Continued.) office, or to such a reduction of fees as may place our Trade on as fair a basis as that distinctly promised by Her Majesty's Government in 1852,

EDWARD MORRIS,<br>President.

Council Chamber,
22nd Mareh, 1877. \}
On motion of the Hon. Mr. Tessier, the said Address was adopted and passed, and the Hon, the President signed the same.

Ordered,-That the foregoing Address be taken to His Excellency the Governor by the Honorables Messrs. Tessier and Harvey, with the following Address :-

> To His Excellency Sir John H. Glover, Address to Knight Grand Cross of the Most Dis- Governor. tinguished Order of St. Michael and St. George, Governor and Commander-in-Chief in and over the Island of Newfoundland and its Dependencies.

The Legislative Council having framed the accompanying Address to the Right Honorable the Secretary of State for the Colonies, on the subject of the Brazilian Vice-Consulate, respectfully request Your Excellency will be pleased to transmit the same.

> EDWARD MORRIS;
> President.
$\left.\begin{array}{l}\text { Council Chamber, } \\ \text { 22nd March, 1877. }\end{array}\right\}$
Hon. Mr. Thorburn laid upon the Table a Peti- Petition laid on tion from the Rev. Moses Harvey, of St. John's, Table. Minister of the St. Andrew's Church.

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

## Friday, March 23rd, 1877.

Honse meets. The House met pursuant to adjournment.
Present :
Members present. The Honorable Mr. Morris, President.
Honorables Messrs. Shea,
Donnelly.
adjourned. The Hon. the President declared the House adjourned until Tuesday next, at half-past Four o'clock, P. M., for want of a quorum.

## Tuesday, March 27th, 1877.

House meets. The House met pursuant to adjournment.
Present:
Members present. The Honorable Mr. Morris, President. Honorables Messrs. Clift,

Tessier,
Winter,
Shea,
Donnelly,
Harvey, Thorburn, Talbot, Rendell.

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

Committee on Revenue Bill.

Pursuant to the Order of the Day, and on motion of the Hon. Mr. Donnelly, the House went into Committee on the Bill sent up, entitled "An Act for granting to Her Majesty certain Duties on

Goods, Wares, and Merchandize, imported into this Colony and its Dependencies."

Hon. Mr. Rendell in the Chair.
Chair taken.
After some time the House resumed.
House resumed.
The Chairman reported the Bill without amend- Bill reported withment.

Ordered,-That the Report be received, and Report received.
Ordered,-That the Bill be read a third time tomorrow.

Pursuant to the Order of the Day, and on motion Committee on of the Hon. Colonial Secretary, the House went ${ }^{\text {Customs' }}$ Bill. into Committee on the Bill sent up, entitled "An Act to amend the Law respecting the Customs."

Hon. Mr. Tessier in the Chair. Chair taken.
After some time the House resumed. House resumed.
The Chairman reported that the Committee had Bill reported. made some progress and asked leave to sit again.

Ordered,--That the Report be received. Report received.
Hon. Mr. Donnelly gives notice that he will, on Notice of motion to-morrow, bring in a Bill to amend an Act passed in the 39th year of the Reign of Her present Majesty, entitled "An Act to amend an Act respecting Certificates to Masters and Mates."

On motion made, the House adjourned until Adjourned. Tuesday next, April 3rd, at half-past Four o'clock, P. M.

Tuesday, April 3rd, 1877.

House meets. The House met pursuant to adjournment.
Present:
Members present. The Honorable Mr. Morris, President. Honorables Messrs. Clift, Tessier, Winter, Shea, Donnelly, Thorburn, Harvey, Talbot, Rendell.

Minutes read. The Minutes of Tuesday last were read.

Document laid on Report of Post Master General, 1876.
Table.
Document laid on Report of Post Master General, 1876.
Table.

Petition laid on Table.

Message.

The Hon. Mr. Tessier laid on the Table a Petition from the Steam Ship Owners and Merchants of St. John's.

The Hon. Colonial Secretary, by command of His Excellency the Governor, communicated the following Message to the House :-

Extract of a Minute of Council, as to Mr. Justice Robinson's application for retirement.

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

Report of General Water Company, 1876.
Statement of Newfoundland Screw Tug Company, 1876.

Report of Salmon Wardens.
Statement of Notre Dame Bay Mining Company, 1876.

Pursuant to the Order of the Day, and on motion Revenue Bill read of the Hon. Mr. Donnelly, the Bill sent up, entitled ${ }_{\text {passed }}^{3 \text { rd time and }}$ "An Act for granting to Her Majesty certain Duties on Goods, Wares, and Merchandize, imported into this Colony and its Dependencies," was read a third time and passed, and the Hon. the President signed the same.

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

Deputations from the Assembly brought up, for Depatations with concurrence, a Bill entitled "An Act to provide for the prevention of Interments in certain Burial Grounds;"

Also, a Bill entitled "An Act to authorize the Consolidation of a portion of the Public Debt of the Colony," which Bills were read a first time, and

Ordered,-To be read a second time to-morrow.
Pursuant to the Order of the Day, and on motion Committee on of the Hon Colonial Secretary, the House went Customs' Bill. into Committee on the Bill sent up, entitled "An Act to amend the Law respecting the Customs."

Hon. Mr. Tessier in the Chair. Chair taken.
After some time the House resumed. House resumed.
The Chairman reported the Bill without amend-Bill reported withment.

Ordered,-That the Report be received, and out amendment.

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

Pursuant to the Order of the Day, and on motion Committee on of the Hon. Mr. Talbot, the House went into Com- Criminal Law mittee on the Bill sent up, entitled "An Act further to amend the Criminal Law."

Ohair taken. Hon. Mr. Clift in the Chair.

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

Report reecived. Ordered,-That the Report be received.
Committee on Manufacturing Bill.

Chair taken.
House resumed.
Bill reported without amendment.

Report received.

Masters' \& Mates'

Notice of question to be asked.
ment.

Ordered,-That the Report be received, and
Ordered,-That the Bill be read a third time tomorrow.

Pursuant to notice, and on motion of the Hon. Financial Secretary, the Bill entitled "An Act to amend an Act passed in the Thirty-ninth year of the Reign of Her present Majesty, entitled 'An Act to amend an Act passed in the Thirty-eighth year of the Reign of Her present Majesty, entitled
'An Act respecting Certificates to Masters and year of the Reign of Her present Majesty, entitled
"An Act respecting Certificates to Masters and Mates,'" was read a first time, and

Ordered,-To be read a second time to-morrow.
Pursuant to the Order of the Day, and on motion of the Hon. Mr. Rendell, the House went into Committee on the Bill sent up, entitled "An Act for the encouragement of Manufacturing."

Hon. Mr. Thorburn in the Chair.
After some time the House resumed.
The Chairman reported the Bill without amend-

Hon. Mr. Harvey gives notice, that he will, on to-morrow, ask the Hon. the Introducer of the Bill further to amend the Criminal Law, whether the first Section of said Bill, if carried into law, will enable the Supreme Court, at its discretion, to inflict sentences for offences committed in Newfoundland, more severe than those imposed by Local Sta-
tutes, should the Law of England authorize the infliction of penal servitude for like offences in Great Britain; and if this section does not so increase the power of the Supreme Court to state to what Local Statutes it is limited, and how it is so limited; also, whether it applies to offences to which penal servitude may apply in Great Britain, against which there is no Local Statute in Newfoundland.

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

## Wednesday, April 4th, 1877.

The House met pursuant to adjournment.
Honse meets.
Present :
The Honorable Mr. Morris, President. Honorables Messrs. Clift,

Tessier,
Shea,
Donnelly,
Harvey,
Thorburn,
Talbot,
Rendell,
Winter.
The Minutes of Tuesday last were read. Minutes read.
On motion of the Hon'ble Mr. Tessier, the petition of the Steam Ship Owners and Merchants of St. John's, was read.

Pursuant to the Order of the Day, and on motion Cnstoms' Bill of the Hon'ble Colonial Secretary, the Bill sent up passed time and entitled " An Act to amend the Law respecting the Customs," was read a third time and passed, and the Hon'ble the President signed the same.

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

Manufacturing Pursuant to the Order of the Day, and on motion

Bill read 3rd time and passed. of the Hon'ble Mr. Rendell, the Bill sent up, entitled "An Act for the encouragement of Manufacturing," was read a third time and passed, and the Hon'ble the President signed the same.

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

Committee on Pursuant to the Order of the Day, and on motion Criminal Law Bill of the Hon'ble Mr. Talbot, the House went into Committee on the Bill sent up, entitled "An Act further to amend the Criminal Law."

Chair taken. Hon'ble Mr. Clift in the Chair.
House resumed. After some time the House resumed.

Billreported with amendment.

Report received.

The Chairman reported the Bill with an amendment.

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

Burial Grounds and Public Debt Bills read 2nd time.

Masters' \& Mates' Eiill read 2ud time.

Pursuant to the Order of the Day, and on motion of the Hon'ble Financial Secretary, the Bill sent up, entitled "An Act to provide for the prevention of Interments in certain Burial Grounds," and a Bill, entitled " An Act to authorize the Consolidation of a portion of the Public Debt of the Colony," were read a second time, and

Ordered,-To be committed to-morrow.
Pursuant to the Order of the Day, and on motion of the Hon'ble Financial Secretary, the Bill entitled " An Act to amend an Act passed in the 39th
year of the Reign of Her present Majesty," entitled "An Act to amend an Act passed in the 38th year of the Reign of Her present Majesty," entitled ${ }^{6}$ An Act respecting Certificates to Masters and Mates,"' was read a second time, and

Ordered,-To be committed to-morrow.
On motion made, the House adjourned until Fri-adjourned. day next, at half-past Four o'clock, P. M.

## Friday, April 6th, 1877.

The House met pursuant to adjournment.

## House meets.

Present :
The Honorable Mr. Morris, President. Members present.
Honorables Messrs. Clift,
White,
Winter,
Shea,
Donnelly,
Thorburn,
Talbot.

The Minutes of Wednesday last were read. Minutes read.
Pursuant to the Order of the Day, and on motion Criminal Law Bill of the Hon'ble Mr. Talbot, the Bill sent up, enti- passed. tled "An Act further to amend the Criminal Law," as amended, was read a third time and passed, and the Hon'ble the President signed the same.

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

The amendment is as follows:-
Amendment made by the Legislative Council in and upon the Bill sent up, entitled "An Act further to amend the Criminal Law :"

## Amendment.

First Section-At the end of the Fourth line, atter the word " labor," insert the words " and with or without any other punishment to which such offenders may by Law be liable."

Deputations with
Deputations from the House of Assembly brought Pension and Insolvency Bills. up, for concurrence, a Bill entitled "An Act to pro- vide a Pension to Joseph Crowdy, late First Clerk in the Colonial Secretary's Office";

Also a Bill, entitled " An Act to amend the Law of Insolvency."

Pension Bill read
The Deputations having retired, the Bill entitled 1st time. "An Act to provide for a Pension to Joseph Crowdy, late First Clerk in the Colonial Secretary's Office," was read a first time, and

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

Committee on Burial Grounds Bill.

Pursuant to the Order of the Day, and on motion of the Hon'ble Financial Secretary, the House went into Committee on the Bill sent up, entitled "An Act to provide for the prevention of Interments in certain Burial Grounds."

Chair taken. Hon. Mr. Winter in the Chair.
Honse resumed. After some time the House resumed.
Bill reported with
The Chairman reported the Bill with an amendamendment. ment.

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

Pursuant to the Order of the Day, and on motion Committee on of the Hon'ble Financial Secretary, the House went Public Debt Bill. into Committee on the Bill sent up, entitled "An Act to authorize the Consolidation of a portion of the Public Debt of this Colony."

Hon'ble Mr. White in the Chair.
Chair taken.
After some time the House resumed.
House resumed.
The Chairman reported the Bill without amend- Bill reported. ment.

Ordered,-That the Report be received, and Report received.
Ordered,-That the said Bill be read a third time to-morrow.

Pursuant to the Order of the Day, and on motion Committee on of the Hon. Financial Secretary, the House went $\frac{\text { Mailters' \& Mates' }}{\text { Bill }}$ into Committee on the Bill entitled "An Act to amend an Act passed in the 39th year of the Reign of Her present Majesty, entitled 'An Act to amend an Act passed in the 38th year of the Reign of Her present Majesty, entitled 'An Act respecting Certificates to Masters and Mates.' "

Hon.' Mr. Talbot in the Chair. Chair taken.
After some time the House resumed. House resumed.

The Chairman reported the Bill without amend- Bill reported. ment.

Ordered,-That the Report be received, and Report received.
Ordered,-That the said Bill be read a third time to-morrow.

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

## Monday, April 9th, 1877.

House meets.
The House met pursuant to adjournment.

> Present :

Members present. The Honorable Mr. Morris, President. Honorables Messrs. Clift,

Tessier,
Winter,
Shea,
Donnelly,
Harvey,
Thorburn,
Talbot,
Rendell.
Minutes read. The Minutes of Friday last were read.
Burial Grounds Pursuant to the Order of the Day, and on motion Bill read 3rd time of the Hon. Financial Secretary, the Bill sent up, entitled "An Act to provide for the prevention of Interments in certain Burial Grounds," as amended, was read a third time and passed, and the Hon. the President_signed the same.

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

The Amendment is as follows :-
Amendment made by the Legislative Council in and upon the Bill sent up from the House of Assembly, entitled "An Act to provide for the prevention of Interments in certain Burial Grounds:"

After the Title, insert the following:-

## Amendment.

" Be it enacted by the Governor, Legislative Council and Assembly, in Legislative Session convened, as follows."

Pursuant to the Order of the Day, and on motion Public Debt Bir of the Hon. Financial Secretary, the Bill sent up, read 3rd time and of titl " An ap a passed. entitled "An Act to authorize the Consolidation of a portion of the Public Debt of the Colony," was read a third time and passed, and the Hon. the President signed the same.

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

Hon. Financial Secretary moved for a re-com- Motion for remittal of the Bill entitled "An Act to amend an committal of Act passed in the Thirty-ninth year of the Reign Bill. of Her present Majesty, entitled • An Act to amend an Act passed in the Thirty eighth year of the Reign of Her present Majesty, entitled 'An Act respecting Certificates to Masters and Mates,'" and.

Ordered accordingly.
Hon. Mr. Talbot in the Chair.

## Chair taken.

A Message from the House of Assembly being House resumed. announced, the House resumed.

A Deputation from the House of Assembly brought up the following Message:
Mr. President, -
The House of Assembly acquaint the Legislative Message. Council that they have passed the amendment made by the Council in and upon the Bill sent up from the Assembly, entitled "An Act to provide for the prevention of Interments in certain Burial Grounds," without amendment.

J. S. WINTER,<br>Speaker.

## House of Assembly, 9 th April, 1877. $\}$

The Deputation having retired, the Chairman resumed the Chair of the Committee.

Honse resumed. After some time the House resumed.
Progressreported. The Chairman reported that the Committee had made some progress, and asked leave to sit again.

Report received. Ordered, , That the Report be received.
Pension Bill read Pursuant to the Order of the Day, and on motion 2nd time. of the Hon. Financial Secretary, the Bill sent up, entitled "An Act to provide for a Pension to Joseph Crowdy, late First Clerk in the Colonial Seeretary's Office," was read a second time, and

Ordered,-To be committed to-morrow.

Education Bill read 1st time.

Pursuant to notice, and on motion of the Hon. Financial Secretary, the Bill entitled "An Act to amend the Education Act, 1876," was read a first time, and

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

Insolvency Bill read 1st time. End

On motion of the Hon. Mr. Thorburn, the Bill sent up, entitled "An Act to amend the Law of Insolvency," was read a first time, and

Ordered, -To be read a second time to-morrow.
adjourned. On motion made, the House adjourned until Wed. nesday next, at half-past Four o'clock, P.M.

## Wednesday, April 11th, 1877.

The House met pursuant to adjournment.
House meets.

## Present :

| The Honorable Mr. Honorables Messrs. | Morris, President. | Members present. |
| :---: | :---: | :---: |
|  | Clift, |  |
|  | Tessier, |  |
|  | Winter, |  |
|  | Donnelly, |  |
|  | Harvey, |  |
|  | Rendeli. |  |

The Minutes of Monday last were read.
Minutes read.
Pursuant to the Order of the Day, and on motion Committee on of the Hon'ble Financial Secretary, the House went ${ }_{\text {Bill }}$ Mast into Committee on the Bill entitled "An Act to amend an Act passed in the 39th year of the Reign of Her present Majesty, entitled ' An Act to amend an Act passed in the 38th year of the Reign of Her present Majesty, entitled 'An Act respecting Certificates to Masters and Mates.' "

Hon. Mr. Talbot in the Chair. Chair taken.

After some time the House resumed.
The Chairman reported the Bill without amend- Bill reported. ment.

Ordered,-That the Report be received, and Report reecied.
Ordered,-That the said Bill be read a third time to-morrow.

Pursuant to the Order of the Day, and on motion Committee on of the Hon. Financial Secretary, the House went ${ }^{\text {Pension Bill. }}$ into Committee on the Bill sent up, entitled "An

Act to provide for a Pension to Joseph Crowdy, late First Clerk in the Hon. Colonial Secretary's Office."

Chair taken. Hon. Mr. Harvey in the Chair.
House resumed. After some time the House resumed.
Bill rerorted. The Chairman reported the Bill without amendment.

Report reecived. Ordered,-That the Report be received, and
Ordered,-That the said Bill be read a third time to-morrow.

Education Bill read 2nd time.

Pursuant to the Order of the Day, and on motion of the Hon. Financial Secretary, the Bill entitled "An Act to amend the Education Act, 1876," was read a second time, and

Ordered,-To be committed to-morrow.
Adjourned.
On motion made, the House adjourned until Friday next, at half-past Four o'clock, P. M.

## Friday, April 13th, 1877.

Honse meets. The House met pursuant to adjournment. Present :
Members present. The Honorable Mr. Morris, President.
Honorables Messrs. Tessier, Winter, Shea, Donnelly, Harvey, Thorburn, Talbot, Rendell.
Minntes read. The Minutes of Wednesday last were read.

Pursuant to the Order of the Day, and on motion Masters \& Mates of the Hon. Financial Secretary, the Bill entitled ${ }^{\text {Bill read 3rd time }}$ "An Act to amend an Act passed in the 39th year of the Reign of Her present Majesty, entitled 'An Act to amend an Act passed in the 38th year of the Reign of Her present Majesty, entitled 'An Act respecting Certificates to Masters and Mates,'" was read a third time, and

Ordered,-That the Bill do now pass, and be entitled "An Act to amend an Act passed in the 39th year of the Reign of Her present Majesty, entitled 'An Act to amend an Act passed in the 38th year of the Reign of Her present Majesty, entitled 'An Act respecting Certificates to Masters and Mates,'" and the Hon. the President signed the same.

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

Pursuant to the Order of the Day, and on motion Pension Bill read of the Hon. Financial Secretary, the Bill sent up, passed. entitled "An Act to provide for a Pension to Joseph Crowdy, late First Clerk in the Colonial Secretary's Office," was read a third time and passed, and the Hon. the President signed the same.

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

Pursuant to the Order of the Day, the Hon'ble Motion for 2nd Financial Secretary moved the second reading of reading of Steam the Bill entitled "An Act to provide for the Inspection of Steam Boats;"

Whereupon it was moved in amendment by the Hon. Mr. Thorburn, that the said Bill be read this day six months,-

And on question being put, there appeared for the amendment-

## Content :

Hon. Mr. Thorburn.

## Non-Contents :

Hon. Messrs. Tessier, Winter, Shea, Donnelly, Talbot, Rendell.

So it was resolved in the negative.
The said Bill was then read a second time, and
Ordered,-To be committed to-morrow.

Deputations from Assembly with Bills.

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

Also, a Bill entitled "An Act to continue and amend the Act for the Incorporation of the Commercial Bank, and the several Acts in amendment thereof;"

Also, a Bill entitled "An Act to continue the Act for the Incorporation of the Union Bank of Newfoundland and the several Acts in amendment thereof;"

Also, a Bill entitled "An Act for the amendment of an Act entitled 'An Act to amend the Law relating to the Coast Fisheries;" which said Bills were read a first time, and

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

Committee on Education Bill.

Pursuant to the Order of the Day, and on motion of the Hon. Financial Secretary, the House went into Committee on the Bill entitled "An Act to amend the Education Act, 1876."

Chair taken.
Hon'ble Mr. Tessier in the Chair.

After some time the House resumed. House resumed.

The Chairman reported the Bill without amend- Bill reported. ment.

Ordered,-That the Report be received, and Report received.
Ordered,-That the said Bill be read a third time to-morrow.

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

## Monday, April 16th, 1877.

The House met pursuant to adjournment.
House meets.
Present :
The Honorable Mr. Morris, President.
Members present.
Honorables Messrs. Tessier,
Winter,
Shea,
Donnelly,
Harvey,
Talbot.
The Minutes of Friday last were read.
Minutes read.
Pursuant to the Order of the Day, the Hon'ble Education Bill Financial Secretary moved that the Bill "To amend read 3rd time the Education Act, 1876," be read a third time,-- and passed.

Whereupon the said Bill was read a third time, and

Ordered,-That the Bill do now pass, and be entitled " An Act to amend the Education Act, 1876," and the Hon. the President signed the same.

Indemnity Bill read 2nd time.

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

Pursuant to the Order of the Day, and on motion of the Hon. Financial Secretary, the Bill sent up entitled "An Act to Indemnify the Governor of Newfoundland for certain Sums of Money advanced by him from the Colonial Treasury for the Service of the Colony," was read a second time, and

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

## Wednesday, April 18th, 1877.

House meets.
The House met pursuant to adjournment.
Present :
Members present.
The Honorable Mr. Morris, President.
Honorables Messrs. Tessier,
Winter,
Shea,
Donnelly,
Harvey,
Thorburn,
Talbot,
Rendell.
Minutes read. The Minutes of Monday last were read.

Committee on Steam Boats Inspection Bill.

Pursuant to the Order of the Day, and on motion of the Hon. Financial Secretary, the House went into Committee on the Bill entitled "An Act to provide for the Inspection of Steam Boats."

Hon. Mr. Winter in the Chair.
Chair taken.
After some time the House resumed.
House resumed.
The Chairman reported that the Committee had Progrens reported. made some progress in the matter to them referred, and asked leave to sit again.

Pursuant to the Order of the Day, and on motion Committee on of the Hon. Financial Secretary, the House went ${ }^{\text {Indemnity Bill. }}$ into Committee on the Bill sent up, entitled "An Act to Indemnify the Governor of Newfoundland for certain Sums of Money advanced by him from the Colonial Treasury for the Service of the Colony."
Hon. Mr. Tessier in the Chair.
Chair taken.
A message from the Assembly being announced, Honse resumed. the House resumed.

A Deputation from the Assembly brought up, for Deptation from concurrence, a Bill entitled "An Act to amend the $\frac{\text { Assembly with }}{\text { Banking }}$ Law in relation to Banking and Bills of Exchange, and for other purposes."
The Deputation having retired, the said Bill was read a first time, and

Ordered,-To be read a second time to-morrow.
The Chairman resumed the Chair of the Committee.

After some time the House resumed.
House resumed.
The Chairman reported the Bill without amend- Bill reported. ment.

Ordered,-That the report be received.
Pursuant to the Order of the Day, and on motion Commercial Banks of the Hon. Mr. Thorburn, the Bill entitled "An Bill read second Act to continue and amend the Act for the Incorporation of the Commercial Bank, and the several Acts in amendment thereof," was read a second time, and

Ordered,-To be committed to-morrow.

Union Bank Bill
Pursuant to the Order of the Day, and on motion read 2nd time. of the Hon. Mr. Thorburn, the Bill sent up, entitled 6. An Act to continue the Act for the Incorporation of the Union Bank of Newfoundland, and the several Acts in amendment thereof," was read a second time, and

Ordered,-To be committed to-morrow.

Coast Fisheries Bill read second time.

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

Ordered,-To be committed to-morrow.
Notices of Motion. Hon. Financial Secretary gives notice that he will, on to-morrow, move the suspension of the 35 th Rule of this House, in regard to all Bills or Addresses, for the remainder of the Session.

Hon. Mr. Donnelly gives notice that he will, on to-morrow, introduce a Bill to amend Title 3, Cap. 19, Sec. 17, of the Consolidated Statutes.
adjourned. On motion made, the House adjourned until Friday next, at half-past Four o'clock, P. M.

## Friday, April 20th, 1877.

The House met pursuant to adjournment. Hoaso meets.
Present :
The Honorable Mr. Morris, President. Members present. Honorables Messrs. Clift,

Tessier,
Winter,
Shea,
Donnelly,
Harvey,
Thorburn,
Talbot, Rendell.

The Minutes of Wednesday last were read. Minutes read.
Pursuant to the Order of the Day, and on motion Indemnity Bill of the Hon. Financial Secretary, the Bill sent up, read 3rd time and entitled " An Act to Indemnify the Governor of ${ }^{\text {passed. }}$ Newfoundland for certain Sums of Money advanced by him from the Colonial Treasury for the Service of the Colony," was read a third time and passed, and the Hon. the President signed the same.

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

Pursuant to the Order of the Day, and on motion Committee on of the Hon. Financial Secretary, the House went ${ }_{\text {spection Bill. }}^{\text {Steam Boats } \text { In: }}$ into Committee on the Bill entitled "An Act to provide for the Inspection of Steam Boats."

The Hon. Mr. Tessier in the Chair. Chair taken.

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

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

A Bill entitled "An Act respecting the Election of Members of the General Assembly;"

Also, a Bill entitled "An Act to amend the Law respecting the appointment of Commissioners of Wrecked Property;"

Also, a Bill entitled " An Act to provide for the retirement of the Hon. Bryan Robinson, Senior Assistant Justice of the Supreme Court of Newfoundland;"

Which said Bills were read a first time, and
Ordered,-To be read a second time to-morrow.
Also, the following message :Mr. President, -

Message from Assembly.

The House of Assembly acquaint the Legisfative Council that they have passed the accompanying Address to His Excellency the Governor apon the subject of the Despatch from the Earl of Carnarvon, dated 23rd March, 1877, respecting the appointment of Officials on that part of the Coast where the French exercise fishery rights, to which they request the concurrence of the Council.
J. S. WINTER, Speaker.
House of Assembly, $\}$
19th April, 1877.
Address.

> To His Excellency Sir John Hawley Glover, K. G. C. M. G., Governor and Commanderin-Chief in and over the Island of Newfoundland and its Dependencies.

May it Please Your Excellency;-
The House of Assembly have had under consideration the Despatch of the Right Hon. the Earl of Carnarvon, of the 23rd January last, upon the
appointment of Officials upon that part of the Coast Address-
of this Colony where the French can exercise cer-
(Continued.) tain fishery rights under Treaty, and the House would respectfully express the satisfaction with which they have received this emphatic sustainment by Her Majesty's Government of a right of inherent Sovereignty possessed by the Crown over the whole of Newtoundland and its Dependencies.

That Your Excellency in Council may be enabled promptly to cause that portion of the Island in question to be placed under the controd of legally constituted authority, this House respectfully request that Your Excellency. will be pleased to proceed with the appointment of two Magistrates, who shall also be Collectors of Customs' Revenue, one to be stationed on the West and the other on the North-east Coast, at the most convenient localities, at a salary to each Magistrate of Sixteen hundred dollars, with a per centage upon all Customs' duties collected by him, not to exceed Four hundred dollars a year.

If it should be deemed requisite for the better protection of the Revenue that Preventive Officers be placed on other parts of the Coast above referred to, the House would respectfully recommend that these appointments should be made, with such other arrangements in connection therewith as to your Excellency in Council may appear conducive to the interests of this service.

The House would also respectfully request your Excellency to cause them to be furnished during the next Session of the Legislature with a full report of the proceedings adopted on this matter, and of the results so far accomplished.

> J.S. WINTER, Speaker.

[^0]Message.

Address-local Telegraphy.

Also the following Message :-
Mr. President, -

The House of Assembly beg to acquaint the Honorable the Legislative Council that they have passed the accompanying Address to His Excellency the Governor upon the subject of Local Telegraphy, and request the Council's concurrence in the same.

## J. S. WINTER, Speaker.

 House of Assembly,April 20th, 1877. $\}$

To His Excellency Sir John Hawley Glover, K. G. C. M. G., Governor and Commander-in-Chief in and over the Island of Newfoundland and its Dependencies.
May it Please Your Excellency; -
The House of Assembly having had under consideration the Report of the Select Committee on the subject of Telegraphy, dated in April, A. D. 1876, the Address of this House thereupon, dated the 25th day of April, A. D. 1876, and also a communication from the Anglo-American Telegraph Company, dated the 31st day of March, A. D. 1877, respectfully request that Your Excellency in Council will be pleased to take the same into consideration, and adopt such means as may be deemed necessary, at a cost not exceeding the sum of Twentyfive thousand dollars, for the construction of a line of Telegraphy between Heart's Content and Bonavista Bay; and further, that Your Excellency in Council will be pleased to cause a survey to be made from Garia, or a Port on the South Coast, via St. George's Bay, Bay of Islands, Bonne Bay, and Bett's Cove, to Tilt Cove, and also from Conn River via Bett's Cove to Tilt Cove, and after such survey to adopt such steps as may be deemed necessary for connecting Tilt Cove, via Bett's Cove, with Saint John's, by a line of Telegraphy, and this House will make provision for the same.

The Deputations having retired, the Chairman Chair taken. resumed the Chair of the Committee.

After some time the House resumed. House resumed.
The Chairman reported the Bill without amend- Bill reported. ment.

Ordered,-That the Report be received, and
Ordered,-That the Bill be read a third time tomorrow.

Deputations from the Assembly brought up, for Deputations from concurrence, a Bill entitled "An Act for granting ${ }_{\substack{\text { Bills. }}}^{\text {Asembly with }}$ to Her Majesty a Sum of Money for defraying the Expenses of the Civil Government of this Colony for the year ending the 31st day of December, 1877, and for other purposes;"

Also, a Bill entitled "An Act for the more effectual Transfer of certain Church of England Properties to the Diocesan Synod of Newfoundland," which said Bills were read a first time, and

Ordered,-To be read a second time to-morrow.
Pursuant to the Order of the Day, and on motion Committee on of the Hon. Mr. Rendell, the House went into Com- $\frac{\text { Commercial Bank }}{\text { Bill. }}$ mittee on the Bill sent up, entitled "An Act to continue and amend the Act for the Incorporation of the Commercial Bank, and the several Acts in amendment thereof."

Hon. Mr. Talbot in the Chair.
Chair taken.
The Chairman reported the Bill with an amend-Bill reported. ment.

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

Committee on
Union Bank Bill.

Pursuant to the Order of the Day, and on motion of the Hon. Mr. Thorburn, the House went into Committee on the Bill sent up, entitled "An Act to continue an Act for the Incorporation of the Union Bank of Newfoundland, and the several Acts in amendment thereof."

Chair taken. . Hon. Mr. Winter in the Chair.
House resumed. After some time the House resumed.
Bill reported. The Chairman reported the Bill with an amendment.

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

Pursuant to the Order of the Day, and on motion
Committee on Coast Fisheries Bill.

Chair taken.
Honse resumed.
Progress reported.
The Chairman reported progress and asked leave to sit again.
Report received. Ordered,-That the Report be received.
Banking Bill read 2nd time.

Pursuant to the Order of the Day, and on motion of the Hon. Mr. Rendell, the Bill sent up, entitled "An Act to amend the Law in relation to Banking and Bills of Exchange, and for other purposes," was read a second time, and

Ordered,-To be committed to-morrow.

Bill to amend Title 3, Cap. Sec. 17, of the Consol. Stat., read 1st time.

Pursuant to notice, and on motion of the Hon. 9, Mr. Donnelly, the Bill entitled "An Act to amend Title 3, Chapter 19, Section 17, of the Consolidated Statutes," was read a first time.

Pursuant to notice, and on motion of the Hon. Mr. Donnelly,-
Ordered,--That the 35th Rule of this House be 35 th Rule suspensuspended as regards all Bills, Addresses, \&c., dur-ded: ing the remainder of the Session.
On motion of the Hon. Mr. Donnelly, the Bill Bill to amend entitled "An Act to amend Title 3, Chapter 19, Titee 17, of the 19, Sec. 17, of the Consolidated Statutes," was read a consol. stat., second time, and-

Ordered, -To be committed presently. Committed.
Hon. Mr. Harvey in the Chair. Ehair tâkens
After some time the House resumed. Honse resumed.
The Chairman reported the Bill without amend-bill reported. ment.

Ordered,-That the report be received.
Report received.
The said Bill was then read a third time, and
Ordered,-That the Bill do now pass, and be entitled "An Act to amend Title 3, Chapter 19, Sec. 17, of the Consolidated Statutes," and the Hon. the President signed the same.

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

Hon. Financial Secretary gives notice that he Totices of motion. will, on to-morrow, move the adoption of the Address brought up from the Hon. House of Assembly, on the subject of the extension of Telegraphy.

Hon. Colonial Secretary gives notice that he will, on to-morrow, move the adoption of the Address, brought up from the Hon'ble House of Assembly, on the subject of the Earl of Carnarvon's Despatch
of the 23rd January last, relative to the appointment of Officials on the so-called French Shore.

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

## Monday, April 23rd, 1877.

House meets. The House met pursuant to adjournment.

## Present :

Members present.


Minutes read. The Minutes of Monday last were read.

Document laid on
Table.

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

Report on the Newfoundland and Labrador Fisheries, 1876, by Capt. James Erskine, R.N ., H.M.S. Eclipse.

Steam Boats In- Pursuant to the Order of the Day, and on motion spection Bill read of the Hon. Financial Secretary, the Bill entitled
3rd time. 3rd time. "An Act to provide for the Inspection of Steam Boats," was read a third time, and

Ordered,-That the Bill do now pass, and be entitled "An Act to provide for the Inspection of

Steam Boats," and the Hon. the President signed the same.

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

Pursuant to the Order of the Day, and on motion Commercial Bank of the Hon. Mr. Rendell, the Bill sent up, entitled ${ }^{\text {Bill read 3rd time }}$ "An Act to continue and amend the Act for the Incorporation of the Commercial Bank and the several Acts in amendment thereof," was read a third time and passed, and the Hon. the President signed the same.

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

The Amendment is as follows :-
Amendment made by the Legislative Council in $A$ mendment. and upon the Bill sent up from the House of Assembly, entitled "An Act to continue and amend the Act for the Incorporation of the Commercial Bank and the several Acts in amendment thereof."

In the Preamble, after the word "Newfoundland" in the sixth line, insert the words " and so much of an Act passed in the Thirty-second year of the said Reign, Chapter Ten, as relates to the said Commercial Bank."

Pursuant to the Order of the Day, and on motion Union Bank Birr of the Hon. Mr. Rendell, the Bill sent up, entitled ${ }_{\text {passed. }}^{\text {read }}$ 3rd time and "An Act to continue the Act for the Incorporation of the Union Bank of Newfoundland, and the several Acts in amendment thereof," was read a third time and passed, and the Hon. the President signed the same.

Ordered,-That the said Bill, as amended, be sent to the House of Assembly, with message, that this House had passed the same with an Amendment, and requesting concurrence therein.
The Amendment is as follows:-
Amendment.
Amendment made by the Legislative Council in and upon the Bill sent up from the House of Assembly, entitled " An Act to continue the Act for the Incorporation of the Union Bank of Newfoundland and the several Acts in amendment thereof:"

In the Preamble, after the word " Newfoundland" in the eighth line, insert the words " and so much of an Act passed in the Thirty-second year of the said Reign, Chapter Ten, as relates to the Union Bank of Newfoundland."

Election of Members of General Asscmbly Billread 2nd time.

Committed.

Chair taken.
House resumed.
Bill reported.

On motion of the Hon. Colonial Secretary, the Bill sent up, entitled "An Act respecting the Election of Members of the General Assembly," was read a second time, and

Ordered,-To be committed presently.
Hon. Mr. Talbot in the Chair.
After some time the House resumed.
The Chairman reported the Bill without amendment.

Report received.

Read 3rd time and passed.

Committee on Coast Fisheries Bill.

Pursuant to the Order of the Day, and on motion of the Hon. Mr. Rendell, the House went into Committee on the Bill sent up, entitled "An Aet for
the amendment of an Act to amend the Law relating to the Coast Fisheries."

Hon. Mr. Thorburn in the Chair. Chair taken.
After some time the House resumed. House resumed.
The Chairman reported the Bill without amend- Bill reported. ment.

Ordered,-That the Report be received.
Report received.
The said Bill was then read a third time and Read 3rd time passed, and the Hon. the President signed the and passed. same.

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

Pursuant to the Order of the Day, and on motion Committee on of the Hon. Mr. Rendell, the House went into Com- Banking Bill. mittee on the Bill sent up, entitled " An Act to amend the Law in relation to Banking and Bills of Exchange, and for other purposes."

Hon. Mr. Donnelly in the Chair.
Chair taken.
After some time the House resumed.
House resumed.
The Chairman reported the Bill with some Bill reported. amendments.

Ordered,-That the Report be received, and Report reeeived,
Ordered,--That the said Bill, as amended, be Read 3rd time read a third time presently, which said Bill was and passedmin read a third time and passed, and the Hon. the President signed the same, and

Ordered,-To be sent to the House of Assembly, with message, that this House had passed the same with amendments, and requesting concurrence therein.

The Amendments are as follows:-

## Amendments.

Amendments made by the Legislative Council in and upon the Bill sent up, entitled "An Act to amend the Law in relation to Banking and Bills of Exchange, and for other purposes :"

In the first Section, fourth and fifth lines, strike out the words " the day after New Year's Day and Christmas Day, when these days respectively fall on Sunday," and insert instead thereof the words, " the day after New Year's Day and the day after Christmas Day, when New Year's Day and Christmas Day fall on Sunday."

In the second Section, ninth line, strike out the words " and repaid by."

Pension Billread 2nd time.

Committed.
Chair taken.

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

Report received.
Read 3rd time and passed.

Pursuant to the Order of the Day, and on motion of the Hon. Financial Secretary, the Bill sent up, entitled "An Act to provide for the Retirement of the Hon. Bryan Robinson, Senior Assistant Justice of the Supreme Court, Newfoundland," was read a second time, and

Ordered,-To be committed presently. Hon. Mr. Winter in the Chair.

After some time the House resumed.

Ordered,-That the report be received.
The said Bill was then read a third time and passed, and the Hon. the President signed the same.

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

Pursuant to the Order of the Day, and on motion Supply Bill read of the Hon. Financial Secretary, the Bill sent up, entitled "An Act for granting to Her Majesty a Sum of Money for defraying the Expenses of the Civil Government of this Colony for the year ending the 31st day of December, 1877, and for other purposes," was read a second time, and

Ordered,-To be committed presently. Committed.
Hon. Mr. Harvey in the Chair. Chair taken.
After some time the House resumed. Honse resumed.
The Chairman reported the Bill without amend- Bill reported. ment.

Ordered,-That the Report be received. Report received.
The said Bill was then read a third time and Read 3rd time passed, and the Hon'ble the President signed the ${ }^{\text {and passed. }}$ the same.

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

Pursuant to the Order of the Day, and on motion Wrecked Property of the Hon. Colonial Secretary, the Bill sent up, Bill read 2nd entitled " An Act to amend the Law respecting the appointment of Commissioners of Wrecked Property," was read a second time, and

Ordered,-To be committed presently.
Committed.
Hon. Mr. Rendell in the Chair.
Chair taken:
After some time the House resumed.
House resumed.
The Chairman reported the Bill without amend-bill reportod. ment.

Ordered,-That the Report be received.

Read 3rd time passed.

Diocesam Synod Bill read 2nd time.

Committed. Ordered,-To be committed presently.
Chair taken. Hon. Mr. Winter in the Chair.
House resumed.
After some time the House resumed.
Bill reported. The Chairman reported the Bill without amendment.

Repoet received. Ordered,-That the Report be received.
Read 3rd time and passed.

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

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

Pursuant to the Order of the Day, and on motion of the Hon. Mr. Harvey, the Bill sent up, entitled " An Act for the more effectual Transfer of certain Church of England Properties to the Diocesan Synod of Newfoundland,", was read a second time, and

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

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

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

## Tuesday, April 24th, 1877.

The House met pursuant to adjournment.
House meets.
Present :
The Honorable Mr. Morkis, President.
Members present. Honorables Messrs. Cliff, Tessier,
Winter,
Shea,
Donnelly,
Harvey,
Thorburn,
Talbot,
Rendell.
The Minutes of yesterday were read.
Minutes read.
Pursuant to the Order of the Day, and on motion Insolvency Bill of the Hon.Mr. Thorburn, the Bill sent up, entitled read 2nd time. "An Act to amend the Law of Insolvency," was read a second time, and

Ordered,-To be committed presently. Committed.
Hon. Mr. Clift in the Chair. Chair taken.
Aftemso time the House resumed. Honse resumed.
The Chairman reported the Bill without amend-Bill reported. ment.

Ordered,-That the Report be received. Report received.

The said Bill was then read a third time and Read 3 rd time passed, and the Hon'ble the President signed the ${ }^{\text {and passed. }}$ same.

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

Address on Telegraphy, read and passed.

Deputations with Bills،

## Messages.

On motion of the Hon. Financial Secretary, the Address sent up on the subject of Telegraphy, was read, adopted and passed.

Ordered,-That a message be sent to the Assembly informing them that this House had adopted the said Address.

Deputations from the Assembly brought up for concurrence the following Bills :-

A Bill entitled " An Act to remove certain Le* gislative Disabilities;"

Also, a Bill entitled "An Act for the Incorporation of the Presbyterian Body in Newfoundland and for other purposes;"

Also, a Bill entitled "An Act for granting to Her Majesty a Sum of Money for Constructing and Repairing Roads, Streets and Bridges, and other Public Works within this Colony, and to make provision for the protection and preservation of the same."

Also, the following Messages :Mr. President,--

The House acquaint the Legislative Council that they have passed the Bill sent down, entitled "An Act to amend an Act passed in the 39 th year of the Reign of Her present Majesty, entitled "An Act to amend an Act passed in the 38th year of the Reign of Her present Majesty, entitled 'An Act respecting Certificates to Masters and Mates,' " with some amendments, to which they request the concurrence of the Council.
J.S. WINTER,

House of Assembly, 24th April, 1877.\}

Mr. President,-
The House of Assembly acquaint the Legislative Messages. Council that they have passed the Amendment made by the Council in and upon the Bill sent up from the Assembly, entitled "An Act to continue and amend the Act for the Incorporation of the Commercial Bank of Newfoundland and the several Acts in amendment thereof," without amendment.

J. S. WINTER,<br>Speaker.

House of Assembly, 23rd April, 1877. $\}$

## Mr. President,-

The House of Assembly acquaint the Legislative Council that they have passed the Amendment made by the Council in and upon the Bill sent up from the Assembly, entitled "An Act to continue the Act for the Incorporation of the Jnion Bank of Newfoundland and the several Acts in amendment thereof," without amendment.

J. S. WINTER,<br>Speaker.

House of Assembly, 23rd April, 1877. $\}$
Mr. President, 一
The House of Assembly beg to acquaint the Hon. the Legislative Council that they have passed the accompanying Address to His Excellency the Governor upon the subject of a subsidy for Steam Service in Trinity Bay.

J. S. WINTER, Speaker.

Mr. Peesident,-
Messages.
The House of Assembly respectfully request that the Hon. the Legislative Council will be pleased to furnish them with the amount of the Council's Contingencies for the present Session.

J. S. WINTER, Speaker.

$\left.\begin{array}{l}\text { House of Assembly, } \\ \text { April } 24 \text { th, 1877. }\end{array}\right\}$
Mr. President,-
The House of Assembly acquaint the Legislative Council that they have passed the Bill entitled "An Act to amend the Education Act, 1876," with some amendments, to which they request the concurrence of the Council.

J. S. WINTER,<br>Speaker.

$\left.\begin{array}{l}\text { House of Assembly, } \\ \text { April } 24 \text { th, 1877. }\end{array}\right\}$

Address relative to appointment of Officials, read and passed.

On motion of the Hon. Colonial Secretary, the Address sent up on the subject of the appointment of Officials upon that part of the Coast where the French exercise certain fishery rights, was read, adopted and passed.

Ordered,-That a message be sent to the House of Assembly informing them that this House had adopted the said Address.

Amendments on Masters \& Mates Bill read 1st and 2nd time.

On motion of the Hon. Financial Secretary, the Amendments made in and upon the Bill sent down, entitled " An Act to amend an Act passed in the Thirty-ninth year of the Reign of Her present Majesty, entitled ' An Act to amend an Act passed in the Thirty-eighth year of the Reign of Her present Majesty, entitled 'An Act respecting Certif-
cates to Masters and Mates,'" was read a first and second time, and

Ordered,-To be committed presently.
Committed.
Hon. Mr. Tessier in the Chair.
Chair taken.
After some time the House resumed.
House resumed.
The Chairman reported the Amendments with- Bill reported. out amendment.

Ordered,-That the Report be received. Repori reeeived.
Ordered,-That a message be taken to the Assembly informing them that this House had passed their Amendments without amendment.

On motion of the Hon. Colonial Secretary, the Legislative DisBill sent up, entitled "An Act to remove certain ${ }_{1 s t}$ abilities Bill read Legislative Disabilities," was read a first and second time, and

Ordered,-To be committed presently. Committed.
Hon. Mr. Winter in the Chair.
Chair taken.
After some time the House resumed.
House resumed.
The Chairman reported the Bill without amend- Bill reported. ment.

Ordered,-That the Report be received. Report received.
The said Bill was then read a third time and Read 3rd time passed, and the Hon'ble the President signed the and passed. same.

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

On motion of the Hon. Financial Secretary, the Road Bill read Bill sent up, entitled "An Act for granting to Her ${ }^{\text {1stand 2nd time }}$

Majesty a sum of Money for Constructing and Repairing Roads, Streets and Bridges and other Public Works within this Colony, and to make provision for the protection and preservation of the same," was read a first and second time, and

Committed. Ordered,-To be committed presently.
Chair taken. Hon, Mr. Thorburn in the Chair.
Hoase resumed. After some time the House resumed.
Bill reported. The Chairman reported the Bill without amendment.

Report received. Ordered,-That the Report be received.
Read 3rd time and The said Bill was then read a third time and passed. passed, and the Hon'ble the President signed the same.

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

## Amendments on

 Education Bill read and passed.Presbyterian Body Incorporation Bill read 1st and 2nd time.

On motion of the Hon. Financial Secretary, the Amendments made in and upon the Bill sent down, entitled " An Act to amend the Education Act, 1876," were read and passed.

Ordered,-That a message be sent to the House of Assembly, informing them that this House had passed their amendments without amendment.

On motion of the Hon. Mr. Thorburn, a Bill sent up, entitled "An Act for the Incorporation of the Presbyterian Body in Newfoundland and for other purposes," was read a first and second time, and

Committed.
Ordered,-To be committed presently.
Chair taken.
Hon. Mr. Donnelly in the Chair.
House resumed.
After some time the House resumed.

The Chairman reported the Bill without amend-Billreported. ment.

Ordered,-That the Report be received. Report received.

The said Bill was then read a third time and Read 3rd time passed, and the Hon'ble the President signed the ${ }^{\text {and passed. }}$ same.

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

On motion of the Hon. Financial Secretary, the Address-Steam Address sent up on the subject of a subsidy for ${ }_{\text {pervice, read and }}$ Steam Service in Trinity Bay, was read, adopted, and passed.

Ordered,-That a message be sent to the House of Assembly informing them that this House had adopted the said Address.

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

## Wednesday, April 25th, 1877.

House meets. The House met pursuant to adjournment.

## Present :

Members present. The Honorable Mr. Morris, President.
Honorables Messrs. Clift,
Tessier,
Winter,
Shea,
Donnelly,
Harvey,
Thorburn,
Talbot,
Rendell.
Minutes read. The Minutes of yesterday were read.
Contingency Re- Hon. Mr. Tessier, from the Select Committee on port presented,
and Committee of the Contingencies of this House for the present ${ }_{\text {Privilege thereon. Session, presented a Report of the same, which }}^{\text {and }}$ was received and read, and on motion the House resolved itself into a Committee of Privilege.
Honse resumed. After some time the House resumed.
Report adopted. The Chairman reported that the Committee had adopted the Report of the Select Committee without amendment.

Report received. Ordered,-That the Report be received.
The said Report then passed, and the Hon. the President signed the same.

Ordered,-That the said Report be sent to the House of Assembly with the following Message :Mr. Speaker, -
Message.
The Legislative Council acquaint the House of Assembly that they have adopted and passed the
accompanying Report of the Select Committee on the Contingencies of this House for the present Session, to which they request the concurrence of the House of Assembly.

EDWARD MORRIS,<br>President.

Council Chamber, 25th April, 1877.
The Select Committee appointed by the Council Report on Print-with regard to the Printing and Contingencies, re- ing and Contin-port that they have examined the Accounts of the ${ }^{\text {gencies. }}$Activg Clerk and Usher of the Black Rod, and haveconsidered other charges and expenses, and findthem as follows:-
Contingent expenses of the Acting Clerk $\$ 24120$
Contingent expenses of the Usher of the Black Rod ..... 47232
Newfoundlander Newspaper, for publish- ing Debates ..... 16000
Times, Ledger, North Star and Standard Newspapers, for copying, each $\$ 100$. ..... 40000
Newspapers for Council and for Members during Session ..... 17420
Miscellaneous printing. ..... 34765
Salary of Acting Clerk, including index- ing and collating Journals ..... 60000
Salary of the Acting Master-in-Chancery ..... $700 \quad 00$
Salary of the Usher of the Black Rod ..... 60000
Salary of Reporter ..... 65000
Door Keeper ..... 25000
Assistant Door Keeper. ..... 15000
Fireman ..... \$ 6500
President, Sessional allowance ..... 24000
Ten Members, Sessional allowance ..... 1,200 00
One Member, short attendance. ..... 6000
Estimated expense of Printing and Bind- ing Journals ..... 64000
R. Dicks, for Binding Newspapers. ..... 2300$\$ 6,97337$
P. G. TESSIER,
Chairman. JOHN WINTER, E. D. SHEA, A. W. HARVEY, T. TALBOT.
Committee Room,
April 25th, 1877.$\}$

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

Deputation with Message.

A Deputation from the Assembly brought up the following Message:-
Mr. President, -
The House of Assembly acquaint the Honorable the Legislative Council, that they concur in the Amendments made by the Council, upon the Bill sent up from the House of Assembly, entitled "An Act to amend the Law in relation to Banking and Bills of Exchange and for other purposes."

J.S. WINTER,

House of Assembly, 25th April, 1877.

On motion of the Hon. Financial Secretary, the amendments on Amendments made in and upon the Bill sent down, Biille to amend entitled "An Act to amend Title 3, Chapter 19, See. 17, of the Section 17, of the Consolidated Statutes," were read read and pase and passed.

Ordered,-That a Message be taken to the Assembly, informing them that this House had passed their amendments without amendment.

A Deputation from the Assembly brought up for Fire Brigade Biil concurrence a Bill, entitled "An Act to provide read 1st and 2nd for the Organization of a Volunteer Fire Brigade in St. John's, and to amend Chapter 84 of the Consolidated Statutes, entitled ' Of the St. John's Fire Brigade,'" which said Bill was read a first and second time, and-

Ordered,-To be committed presently.
Committed:
Hon. Mr. Clift in the Chair.
Chair taken.
After some time the House resumed. House resumed.
The Chairman reported the Bill without amend- Bill reported. ment.

Ordered,-That the Report be received. Report received.
The said Bill was then read a third time and Read 3rad time and passed, and the Hon'ble the President signed the passed. same.

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

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

Thursday, April 26th, 1877.
House meets. The House met pursuant to adjournment.

> Present :

Members present. The Honorable Mr. Morris, President.
Honorables Messrs. Clift,
Tessier,
Winter,
Shea,
Donnelly,
Habvey,
Thorburn,
Talbot,
Rendell.
Minutes read. The Minutes of yesterday were read.

Deputation with Contingencies Bill.

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

The Deputation having retired,
The said Bill was read a first and second time.
And on motion of the Hon. Mr. Donnelly, the House went into Committee on the same presently.

Chair taken. Hon. Mr. Thorburn in the Chair.
House resumed. After some time the House resumed.
Bill reported. The Chairman reported the Bill without amendment.
Report received. Ordered,-That the Report be received.
Read 3rd time
and passed.

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

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

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

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

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

An Act to provide for a Pension to Joseph Crowdy, late Clerk in Colonial Secretary's Office.

An Act to provide for the Retirement of the Hon. Bryan Robinson, Senior Assistant Justice of the Supreme Court of Newfoundland.

An Act to authorize the Consolidation of part of the Public Debt of this Colony.

An Act to Indemnify the Governor of Newfoundland for certain Sums of Money advariced by him from the Colonial Treasury for the service of this Colony.

An Act to make further provision for the maintenance of Cape Race Light and Fog Whistle.

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

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

An Act to amend the Education Act, 1876.
An Act further to amend the Criminal Law.
An Act to remove certain Legislative Disabilities.
An Act to provide for the Organization of a Volunteer Fire Brigade in St. John's, and to amend Chapter 84 of the Consolidated Statutes, entitled "Of the St. John's Fire Brigade."

An Act for the more effective Transfer of certain Church of England Properties to the Diocesan Synod of Newfoundland.

An Act for the amendment of an Act entitled "An Act to amend the Law relating to the Coast Fisheries."

An Act to amend the Law respecting the appointment of Commissioners of Wrecked Property.

An Act for the Incorparation of the Presbyterian Body in Newfoundland, and for other purposes.

An Act to amend Title 3, Chapter 19, of the Consolidated Statutes.

An Act to amend the Law of Insolvency.
An Act to provide for the prevention of Interments in certain Burial Grounds.

An Act to continue the Act for the Incorporation of the Union Bank of Newfoundland, and the several Acts in amendment thereof.

An Act to continue and amend the Act for the Bills assented to. Incorporation of the Commercial Bank, and the se- -(Continued.) veral Acts in amendment thereof.

An Act to amend the Law in relation to Banking and Bills of Exchange, and for other purposes.

An Act respecting the Election of Members of the General Assembly.

An Act for the Encouragement of Manufacturing.
An Act to amend the Law respecting the Customs.
An Act to amend an Act passed in the Thirtyninth year of the Reign of Her present Majesty, entitled "An Act to amend an Act passed in the Thirty-eighth year of the Reign of Her present Majesty, entitled 'An Act respecting Certificates to Masters and Mates.' "

After which His Excellency was pleased to deliver the following

## SPEECH:


Mr. Speaker and Gentlemen of the House of Assem-
bly:
The period having arrived when the state of public business enables me to relieve you from further attendance in Session, you will, doubtless, be glad of the cessation of Legislative duties at a season of the year in which your personal engagements usually demand all your care and attention.

It has been very satisfactory to me to note the assiduity you have devoted to the discharge of those high public trusts confided to you in your Legislative character, and I feel assured the country will

Governor's
Speech. (Continued.)
correctly appreciate the several measures of usefulness and progress which you have just placed amongst our Colonial records. I particularly desire to express my endorsement of the policy exemplified in the provision for extending our Telegraphic system to Trinity and Bonavista, and in the contemplated surveys which, I trust, may result in including also the more northerly and the extreme western portions of the Island within its civilizing influences.

Your acceptance of the views of the Imperial Minister regarding the inauguration of legal authority and institutions on those parts of the coasts of Newfoundland where the French have certain fishery privileges under existing treaties, will, I have no doubt, be gratifying to Her Majesty's Government; and I look forward with confidence to those benefits, social and otherwise, of which I regard this measure as the earnest.

I learn with sincere pleasure that the Seal fishery, which so largely affects our general interests, will this year prove to be one of fair average success.

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

I thank you for the liberality with which you have provided for the public service. Your grants shall be applied with careful regard to the intentions which have directed their appropriation.

## Mr. President and Honorable Gentlemen of the Legislative Council:

Mr. Speaker and Gentlemen of the House of Assembly:

In now proroguing the session I beg to assure you of my cordial wish that prosperity may attend the prosecution of your ordinary avocations, and
that the prospects which now appear to encourage Governor's the industrial operations of the Colony may be ${ }_{(\text {Speechi, }}^{\text {(Continued.) }}$ abundantly realized.

## JOHN H. GLOVER.

Council Chamber, 26th April, 1877. $\}$

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

H. H. CARTER, Acting Clerk, Legislative Council.

## [Znd of the Third Session of the Twelfth General Assembly.]

ERRATA.
From page 9 to 55, in the head line, for " Thirty-nintt Victoria," read "Fortieth Vietoria."

## APPENDIX

TO THE

JOURNAL

OF THE

## LEGISLATIVE COUNCIL.

## APPENDIX.

No. 1.

## Despatches and Enclosures relative to the admission of Newfoundland into the Postal Union, and to Reduction in Postage.

[Copy.]
Newfoundland.
No. 29.

Sir,-
I communicated to the Post-master General your Telegram of the 1st April, in which you stated that the Government of Newfoundland wished the Colony to enter into the General Postal Union established by the Treaty of Berne, at the same time as Canada, and I requested that the necessary steps might be at once taken for the admission of the two Colonies to the Union.

I enclose, for the information of your Government, a copy of the reply from the General Post Office, from which you will perceive that a letter has been addressed to the Director General of the Swiss Post Office, in order that effect may be given to the wishes of the Governments of Canada and Newfoundland; but that, as was pointed out in a letter from the General Post Office to the Lords Commissioners of the Treasury, dated 9 th November, 1875, a copy of which accompanied my Despatch
of the 27 th of that month, it will be necessary that your Government should come to an understanding with the Government of the United States, as a preliminary to entering the Union.

> I have the honor to be, Sir,
> Your most obedient humble Servant,
(Signed) ROBERT G. W. HERBERT, For the Earl op Carnarvon. The Officer Administering the Government of Newfoundland.

## the general post office to the colonial OFFICE.

[Copy.]
No. 199, B.

Sir,-
$\left.\begin{array}{l}\text { General Post Office, } \\ \text { London, } 7 \text { th April, 1876. }\end{array}\right\}$
I am directed by the Postmaster General to acknowledge the receipt of your Letter of the 3rd inst., on the subject of the entry of Canada and Newfoundland into the General Postal Union; and in reply to acquaint you, for the information of the Earl of Carnarvon, that in accordance with His Lordship's wishes, a Letter has been addressed to the Director General of the Swiss Post Office, requesting that the desire which had been expressed by the Governments of the Dominion and of Newfoundland to enter the Union, may be notified in the usual manner to all the Administrations concerned.

With regard to Newfoundland, the Post-master General desires me to remark, that in writing to the Treasury on 9th November last, he pointed out that it would be necessary for the Government of that Colony to come to an understanding
with the United States, as a preliminary to entering the Union. This condition has probably not been lost sight of; but, as no mention is made of it in the Telegram from Newfoundland, copy of which accompanied your Letter, His Lordship thinks it as well to advert to the point.

> I am, \&c.,
(Signed)
JOHN TILLEY.
R. G. W. Herbert, Esq., \&c., \&c., Colonial Office.
[Copy.]
Newfoundland.
No. 33.

## Sir,-

> Downing Street, 2nd May, 1876.

With reference to previous Correspondence respecting the admission of Canada and Newfoundland into the General Postal Union, I have the honor to transmit to you, for your information, a copy of a letter on the subject which has this day been received from the General Post Office.

> I have the honor to be, Sir, Your most obedient humble Servant,
(Signed) CARNARVON.

## Governor

Sir John Glover, G. C.M. G.,
\&c., \&e., \&ce.

## the general post office to the colonial OFFICE.

[Copy.]
No. 245, B.
Immediate.

> General Post Office, London, 2nd May, 1876.

Sir,-
With reference to my Letter of the 7th ult., on the subject of the entry of Canada and Newfoundland into the general Postal Union, I am directed by the Postmaster General to request that you will state to the Earl of Carnarvon that the Swiss Post Office has informed this Department that, up to the present time, the replies received from the Offices of the Union have all been favourable to such entry, with one exception, viz. : that of the French Post Office, which objects to the admission of Canada and Newfoundland into the Union on the terms suggested, namely, on the ground that they are more favourable than those recently granted on the admission of the French Colonies.

Lord John Manners being unable to admit that there is any analogy between the case of Canada and Newfoundland, and the case of the French Colonies generally, has felt it to be his duty to protest, at once, against the attitude assumed by the French Post Office, and he will do all in his power to prevent delay in bringing the two British Colonies in question into the Union.

His Lordship had hoped that the necessary formalities would have been completed, so that the measure might have taken effect on 1st July next; but it is to be expected that, in consequence of the difficulty which has arisen, this hope may not be realized.

Under these circumstances, I am to request that you will move the Earl of Carnarvon to address a communication to the Governor of Newfoundland explaining how the matter stands.

The Canadian Post Office has already been informed by this Department.

> I am, \&c., \&c.,
(Signed) WM. JAS. PAGE.
R. G. W. Herbert, Esq.,
\&c., \&c., \&c.,
Colonial Office.
[Copy.]
Newfoundland.
No. 51.
Downing Street,
25th July, 1876. \}

## Sir,-

With reference to my Despatch, No. 8, of the 17th January last, I have the honor to transmit to you, for your information, a copy of a Correspondence which has passed between Mr. Carter and this Office, and the General Post Office, respecting the reduction of Postage on Letters between the United Kingdom and Newfoundland.

> I have, \&c.,
(Signed)
CARNARVON.
Governor
Sir J. H. Glover, G. C. M. G.,
\&c., \&c., \&c.

## Mr. CARTER TO THE EARL OF CARNARVON.

[Copy.]

$$
\left.\begin{array}{l}
\text { London, } \\
\text { 22, JeRMyN STREET, } \\
\text { 5th July, } 1876 .
\end{array}\right\}
$$

My Lord;
I have the honor to bring under the notice of your Lordship the great inconvenience experienced in the Colony of Newfoundland from the collection of Postage between the United Kingdom and the Colony.

Heretofore the rate has been Six Cents the half ounce, but the Colonial Government, believing that the reduction to Five Cents, contemplated under the Berne Treaty, would have immediate operation as with Correspondence between the Dominion of Canada, assented sometime since to the proposed reduction.

Correspondents are under the impression that Five Cents is the present rate of Postage, which, being insufficient, subjects the receiver in the Colony to Seven Cents additional, making in all, Twelve Cents.

The Postmaster of the Colony called to-day at the Post Office here, representing the confusion and trouble occasioned from the circumstance referred to, but it appears that the Berne arrangement has not been perfected.

The desire of the Colonial Government is that the Five Cent rate may be established, so as to ensure uniformity and prevent the continuance of the present serious inconvenience.

I believe the Post Office authorities would not be unwilling to recommend this change; and I shall be obliged if your

Lordship will be pleased to take steps that may now effectuate the object in view.

I have, \&c.,
(Signed)

F. B. T. CARTER,

Premier of Newfoundland.

## The Right Hon'ble <br> The Earl of Carnarion, \&c., \&c., \&c.

THE COLONIAL OFFICE TO MR. CARTER.
[Copy.]
$\left.\begin{array}{l}\text { Downing Street, } \\ \text { 18th July, 1876. }\end{array}\right\}$
Sir,-
I am directed by the Earl of Carnarvon, to acknowledge the receipt of your Letter of the 5th July, relative to the rate of Postage on Letters for Newfoundland, and I am to state that a Copy of it has been forwarded to the Post Office, with the expression of Lord Carnarvon's hope that the Postmaster General will be able to reduce the rate of Postage to Five Cents without waiting for the admission of the Colony into the Union.

> I am, \&c.,
(Signed)
R. G. W. HERBERT.

The Hon'ble F. Carter.

## 1HE COLONIAL OFFIOE TO THE POST OFFICE.

[Copy.]
Downing Street, 15th July, 1876. \}
Sir,-
I am directed by the Earl of Carnarvon, to transmit to you the accompanying Copy of a Letter from the Premier of Newfoundland, representing that serious inconvenience has arisen from the impression that the rate of Postage on Letters for that Colony, has been reduced to Five Cents. This impression appears to be due to the belief that the admission of the Colony into the Postal Union has been accomplished, whereas it appears to be delayed in consequence of a difficulty made by the French Government.

Lord Carnarvon trusts that the Postmaster General will be able to meet the wishes of the Colonial Government, that the rate of Postage shall be at once reduced to Five Cents, without waiting for the admission of the Colony into the Union.

I have, \&ce.,
(Signed) R. G. W. HERBERT.

## The Secretary, Post Office.

## MR. CARTER TO THE COLONIAL OFFICE.

[Copy.]
$\left.\begin{array}{l}22 \text { Jermyn Street, } \\ 19 \text { th July, } 1876 .\}\end{array}\right\}$
Sir,-
I have the honor to acknowledge your Letter of the 18th instant, respecting the rate of Postage with the Colony of Newfoundland, and thank the Earl of Carnarvon for the ready attention he has been pleased to give to this matter.

> I have, \&c.,
(Signed) F. B. T. CARTER.
Robert G. W. Herbert, Esq., Colonial Office.

## the general post office to the colonial OFFICE.

[Copy.]
381, B.
Immediate.

## Sir,-

$$
\left.\begin{array}{l}
\text { General Post Office, } \\
\text { London, 25th July, 1876. }
\end{array}\right\}
$$

Having laid before the Postmaster General your Letter of the 15 th inst., with the Letter from the Premier of Newfoundland which accompanied it, strongly urging the expediency of reducing the postage on Letters between the United Kingdom
and Newfoundland to 5 cents or $2 \frac{1}{2} \mathrm{~d}$. per half ounce, without waiting for the admission of the Colony into the Postal Union.

I am directed by His Lordship to request that you will state to the Earl of Carnarvon that, entirely concurring in the proposal, he lost no time in communicating with the Lords of the Treasury, and that they have been pleased to give their sanction to it, it being understood that such reduction is to be made from the Sea Postage, as intimated in a Letter addressed to this Department by the Postmaster General of Newfoundland.

It is intended to carry out the measure on this side on the 1st proximo, and the Postmaster General requests that Lord Carnarvon will be good enough to inform the Governor of Newfoundland.

> I am, \&c.,
(Signed) JOHN TILLEY.
R. G. W. Herbert, Esq., \&c., \&c., \&c.
[Copr.]
Newfoundland.
General.
Downing Street,
25th October, 1876. $\} ~$
Sir,-
With reference to my Despatch, No. 33, of the 2nd May, I have the honor to transmit to you the accompanying Copy of a Letter from the Post Office, together with Extract from a further Letter from that Department, reporting and explaining the continued objection of the French Government to the admission of Canada and Newfoundland into the International

Postal Union on the proposed terms, and stating the intention of the Postmaster General to propose at the next Postal Congress the amendment of Article XVII of the Treaty by which any one Member of the Union is at present enabled to prevent the admission of any proposed New Member.

I have, \&c.,
(Signed) CARNARVON.
Governor
Sir J. H. Glover, G. C. M. G., \&c., \&c., \&c.

## THE GENERAL POST OFFICE TO THE COLONIAL OFFICE.

[Copy.]
No. 478 , B.

> General Post Office, London, 16 th Sept., 1876. $\}$

With reference to my Letter of the 2nd May last, on the subject of the opposition raised by the French Post Office to the admission of Canada and Newfoundland into the General Postal Union, I am directed by the Postmaster General to request that you will state to the Earl of Carnarvon that every possible endeavour has been made on the part of this Department to induce the French Post Office to give way, but without success.

There can be no doubt that, under the provisions of the 6th clause of Article XVII. of the Postal Union Treaty, any country of the Union possesses the right to object to the entry of any new comer ; and, as the French Post Office resolutely
resolutely insists on availing itself of this right in this present instance, there is no alternative but to accept its decision.

Lord John Manners greatly regrets that Canada and Newfoundland are consequently excluded from the Postal Union for a time; but it is his Lordship's intention, if the opposition to their entry be not withdrawn previous to the meeting of the next Postal Congress at Paris in 1878, to cause a proposal to be submitted to the Congress for the amendment of Article 17 of the Berne Treaty, in such a manner as will admit of the reception of a new member into the Postal Union by a majority of votes, after the preliminary acquiescence of the members having Postal relations with the applicants for admission has been secured.

I am to request that the Earl of Carnarvon will be good enough to cause the Governor General of the Dominion and the Governor of Newfoundland to be informed of the result which has attended their applications.
I am, \&c.,
(Signed) S. A. BLACKWOOD.

## R. G. W. Herbert, Esq., \&c., \&c., \&c., Colonial Office.

## Esitract from a Letter from the General Post Office to the Colonial Office, dated 4th October, 1876.

"I am accordingly desired by his Lordship to explain that, at the Conference which took place at Berne in January last, proposals on the part of France were made that the French Colonies generally should enter the Union on the same terms as Continental States, and that British India should also come in under similar conditions.
"That proposal, if adopted, would have required the reduction of two pence half-penny per half ounce of the combined
inland and sea postage levied in this country on all letters addressed to any of the French Colonies or to British India, as well as the reduction to six francs fifty centimes per kilogramme, or about two pence per ounce of the British sea postage, chargeable on all letters conveyed by British Mail Packets to or from French Colonies or British India on behalf of other States of the Union.
"The sacrifice of Revenue which such reduction would have involved was greater than this country was prepared to make, and in lieu of the French proposals, it was decided by the Delegates attending the Conference that an additional sea rate should be collected, over and above the Union rate, on the correspondence in question, making the total postage rate on such correspondence six pence instead of two pence half-penny per half-ounce, and that the sea transmit postal payable by Union States to the country defraying the cost of the Mail Packets by which their letters are conveyed to French Colonies or British India, should be at the rate of twenty-five francs per kilogramme, instead of six francs fifty centimes per kilogramme, the ordinary Union sea rate.
" It was with great reluctance that France agreed to this, and when the proposal subsequently came for the admission of Canada and Newfoundland into the Union, at the Union rates of postage and at the lower sea transit rates which France had wished to see adopted in regard to letters to and from French Colonies, she resolutely determined to veto such admission and not to allow two British Colonies to come in on more favorable terms than the French Colonies generally.
"The circumstance that the postage on letters to and from Canada and Newfoundland is already only two pence halfpenny per half ounce, and that it would be out of the question to increase it, has had no influence whatever on the determination of the French Government, and it seems quite hopeless further to contest the point. France will, it is believed, offer no opposition to the West Indian or other British Colonies entering the Union, at a six penny rate of postage, and with a sea transmit rate of twenty-five francs per kilogramme, but she will not agree to any British Colony or Foreign Country coming in on lower terms than those agreed upon in the case of French Colonies."
[Copy.]
Neufoundland.
No. 82.
$\left.\begin{array}{l}\text { Downing Street, } \\ \text { 31st October, 1876. }\end{array}\right\}$
Sir,-
With reference to previous Correspondence relating to the entry of Canada and Newfoundland into the Postal Union under the Treaty of Berne, I have the honor to transmit to you, for the information of your Government, a Copy of a Letter from the Board of Treasury with its enclosures, respecting the reductions of the Postage charges on Newspapers, \&c., conveyed between this Country and Canada and Newfoundland.

I have the honor to be,
Sir,
Your most obedient humble Servant, (Signed) ROBERT G. W. HERBERT, For the Earl of Carnarvoñ.
The Officer Administering the Government of Newfoundland.

THE TREASURY TO FHE COLONIAL OFFICE.
[Copy.]
No. 16864.
76.

Treasury Chambers,
28th October, 1876.$\}$
Sir,-
I am directed by the Lords Commissioners of Her Majesty's Treasury to transmit to you herewith, for the information
of the Earl of Carnarvon, Copies of a Letter from the Postmaster General, dated the 23rd instant, and of its Enclosure, together with Copy of their Lordship's reply of this day's date, relating to the Postage charges on Newspapers, \&c., conveyed between this Country and the Colonies of Canada and Newfoundland.

I am, \&c.,
(Signed) WILLIAM LAW.
R. G. W. Herbert, Esq.,

Colonial Office.

## THE GENERAL POST OFFIGE TO THE TREASURY.

[Copy.]

My Lords ;-
Referring to the correspondence which took place at the latter end of last year, relative to the desire of the Governments of Canada and Newfoundland that those Colonies should enter the Postal Union.

I have the honor to inform your Lordships, that as soon as all the preliminary arrangements prescribed by the Postal Union Treaty had been made, I requested the Swiss Post Office to propose to the Postal Administrations of the several States of the Union, that Canada and Newfoundland should be admitted as Members.

The French Post Office, however, persistently opposed their admission, principally because the terms upon which those Colonies would come in would be more favorable than the terms granted in January last to the French Colonies generally, and as the Treaty gives to each Union State an absolute veto in such cases, there was no alternative but to acquiesce in the decision.

The Postmaster General of Canada was of course informed of the obstacle that had arisen; and, in a letter of which I enclose a copy, he has suggested that although Canada cannot be placed in the position which she desires as regards correspondence exchanged with Union States generally, it will be only reasonable to give to the correspondence which she exchances with the mother country all the advantages which have already been afforded (by the Union Treaty) to the correspondence between the United States and the United Kingdom.

I think this a very proper suggestion, and I recommend it for your Lordship's favorable consideration.

The rate of postage on letters from the United Kingdom to Canada and to the United States has already been made uniform, and it only remains to make the charges on Newspapers, Book Packets and Patterns, agree.

At present the charge on a Newspaper to Canada, sent via New York, is two pence.

On a Newspaper for the United States, the charge is only one penny; on Book Packets and Patterns sent to Canada, the charge is,-

|  | Not exceeding |  |  | Every additional |
| :--- | :---: | :---: | :---: | :---: |
| By Canadian |  |  |  |  |
| Packet |  |  |  |  |
| Pia 2 oz. | 2 to 4 oz. | 4 oz. |  |  |
| Vid. | 2 d. | 3 d. | 3 d. |  |
| Viark Yo 1 d. | 2 d. | 4 d. | 4 d. |  |

While on Book Packets and Patterns sent to the United States, the charge is, -

| Not exceeding |  | Every additional |
| :---: | :---: | :---: |
| 2 oz. | 2 oz. to 4 oz. | 2 oz. |
| 1 d. | 2 d. | 1 d. |

I submit that your Lordships should authorize me to have a Warrant prepared making the charges uniform and sanctioning Post Cards bearing an impressed stamp of one penny farthing, being sent to Canada as to the United States; and I further recommend, that although no similar request has been
made by the Government of Newfoundland, the two Colonies may be put upon the same footing.

I have, \&cc.,
(Signed) JOHN MANNERS.
The Lords Commissioners
of Her Majesty's Treasury.

Mr. Griffin to the general post office.
[Copy.]
No. 2.37

> Post Office Defarthent, Canada, Ottawa, 2nd Oct., 1876. $\}$

Sir,-
I beg to acknowledge the receipt of your letter of the 21st ultimo, informing me that the French Post Office continues to oppose the admission of Canada to the Postal Union, and intimating that as under the Treaty of Berne the French Post Office or any other Member of the Union would seem to have a right to take this course if it sees fit. His Lordship the Postmaster General has given notice of his intention, should this opposition not be withdrawn prior to the meeting of the next Postal Congress at Paris in 1878, to cause a proposition to be submitted to the Congress for such an amendment of Article XVII. of the Berne Treaty as will admit of the reception of a new member into the Union by a majority of votes, after the preliminary acquiescence of the members having Postal relations with the applicant for admission has been secured. Under this aspect of the case, I am to submit for the consideration of His Lordship the Postmaster General, that it would seem to be but reasonable that pending the final result of this controversy with the French Post Office, the people of Canada should have, by agreement, the same advantages in respect to the charges on their correspondence with the United

Kingdom that the people of the United States are in the enjoyment of by Treaty, and particularly that Post Cards and Book Post matter may be authorised to pass between the United Kingdom and Canada on as favorable condtitions as between the United Kingdom and the United States.
I am, \&c.,
(Signed) W. H. GRIFFIN.

John Tilley, Esq., C. B., \&c., \&c., \&c., General Post Office, London.

## THE TREASURY TO THE POSTMASTER GENERAL.

[Copy.]<br>16,864.76

> Treasury Chambers, 28th October, 1876.$\}$

My Lord, -
The Lords Commissioners of Her Majesty's Treasury have had before them your letter of the 23 rd inst., recommending, with reference to the proposed admission of Canada and Newfoundland into the General Postal Union, which however cannot at present be effected owing to the opposition of the French Post Office, that the postage on the correspondence between those Colonies and this Country having been already assimilated to that between this Country and the United States, the postage on Newspapers, Book Packets and Patterns should likewise be made uniform with the postage on similar articles between this country and the United States.

I am commanded to inform you that under the circumstances represented, my Lords are pleased to authorize you to have a Warrant prepared making the postage charges on Newspapers, Book Packets and Patterns between this Country and Canada and between this Country and Newfoundland uniform
with those between this Country and the United States, and likewise sanctioning Postage Cards bearing an impressed stamp of one penny farthing, sent to Canada and Newfoundland.

I have, \&c.,
(Signed) WM. LAW.
The Postmaster General.

## No. 2.

## Despatches and Enclosures relative to Act for the granting of Certificates to Masters and Mates.

[Copy.]
Newfoundland.
No. 30.

$$
\left.\begin{array}{l}
\text { Downing Street, } \\
\text { 21st April, 1876. }
\end{array}\right\}
$$

Sir, -
I referred to the Board of Trade your Despatch No. 13, of the 25th January, with the proposed rules and regulations which accompanied it, for carrying out the Act respecting Certificates to Masters and Mates, 38 Vic., Cap. 4.

I now enclose a copy of the reply which has been received from the Board of Trade, from which it will be perceived that it is necessary that certain further conditions should be complied with before an Order in Council can be issued extending to the Colony certain provisions of the Merchant Shipping Act, 1869.

With reference to the concluding paragraph of this letter, I have to inform you that I received on the 15 th inst. your Despatch of the 29th March, forwarding the transcript of an Act passed for the amendment of the Colonial Act above re-
ferred to, and that I have duly communicated your Despatch and Enclosure for the consideration of the Board of Trade.

> I have, \&c.,
(Signed) CARNARVON.

## Governor

Sir John Glover, G. C. M. G., \&c., \&c., \&c.

## THE BOARD OF TRADE TO COLONIAL OFFICE.

No. 2,737.
[Copy.]

$$
\left.\begin{array}{l}
\text { Board of Trade, } \\
\text { Whitehall Gardens, } \\
\text { 6th April, } 1876 .
\end{array}\right\}
$$

## CERTIFICATES.

## Sir,-

With reference to your letter of the 15th February last, transmitting copies of the rules and regulations proposed by the Governor of Newfoundland for carrying into effect Colony's Act, No. 4, of 1875, respecting Certificates to Masters and Mates, and requesting that the provisions of Section 8 of the Merchant Shipping (Colonial) Act, 1869, may be extended to that Colony. I am directed by the Board of Trade to state, for the information of the Earl of Carnarvon, that betore they can advise Her Majesty to issue an Order in Council for the purpose of extending the provisions of the Act referred to, it will be necessary for the Government of Newfoundland to make certain alterations and amendments in their regulations, and to comply with a few further conditions.

The amendments required have been inserted in red ink in the accompanying copy of the Newfoundland regulations.

The conditions referred to are the following, viz.: -

## 1. Form of Certificate.

That the Certificates of Competency which the Government of Newfoundland proposed to issue should resemble as nearly as possible the Certificates issued by this Board of Trade, of which copies are enclosed for their guidance.

On these Certificates the name of the Colony should be printed in front and on the back, in the centre at the top.

In addition to the usual extract from the Merchant Shipping Act, which is printed on the back of each Certificate, there should be printed a notice to the effect that it is liable to be cancelled or suspended by any Court or Tribunal which has power under the Imperial Act 25 \& 26 Vic., Cap. 63, Sec. 23 , to cancel or suspend Certificates.

## 2. Issue of Certificates.

Arrangements should also be made for having the Certificates numbered consecutively.

## 3. Information to be sent to the Registrar General of Seamen.

The Registrar General of Seamen, 6, Adelaide Place, London Bridge, should be furnished at regular intervals with lists of Certificates issued, accompanied by duplicate copies of the applications for examination by the Candidates.
(Form Examination 2) to whom Certificates have been granted, together with a statement of their services. He should also be supplied with lists of all Certificates suspended or cancelled by the Colonial Government through death, loss, destruction, legal proceedings, \&c.

## 4. Examinations.

I am to forward copies of the Examination Papers which are issued by this Board to be used at the Examinations in the United Kingdom. The Examination Papers used by the Examiners in Newfoundland should resemble these as closely as possible.

I am also to enclose copies of a scheme drawn up by this Department for facilitating the carrying into effect of the provisions of Section 8 of the Merehant Shipping (Colonial) Act, 1869.

In conclusion, I am to request that copies of the Certificates and Examination Papers which the Newfoundland Government proposed to issue may be forwarded to this Board for their approval, and I am to add that no Order in Council can be issued until Section 10 of the Colonial Act has been amen= ded in accordance with the terms of this Board's letter of the 5th November last, addressed to Lord Carnarvon.

> I am, \&e.,
(Signed) THOMAS GRAY.
Under Secretary of State, Colonial Office.
[Copr.]
Newfoundland.
No. 34.
$\left.\begin{array}{l}\text { Downing Street, } \\ \text { 8th May, } 1876 .\}\end{array}\right\}$
Sir,-
With reference to Sir Stephen Hill's Despatch, No. 42, of the 29th March, 1876, and to the concluding paragraph of mine of 21 st April, No. 30 , I have the honor to transmit to you the enclosed copy of a letter from the Board of Trade on the subject of the Act recently passed by the Legislature of Newfoundland in amendment of the Act 38 Vic., Cap. 4, respecting Certificates to Masters and Mates.

I request that you will communicate the observations of the Board of Trade to your Government for their consideration,
and with a view to the amendment of the Act recently passed in the manner suggested.

I beg to call your attention to the enquiry made in the last paragraph of the Board of Trade letter, in regard to the forms required by your Government.

I have, \&c.
(Signed)
CARNARVON.
Governor
Sir John Glover, G. C. M. G.,
\&c., \&c., \&ce.

## THE BOARD OF TRADE TO THE COLONIAL OFFICE.

[Copy.]
No. 6,166.

$$
\left.\begin{array}{l}
\text { Board of Trade, } \\
\text { Whirehali Gardens, } \\
28 \text { th April, 1876. }
\end{array}\right\}
$$

## COLONIAL CERTIFICATES.

## Sir,-

I am directed by the Board of Trade to acknowledge the receipt of your letter of the 21st inst., transmitting a copy of a Despatch from the Governor of Newfoundland, forwarding a copy of an Act to amend the Act of the 38th Vic., Cap. 4, entitled "An Act respecting Certificates to Masters and Mates;" also enclosing a requisition for certain forms, \&c.

In returning the draft of the amending Act, I am to point out, for the consideration of the Earl of Carnarvon, that the wording of Section 2 seems to be defective, and might be improved by the insertion of the words written in red ink.

I am also to call attention to the latter part of Section 3, which provides that any Colonial Certificate granted under the Act which has been suspended or cancelled, shall be forwarded by the Court to the Governor, for transmission to the Board of Trade.

This provision is taken from Sub-section 3, of Section 23, of the "Merchant Shipping Act, 1862," which provides that Certificates granted under the Merchant Shipping Acts which have been suspended or cancelled shall be returned to what at the same time of the passing of the Act was the only authority by whom such Certificates could be issued, viz.: the Board of Trade.

Since, however, "the Merchant Shipping Act, (Colonial) 1869," has come into operation, and that other authorities, subject to certain conditions, are given power to issue Certificates equivalent to those issued by the Board of Trade, it has been deemed desirable that when such Certificates are suspended or cancelled, they should be returned to the authority, viz.: the Colony by whom they have been granted.

When, therefore, an Order in Council is issued extending the provisions of Section 8 of the "Merchant Shipping (Colonial) Act, 1869," to any Colony, and making the provisions of the Merchant Shipping Acts applicable to Certificates of Competency granted under such Order, such Certificates are specially exempted from the provision in Sub-section 3, of Section 23 , of the "Merchant Shipping Act, 1862," which requires that on suspension or cancellation they shall be transmitted to the Board of Trade.

Section 4 of the Newfoundland Aet, which gives power to the Board of Trade, if they see fit, to re-issue and return Certificates granted in the Colony which may have been suspended or cancelled, to shorten the time of suspension or to grant a Certificate of a lower grade than the one suspended or cancelled, is taken from Sub-section 4 of Section 23 of the "Merchant Shipping Act, 1862." These provisions of the Imperial Act, whilst properly applicable to Certificates granted by the Board of Trade, are scarcely so to Colonial Certificates, and in consequence these Certificates are by the Order in Council spe-
cially exempted also from the provisions of the Sub-section referred to.

In addition to this, it is specially provided in the Order in Council, that Colonial Certificates of Competency which have been cancelled or suspended by any Court or Tribunal having power to do so, shall be renewed and re-issued only by the Colony by which they were originally granted.

Both the justice and expediency of such a provision are apparent, it being but right that a Colonial Government should retain its authority over its own Certificate-holders and over the custody and issue of its own Certificates, the Board of Trade merely reserving the power of cancelling Colonial Certificates improperly granted, i.e., granted at variance with the conditions of the Order in Council, and in case of conviction for an offence.

For the reasons above stated, I am to suggest, for Lord Carnarvon's consideration, that the Government of Newfoundland should be advised to omit the provision in Section 3 of their amending Act, which requires suspended or cancelled Certificates to be transmitted to the Board of Trade, and also the whole of Section 4.

In conclusion, I am to state that the forms applied for shall be forwarded as soon as they can be obtained; but the Board would be glad to learn whether the Government of Newfoundland propose in future to print their own forms, or whether they wish to be supplied by this Board.

I have, \&c.,
(Signed) T. H. FARRAR.
The Under Secretary of State, Colonial Office.

## [Copy.]

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

Be it enacted by the Governor, Legislative Council and Assembly, in Legislative Session convened, as follows:-
1.-That the Tenth Section of the Act passed in the Thirty-eighth year of the Reign of Her present Majesty, entitled "An Act respecting Certificates to Masters and Mates," shall be, and the same is, hereby repealed.
2.-The power of cancelling or suspending the Certificate of a Master or Mate shall rest in and be exercised by a Marine Court of Enquiry constituted under Chapter Ninety-nine of the Consolidated Statutes of Newfoundland, entitled " Of a Marine Court of Enquiry," by Magistrate's Naval Court, Admiralty Court or other Court or Tribunal by which any charge, complaint, or case investigated or tried, or by the Board of Trade, if such Master or Mate is shown to have been convicted of any offence.
3.-Every such Court or Tribunal shall, at the conclusion of the case, or as soon afterwards as possible, state in open Court the decision to which they have come with respect to cancelling or suspending Certificates, and shall in all cases send a full report upon the case, with the evidence, to the Governor, for transmission to the Board of Trade, and shall also, if they determine to cancel or suspend any Certificate, forward such Certificate to the Governor for transmission to the Board of Trade, with their report.
4.- It shall be lawful for the Board of Trade, if they think the justice of the case require it, to re-issue and return any Certificate which has been cancelled or suspended, or shorten the time for which it is suspended, or grant a new Certificate of the same or any lower grade in place of any Certificate which has been cancelled or suspended.
5.-No Certificate shall be cancelled or suspended under this Act unless a copy of the report or statement of the case
upon which the investigation is had shall have been furnished to the owner of the Certificate before the commencement of investigation; nor in the case of investigations conducted by Justices or Stipendiary Magistrates, unless two Magistrates at least express their concurrence in the report.
[Copy.]
Newfoundland.
No. 61.

Sir, -

> Dowaing Street, 26 th Aug., 1876.$\}$

I referred to the Board of Trade your Despatch, No. 95, of the 27th July, with the Letter which accompanied it from Commander Robinson, relating to Certificates of Service granted in the Dominion of Canada.

I enclose a copy of the reply which has been received from the Board of Trade, and I have to request that you will communicate the substance of it to Commander Robinson.

I have the honor to be, Sir,
Your most obedient humble Servant,
(Signed)

R. H. MEADE,<br>For the Earl or Carnarvon.

Governor
Sir John Gloner, G. C. M. G., \&cc., \&cc., scc.

## THE BOARD OF TRADE TO COLONIAL OFFICE.

[Copy.]
No. 11,446

> Board of Trade,
> Whirehall Gardens, 23rd August, 1876.

## CERTIFICATES.

Sir,-
I am directed by the Board of Trade to acknowledge the receipt of your letter of the 15 th inst., transmitting, by direction of the Earl of Carnarvon, copy of a Despatch from the Governor of Newfoundland, enclosing a letter from Commander Robinson, R. N., relative to Certificates of Service granted in the Dominion of Canada.

In reply, I am to request that you will be good enough to move the Earl of Carnarvon to take the necessary steps to have Commander Robinson informed that Certificates of Service granted in Colonies are not under any circumstances recognized in the United Kingdom as entitling their possessors to clear ships out of English Ports.

I have, \&c.,
(Signed)
THOMAS GRAY.
The Under-Secretary of State, Colonial Office.

## No. ${ }^{3}$

## bespatch corering Commission to Sir H. W. HOYLES, appointing him Administrator of the Government.

[Copy.]
Newfoundland.
General.

Sir,-
Downing Street, 1st May, 1876. $\}$

I have the honor to transmit to you a Commission under the Royal Sign Manual and Signet, appointing Sir Hugh William Hoyles, Knight, to administer the Government of Newfoundland in the event of the death, incapacity, or absence of the Governor and Lieutenant Governor.

I have to request that yot will return to this Department the Commission dated 3rd June, 1871, appointing Sir H. W. Hoyles Administrator of the Government, in order that it may be cancelled in the usual manner.

I have the honor to be,
Sir,
Your most obedient humble Servant,
(Signed)
CARNARVON.
Governor
Sir J. H. Glover, G. C. M. G.,
\&c., \&c., \&c.

# No. 4. <br> Despatches and Enclosires relative to Cape Race Fog Whistle. 

THE EARL OF CARNARVON TO GOVERNOR SIR J. GLOVER.
[Copy.]
Newfoundland.
No. 50.
Downing Sitreet,
24th July, 18\%6. $\}$
Sir,-
I referred to the Board of Trade your Despatch, No. 83, of the 24th June last, relating to the Cape Race Fog Whistle, and I have the honor to transmit to yout, for your information and guidance, a copy of a letter received from thatit Department in reply.

The Telegram which was forwaided to you on the 19th instant, was founded on this Letter.

I have, \&c.,
(Signed) CARNARFON
Governor Sir J. Glover.

## BOARD OF TRADE TO COLONIAL OFFICE.

[Copy.]
265,358.

$$
\left.\begin{array}{r}
\text { Board of Trade, Harbor Department, } \\
\text { Whitehall Gardens, S. W., } \\
17 \text { th July, } 1876 .
\end{array}\right\}
$$

Sir,-
I am directed by the Board of Trade to acknowledge the receipt of your letter of the 10th instant, enclosing copy of a Despatch and its Enclosures from the Governor General of Canada, respecting the means recommended for reducing the present heavy cost of maintenance of the Cape Race Fog Whistle, and also of your further communication of the 11th instant, transmitting copy of a Despatch and other Papers on the same subject from the Governor of Newfoundland.

From the latter of these Despatches, it appears that the maintenance of this important signal is at present jeopardized for want of an additional Boiler and of a Bridle Road to approach the Station by on the land side ; and the Board of Trade entirely concur with Sir John Glover that the expenditure for these is imperatively necessary under the circumstances.

I am accordingly to intimate the sanction of this Department to the expense in question, (viz.: for the Bridle Road, Three hundred pounds; for the New Boiler, Two Thousand Six Hundred Dollars); and to suggest for the consideration of the Earl of Carnarvon, that in the gravity of the case, as indicated in the seventh paragraph of the Governor's Despatch, such sanction should be notified without delay by Telegraph.

I have, sce.,
(Signed) C. CECIL TREVOR.
The Under-Secretary of State, Colonial Office.
[Copy.]
Newfoundland.
No. 60.

Sir,$\left.\begin{array}{l}\text { Downing Street, } \\ \text { 22nd Aug., 1876. }\end{array}\right\}$

With reference to previous correspondence relative to the Fog Signal at Cape Race, I have the honor to transmit to you, for your information and guidance, a copy of a letter from the Board of Trade, and to authorize you to draw a Bill on the Financial Assistant Secretary of that Board for the amount of One Thousand Nine Hundred and Ninety-two Pounds Sixteen Shillings and Eight Pence, in the manner mentioned in the letter.

> I have the honor to be, Sir, Your most obedient humble Servant,
(Signed)

R. H. MEADE, For the Earl of Carnarvon.

Governor
Sir John Glover, G. C. M. G., \&c., \&c., \&c.

## tHE BOARD OF TRADE TO COLONIAL OFFIOE.

[Copr.]
H. 6,040.

$$
\left.\begin{array}{r}
\text { Board of Trade, Harbor Department, } \\
\text { Whitchall Gardens, S. W., } \\
\text { 15th Aug., 1876. }
\end{array}\right\}
$$

Sir,-
Referring to previous correspondence relative to the Fog Signal at Cape Race, Newfoundland, and more particularly to the letter from this Department of the 27th ultimo, (H. 5,358,) I am directed by the Board of Trade to state, that with the sanction of the Lords Commissioners of the Treasury, they are now prepared to pay to the Colony of Newfoundland the balance remaining due on account of the first cost, erection, \&cc., of the Engines, Boiler and Whistle, (One Thousand Eight Hundred and Seventy-nine Pounds Two Shillings and Three Pence) and the amounts for maintenance for December quarter, 1875, and March quarter, 1876, (together One Hundred and Thirteen Pounds Fourteen Shillings and Five Pence.

I am accordingly to suggest, for the consideration of the Earl of Carnarvon, that Sir John Glover should be informed that he is authorized to draw a Bill on the Financial Assistant Secretary of the Board of Trade, A. G. C. Hamilton, Esq., at three days' sight, for One Thousand Nine Hundred and NinetyTwo Pounds Sixteen Shillings and Eight Pence, being the sum of the two amounts named above.

The Board will reserve any further observations they may desire to offer till they receive the report promised by the Governor in his Despatch of the 25 th July, transmitted in your letter of the 9th inst.

> I have, \&c.,

> (Signed)

HENRY G. COLCRAFT.

## The Under-Secretary of State, Colonial Office.

[Copr.]
Newfoundland.
No. 78.

Sir,-
With reference to previous correspondence on the subject of the cost of the construction and maintenance of the Fog Signal at Cape Race, I transmit to you a Copy of a further Letter which I have received from the Board of Trade in the matter.
2. I also enclose a Copy of a Despatch from the Deputy Governor of Canada, conveying the formal assent of the Government of the Dominion to an increase of the toll levied on vessels passing Cape Race.
3. I request that you will communicate these Papers to your Ministers, and ask them to obtain from the Legislature of Newfoundland, as desired by the Board of Trade, the authority required by Section 3 of the "Merchant Shipping Amendment Act, 1855 ," for the levying within the Colony of the higher toll of $\frac{1}{8}$ th penny per ton on vessels passing Cape Race.
4. A Copy of the Board of Trade Letter has been sent to the Governor General of Cannada.

> I have the honor to be, Sir, Your most obedient humble Servant,
(Signed) CARNARVON.

## Governor

Sir J. H. Glover, G. C. M. G., \&c., \&c., \&c.,

## the board of trade to the colonial ofrice.

## [Copy.]

H. 6,550.
$\left.\begin{array}{r}\text { Board of Trade, Harbour Department, } \\ \text { Whitehall Gardens, }{ }^{\text {S. }} \text {. W. } \\ \text { 9th Oct., 1876. }\end{array}\right\}$
Sir,-
With reference to previous Correspondence on the subject of the Fog Signal at Cape Race, Newfoundland, and particularly to the Letter from this Department of the 10th April last, (H. 1,652), in which a statement was given for the information of the Government of the Dominion of Canada showing how the estimates for the construction and maintenance of the Signal had been exceeded, I am directed by the Board of Trade to state as follows :

In the Letter above mentioned it was shown that after payment to the Colony of Newfoundland of the cost of maintenance of the Signal till September, 1875, and of the amount sanctioned by the Treasury in 1871, for erection, the balance of dues in the hands of the Board of Trade was nearly exhausted, whilst One Thousand Four Hundred and Three Pounds Three Shillings and Seven Pence, the excess of expenditure over estimate on construction, still remained to be repaid to the Colony, besides a balance of One Thousand Three Hundred and Fifty-eight Pounds Eighteen Shillings and Seven Pence, due to the Imperial Exchequer on account of advances for the construction of Cape Race Lighthouse.

It now appears that the excess of expenditure over estimate on the first cost of the Fog Signal, has been swollen to One Thousand Eight Hundred and Seventy-nine Pounds Two Shillings and Three Pence, chiefly through the expense of laying down a Pipe Track for Water Supply having proved much larger than was at first expected.

The Governor of Newfoundland has also represented that, in order to ensure the efficient maintenance of the Signal, it is
imperatively necessary that a Bridle Road should be constructed on the land side of the Lighthouse, and that a spare Boiler is urgently required.

The Road is Three Hundred Pounds, and of the Boiler Two Thousand Six Hundred Dollars; and the Board of Trade have felt that the interests involved in the due maintenance of the Signal left them no alternative, but that of sanctioning the works in question.

Under the circumstances, the Board have been obliged to make a further representation respecting the financial aspect of the case to the Lords Commissioners of the Treasury, who have now sanctioned an advance of Three Thousand Pounds from Imperial Funds for the purpose of enabling this Board to repay the balance of the outlays already made by the Colony, and to meet the expense of the further works recently sanctioned.

The Governor of Newfoundland has accordingly been authorized to draw on the Board for One Thousand Nine Hundred and Ninety-two Pounds Sixteen Shillings and Eight Pence, being the excess of expenditure over estimate on construction, together with One Hundred and Thirteen Pounds Fourteen Shillings and Five Pence, the cost of maintenance for the December quarter of 1875 , and the March quarter of the present year.

Since the receipt of the advance from Imperial Funds, it has been deemed necessary to sanction, on the-recommendation of the Governor, some further works at the Signal Station, including a covered way between the Keeper's dwelling and the Engine House, additions to the Boiler House and Coal Shed, and a Steam Winch Scaffold and Tramway for landing Coals, at an estimated cost of Three Thousand Eight Hundred and Twenty Dollars.

When sanctioning the advance from Imperial Funds, the Lords Commissioners of the Treasury made it a condition that the toll levied on account of the Lighthouse and Fog Signal should be raised from the present rate of $1-12 \mathrm{~d}$. to $1-8 \mathrm{~d}$.; and the Board of Trade, who, as already intimated to you in their letter of the 27 th July last, (H. 5,358,) have for some time past felt that this step would have to be taken, have caused a

Draft Order in Council to be prepared for submission to Her Majesty the Queen, with a view of obtaining the power re quisite to enable the increased toll to be levied from and after the first December next.

The object in increasing the toll is to provide funds for meeting the unexpected outlays which the erection and maintenance of the Signal have hitherto involved; and it is hoped that with the additional works above referred to, and a more economical system of management, it may be found practicable to reduce the toll at the expiration of a limited period.

I am to ask, that in laying this letter before the Earl of Carnarvon, you will move him to cause the contents to be communicated to the Governor General of Canada, with a request that the necessary steps may be taken for ensuring a contribution from the Dominion Treasury of a sum equivalent to that which the portion of the increased toll which might be levied in the Dominion would, if levied, amount to.

It would appear from the Copy of the approved report of a Committee of the Canadian Privy Council which accompanied your Letter of yesterday's date, that there will be no objection on the part of the Government of the Dominion to the course now proposed.

I am further to request that the thanks of this Board may be conveyed to the Government of Canada for the suggestions afforded by them with respect to the means for reducing the cost of maintenance of the Signal, as set forth in the documents which accompanied your Letter of the 10th July last.

The Government of the Dominion are apparently aware that their suggestions have been acted on by the Superintendent of Lighthouses at St. John's, Newfoundland. I am also to call attention to the resolution of the Newfoundland Board of Works, dated 24th May last, Copy of which accompanied your Letter of the 11th July last, concurring in the necessity of increasing the toll, and to suggest for the consideration of Lord Carnarvon, that the Governor of Newfoundland should be directed to obtain from the Legislative Assembly of the Colony, the authority required by Section 3 of the "Merchant

Shipping Act Amendment Act, 1855," for the levying within the Colony of the higher toll of $\frac{1}{8} \mathrm{~d}$.

(Signed)<br>C. CECIL TREVOR.

The Under-Secretary of State, Colonial Office.

## DEPUTY-GOVERNOR RICHARDS TO THE EARL OF CARNARVON.

[Copy.]
Canada.
No. 46.
筑
Otrawa, 20th September, 1876.\}
My Lord,-
With reference to your Lordship's Despatch, No. 211, of the 29th July, and to previous correspondence on the subject of the cost and maintenance of the Steam Fog Alarm at Cape Race, I have the honor to enclose a copy of an approved report of a Committee of the Privy Council, which contains the formal assent of this Government to an increase of the toll levied on vessels passing Cape Race.

> I have, \&c.,
(Signed)

WM. B. RICHARDS, Deputy-Governor.

The Right Hon'ble
The Earl of Carnarvon, \&cc., \&c., \&c.

Copy of a Report of a Committee of the Hon'ble Privy Council, approved by the Deputy of His Excellency the GovernorGeneral in Council, on the 19th September, 1876.

The Committee of Council have had under consideration, the Despatch, No. 211, of the 29th July last, from the Right Honorable the Earl of Carnarvon in further reference to the Steam Fog Whistle at Cape Race, and transmitting Copy of another Letter from the Board of Trade, requesting that the formal assent of the Government of Canada may be obtained to an increase in the toll leviable in respect to the Light-House and Fog Signal from 1-12d. to 1-8d., per ton.

The Hon'ble the Minister of Marine and Fisheries, to whom the Despatch, with Enclosure, has been referred, reports that it appears from the Letter of the Board of Trade, appended to Lord Carnarvon's Despatch of the 22nd April last, that the cost of the erection of Cape Race Fog Whistle amounted to $\$ 14,57526$, or $£ 3,03610$ s. 3 d ., and that of this amount $\$ 7,840$, or $£ 1,63 \Im 6 \mathrm{~s} .8$ d., has been paid out of the dues received, leaving a balance of $\$ 6,73526$, or $£ 1,4033$ s. 7d., still due on the cost of construction; that in addition to this, there is a balance due to the Imperial Exchequer of $£ 1,358$ 18s. 7 d., on account-of advances for the construction of Cape Race Light House, thus making the total balance due for the construction of the Light House and Fog Whistle £2,762 2s. 2d.

That it further appears from another Despatch received from Lord Carnarvon, 201, of 25th July last, with Enclosures from the Governor of Newfoundland, and a Letter from the Board of Trade, that the sanction has been given for an additional Boiler, that was urgently required for the Fog Whistle, and for the making of a Bridle Road by which to approach the station on the land side, the cost of the Boiler to be $\$ 2,600$ and of the Road, $£ 300$.

That as it further appears from Lord Carnarvon's Despatch of the 22 nd April last, that to meet this debt, a revenue of from $£ 1,800$ to $£ 2,000$, per annum, is derived from the tolls, which amount must be reduced by about $£ 400$ for maintaining the Light House, and $£ 1,200$ per annum, for maintaining
the Fog Whistle ; he, the Minister, recommends that the formal assent of the Government of Canada be given to the increase of the toll from 1-12d. to 1-8d., per ton, on Vessels passing Cape Race.

The Committee concur in the foregoing recommendation, and submit the same for your Excellency's approval.

> Certified,-

(Signed) W. A. HIMSWORTH, Clerk Privy Council, Canada.

## LORD CARNARVON TO GOVERNOR.

Nerofoundland.
No. 83.
[Copy.]
Sir,
With reference to my Despatch of the 13 th October, $N o_{*}$ 78, I have the honor to transmit to you a copy of a Letter from the Board of Trade, accompanied by 30 copies of an Order in Council, dated 23rd October, 1876, sanctioning, subject to the consent of any Colony thereby affected, the increase, on and after 1st of December next, of the Dues now leviable in respect of the Light House and Steam Fog Whistle at Cape Race, from 1-12th of a penny to $1-8$ th of a penny per ton.

Copies of the previous Order in Council of the 30th of September, 1873, were forwarded to yon in my predecessor's Despatch, No. 59, of 13th October, 1873.

I have the honor to be,
Sir,
Your most obedient humble Servant,
(Signed)
CARNARYON.

[^1]
## THE BOARD OF TRADE TO THE COLONIAL OFFIOE.

[Copy.]
H. 7,562.

> Board of Trade, Harbor Department, Whitehall Gardens, S. W., 2nd November, 1876.$\}$

## Sir,-

Referring to previous correspondence on the subject of the levying of an increased toll on vessels passing Cape Race, Newfoundland, I am directed by the Board of Trade to transmit herewith forty-five copies of an Order in Council, dated 23rd ultimo, sanctioning, subject to the consent of any Colony thereby affected, the increase, on and after the 1st December next, of the Dues now leviable in respect of the Light House and Steam Fog Whistle at Cape Race, from 1-12th of a penny to 1 -8th of a penny; and I am to request that you will move the Earl of Carnarvon to be so good as to cause thirty of these copies to be forwarded to the Governor of Newfoundland, and twelve to the Governor-General of the Dominion of Canada.

> I have, \&ce.,
(Signed)
C. CECIL TREVOR.

The Under-Secretary of State, Colonial Office.

No. 5.
hespatch and Enclosures rellative to alleged expulsion of Eritish Fishermen from Hillyard's Harbor.
[Copy.]
Newfoundland.
No. 69.

Sir,-
With reference to your Telegraphic despatch, which I received on the 31st July, respecting the alleged expulsion of British Fishermen from Hillyard's Harbour, in Newfoundland, I have the honor to transmit to you a copy of a letter with its Enclosures from the Foreign Office on this subject.

I have, \&c., \&c.,
(Signed) CARNARVON.
Governor
Sir J. H. Glover, G. C. M. G.,
\&c., \&c., \&c.

IHE FOREIGN OFFICE TO THE COLONIAL OFFICE.
[Copy.]
Foreign Office,
September 7th, 1876. $\}$

With reference to Sir J. Pauncefote's letter of the 15th ult., I am directed by the Earl of Derby to transmit to you, to be
laid before the Earl of Carnarvon, a Copy of a Despatch from Lord Lyons, enclosing a Copy of the reply which His Lordship has received from the Duc Decazes to the representation which he had made to the Duc relative to the alleged expulsion of British fishermen from Hillyard's Harbour, in Newfoundland.
I am, \&c.,
(Signed) T. V. LISTER.
The Under-Secretary of State, Colonial Office.
[Copy.]

## My Lord ;-

$$
\left.\begin{array}{c}
\text { Paris, } \\
\text { 21st Aug., 1876. }
\end{array}\right\}
$$

Your Excellency has done me the honor to write to me under date 12 th instant, drawing my attention to the strong measures complained of by the English fishermen at Hillyard's Harbor, Newfoundland, who were ejected from that place by French Cruisers.

I hasten to inform my colleague, Admiral Fourichau, who had been already advised of the reports spread at St. John's, shortly before the departure of the last European Mail.

But later information has shewn matters under a very different aspect, and the result of reports furnished to the Minister of Marine, that it is, on the contrary, the Captain of an English Man-of-War who, on the remonstrance of one of our Officers, thought it his duty to interfere himself to suppress an abuse of which he had been witness.

The Newfoundland Newspapers, furthermore, publish two Speeches delivered, one by the President of the Chamber of Commerce, the other by the British Admiral, (extracts of which I, \&c., \&c., to enclose.) Compared together, the two admit of
no doubt as to the real facts of the occurrence in question, nor of the cordial relations existing between the French and English Officers. I have, therefore, every hope that the present season will pass without any complications calculated to embarrass the Commission of Paris.

For the rest, as your Excellency knows, the strictest instructions have been given to this effect to Captain Galiber, at the commencement of his command; and the Minister of Marine has recently forwarded his further instructions, ordering him to abide by that line of conduct from which he has not swerved since his arrival in Newfoundland.

I am, on the other hand, confident that Admiral Sir C. Key will continue in the friendly attitude he has hitherto assumed, according to which our Naval Commanders have been enabled to exercise their duties of protection with the moderation prescribed to them.

We attach the greatest value to the good feeling between our Marine forces in the places where our fishing rights are in exercise, inasmuch as it should have effect in preventing complications which might make the understanding which we have at heart more difficult to realize, and upon the identity of views of those essential conditions which it has not yet been possible to establish between the Commissioners of the two countries.
(Signed) DECAZES.

[^2]
## No. 6.

## Despatch and Enclosures relative to withdrawal or Imperial Subsidy from Allan Line of Steamers.

[Copy.]
Newfoundland.
No. 65.
$\left.\begin{array}{l}\text { Downing Street, } \\ \text { 9th Sept., 1876. }\end{array}\right\}$

## Sir,-

With reference to Sir Stephen Hill's Despatch, No. 23, of the 15th April, 1873, I have the honor to transmit to you a copy of a letter from the Board of Treasury, respecting the continuance of the Imperial contribution towards the maintenance of the Mail Packet Service between Queenstown and Halifax, Nova Scotia. I have to request that you will inform me of your views as to future Mail arrangements, in case the withdrawal of the Imperial subsidy to this Line should result in the abandonment by Messrs. Allan \& Co. of the Queenstown and Halifax Packets,

> I have, \&c.,
(Signed) CARNAPVON.
Governor
Sir John Glover, G. C. M. G.,
\&c., \&e., \&e.

## TREASURY TO COLONIAL OFFICE.

[Copy.]
No. 12,565-'76.

Sir,-

> Treasury Chanbers, 4th August, 1876.$\}$

I am directed by the Lords Commissioners of Her Majesty's Treasury to transmit to you, herewith, copies of a letter from the Postmaster General, dated the 28th ultimo, and of its Enclosure, on the subject of the continuance of the Imperial contribution towards the maintenance of the Mail Packet Service between Queenstown and Halifax, N. S.; and I am to request, that in laying the same before the Earl of Carnarvon, you will move his Lordship to favor my Lords with his opinion as to the arrangements which should be made for the Newfoundland and Bermuda Mail Services on the discontinuance of the present Packet Service between Queenstown and Halifax.

I am, \&c.,
(Signed)

R. R. W. LENGAI.

R. G. W. Herbert, Esq., $\underset{\substack{\text { Colonial Office. }}}{\text { Clent }}$
[Cory.]

My Lords,-
General Post Office, 28th July, 1876. \}

By your letter of the 19th February, 1872, No. 2,705, you were pleased to instruct this Office to intimate to the Postmaster General of Canada, that after the 1st July of that year no contribution would be made from the Imperial funds to-
wards the Contract between the Canadian Post Office and Sir Hugh Allan, of Montreal, for the conveyance of Mails between Queenstown and Halifax, N. S. But upon a representation addressed to you by my predecessor, on the 7th March, 1872, you sanctioned a continuance of the Imperial contribution, ( $£ 8,125$ per annum, ) until the Railroad then in course of construction between Quebec and Halifax should be completed.

I have now the honor to transmit to your Lordships copy of a letter which I have received from the Canadian Post Office, reporting the completion of the Intercolonial Railway, but expressing a hope that if it be still determined to withdraw the Imperial contribution towards the Packet Service, the change will not be abruptly made, as circumstances have not permitted the Postmaster General of Canada to make any certain provision for being relieved from the responsibility of the Packet Service simultaneously with the completion of the Railway.

Your Lordships will no doubt give due consideration to this circumstance in any decision you may come to on this subject. It appears that in anticipation of the Halifax Packets being withdrawn, arrangements have been made by the Canadian Government by which a connexion will be maintained between the Intercolonial Railway and the Canadian Packets, on the line between Liverpool and Quebec, by means of a Steam Tender to be stationed at Rimouski;-and if this experiment prove successful, it will afford a Weekly Mail Service with Halifax, instead of the present fortnightly one.

As the despatches of the Admiral on the North American Station are forwarded to Halifax, your Lordships will probably think it right to communicate with the Admiralty before giving any orders for disturbing the present Mail arrangements; and you will also perhaps communicate with the Colonial Office, as the arrangements for the Newfoundland and Bermuda Mail Services depend upon the Halifax Packet.

> I have, \&c.,

## The Lords Commissioners of Her Majesty's Treasury.

[Copy.]
No. 1909.

Sir, -

$$
\left.\begin{array}{r}
\text { Post Office Department, Canada, } \\
\text { Ottawa, 14th July, } 1876 .\}
\end{array}\right\}
$$

With reference to previous correspondence on the subject of the intimation that the views of the Imperial Government would lead to a withdrawal of the contribution made through your Office towards the maintenance of the Mail Packet Service between Queenstown and Halifax, on the completion of the Intercolonial Railway, the Postmaster General thinks it incumbent upon him to acquaint you that Trains have now commenced to run upon this Railway throughout its whole extent; and that it is hoped that a regular Service for Mails and general traffic will henceforth be kept up.

It has been presumed that in thus looking forward to the abandonment of the direct Packet communication between the United Kingdom and Halifax, the Imperial Government has been under the impression that the completion of the Railway would in some way create a substitute for the accommodation of the correspondence hitherto provided for by the Steamship Line in question; but if any expectation of this nature is to be realized, it will require some time to mature arrangements for it; and the Postmaster General trusts, therefore, that the withdrawal of the Imperial contribution, if still determined on, will not take place abruptly.

The circumstances of the case have not permitted the Postmaster General to avail himself of the knowledge of the expressed intentions of the Imperial Government in this respect, so far as to make any certain provision for being relieved of the responsibility of this Halifax and Queenstown Service, simultaneously with the completion of the Railway.

I beg, however, in this connection, to explain that Canada has at very considerable expense provided a branch from the Main Line of the Intercolonial to the shore of Rimouski, 180 miles below Quebec, and has stationed a Steam Tender there,
constructed for the purpose and owned by the Government, to be employed in landing and embarking the Ocean Mails there, as the Steam Ships pass that point on their way to and from Quebec and Liverpool; and this arrangement, if successful, may be expected to afford material convenience to the Maritime Provinces in their correspondence with the United Kingdom; but the St. Lawrence is some thirty miles wide at Rimouski, and exposed to very stormy weather at certain seasons, so that it is, to some extent, problematical as to how far this novel experiment will fulfil those expectations.

> I am, \&c.,
(Signed) W. H. GRIFFIN.
John Tillex, Esq,, C. B., \&c., \&c., \&c., General Post Office, London.

No. 7.
Despatch and Enclosures relative to Erection of Fog Whistle on Cape st. Francis.
[Copy.]
Newfoundland.
No. 73.

Sir,-
$\left.\begin{array}{l}\text { Downing STReite, } \\ \text { 4th October, 1876. }\end{array}\right\}$
I have the honor to transmit to you a copy of a letter which was addressed to this Office by Mr. Carter, prior to his departure for Newfoundland, respecting the proposal of the Colonial Government to place a Fog Signal upon Cape St. Francis, in connection with the Light House now being erected there.

In compliance with Mr. Carter's request I communicated upon the subject with the Board of Trade, and I now enclose
for your information, and for that of your Government, a copy of the answer which has been returned to that reference.

> I have the honor to be,
> Sir,

Your most obedient humble Servant,
(Signed) CARNARVON.

## Governor

Sir John Glover, G. C. M. G.,
\&c., \&c., \&c.,

## MR. CARTER TO COLONIAL OFFICE.

[Copr.]

> Midland Grand Hotel, September 2nd, 1876. $\}$

SIr,-
The Government of Newfoundland are erecting a New Light House at Cape St. Francis, about 20 miles from St. John's, on the East Coast of that Island; and as it is considered advisable to have a Fog Whistle or Syren in connection, I am requested by the Government to ascertain whether the Whistle or Syren would be considered preferable by the Board of Trade; and further to ask for the respective cost of each instrument, with such particulars at a date as early as may be practically convenient, so that the Government may send an order by the Cable for such as may be approved.

> I am, \&c.,
(Signed) F. B. T. CARTER.

## The Under-Secretary of State, Colonial Office.

## THE BOARD OF TRADE TO THE COLONIAL OFFICE.

[Copy.]
H. 7,042.

$$
\left.\begin{array}{r}
\text { Board of Trade, Harbor Department, } \\
\text { Whitehall Gardens, } \mathrm{S} \text {. W., } \\
\text { 3rd October, 1876. }
\end{array}\right\}
$$

Sir,-
I am directed by the Board of Trade to acknowledge the receipt of your letter of the 7 th ultimo, transmitting copy of a letter from the Premier of Newfoundland, asking for certain information, in connection with a proposal on the part of the Government of that Colony to place a Fog Signal on Cape St. Francis.

In reply, I am to transmit, herewith, copy of a letter and its Enclosure, which have been received from the Corporation of Trinity House, to whom your letter was referred;-and with regard to the wish expressed in the latter part of your letter, I am to request that, in laying the enclosed documents before the Earl of Carnarvon, you will suggest for his consideration the propriety of causing copies of them to be furnished to Mr. Carter.

> I have, \&c.,
(Signed)
THOMAS GRAY.

## The Under-Secretary of State, Colonial Office.

## TRINITY HOUSE TO BOARD OF TRADE.

[Copy.]
5,538.
H. 7042

Sir,-

I am directed to acknowledge the receipt of your letter, dated 13 th instant, enclosing copy of communications from the Colonial Office on the subject of a proposed Fog Signal at Cape St. Francis, Newfoundland, with a request to be favored with the views of the Elder Brethren as to the character which would be most suitable; and in reply thereto I am to acquaint you, that having regard to the use of a Gun, which appears to be fired during fog from the Fort at St. John's, only 15 miles off, at an interval which would probably be diminished as trade increases, it appears to this Board that the most suitable instrument for Cape St. Francis would be a Syren; and, further, that by way of distinction from the Steam Whistle at Cape Race, which gives one blast of 10 seconds every minute, it might emit two blasts in quick succession every two minutes, with an interval of not less than five seconds.

The Elder Brethern have great pleasure in forwarding copy of a Report of details as to cost, \&c., which has been prepared by Mr. Douglas on this basis; and will be glad if in any way they can be of any further service in the matter, if it should be determined to procure such an apparatus in this country.

I am, \&c.,
(Signed) ROBIN ALLEN.
The Assistant Secretary,
Harbor Department, Board of Trade.

## MR. J. N. DOUGLAS TO MR. R. ALLEN.

Colonial Lights, Cape St. Francis, Newfoundland. [Copy.]
H. 7,042.

> Trinity House, 30th September, 1876. $\}$

Sir,-
Pursuant to the reference of the Wardens, under date 25th instant, enclosing letter from the Board of Trade, H. 6,602, with Enclosures, relative to a proposed Fog Signal for Cape St. Francis, Newfoundland, I beg to report that I would recommend, as the most efficient Signal to meet the distinctive character recommended by the examining Committee, viz. : " 2 blasts, in quick succession, every two minutes, with an interval of not less than 5 seconds," a Syren Fog Trumpet, sounded by air, compressed to a pressure of 50lbs. per square inch, by a 9 horse power Caloric Engine, similar to the apparatus now being erected at the Longston and Start.

These apparatus are manufactured by Messrs. A. and F. Brown, Progress Works, Lewis Street, New York, and by Professor Holmes, 107 and 9, Gravel Lane, Southwark.

I am not in possession of any reliable information as to the cost of labour and materials near Cape St. Francis, or the facilities for getting materials to the site.

I am, however, of opinion that the cost of the work may be approximately estimated as follows, viz :-

Syren Fog Trumpet apparatus, complete in duplicate, with the exception of the cast-iron Trumpet, and consisting of a pair of 9 H. P. Caloric Engines, 2 Compressed Air Reservoirs, 2 Syrens, and 1 Trumpet, the whole delivered and fixed at Cape St. Francis, with a supply of tools and accessories, $£ 2000$; Fog Signal House and Store for fuel, $£ 1000-£ 3000$.

## APPENDIX.

> To the above estimate there should probably be added the approximate cost of a dwelling for an additional Keeper, who would be required-say, $£ 500$.

> The fuel required for the Caloric Engines is good Coke or Anthracite Coal.

I estimate the consumption at 40 lbs. per hour, or 960 lbs. per day of 24 hours.

I am. \&c.,
(Signed)
J. N. DOUGLAS.

Robin Allen, Esq.

No. 8.
Despatch forwarding Medals of Royal Mumane Society for Pouch Cove Men.
[Copy.]
Newfoundland.
No. 84.

$$
\left.\begin{array}{l}
\text { Downing Street, } \\
\text { 14th November, 1876. }
\end{array}\right\}
$$

Sir,-
I caused to be forwarded to the Royal Humane Society a copy of Sir Stephen Hill's Despatch, No. 46, of the 13th of April, bringing under notice the successful exertions of Alfred Moores and others, in saving the lives of seven of the crew of the Waterwitch, on the 29 th November last; and I have much pleasure in transmitting to you the accompanying Medals,
named in the margin,* which have been awarded by the Committee of the Society in acknowledgment of the acts of gallantry performed on the occasion.

I request that you will cause these Medals to be presented in as public a manner as possible.

## I have the honor to be, Sir,

Your most obedient humble Servant,
(Signed) ROBERT G. W. HERBERT,
For the Earl of Carnarvon.

## Governor

Sir J. H. Glover, G. C. M. G., \&c., \&c., \&c.

* Silver Medal for Alfred Moores. Bronze Medal for D. Baldwin.

Do. do. for E. Langmead.
Do. do. for Wm. Noseworthy.
Do. do. for C. Munday.

## No. 9.

Despatch and Enclosure relative to application of Mr. Nicholas Stubber, for Land concession.
[Copy.]
Newfoundland.
No. 86.

## Sir,-

$\left.\begin{array}{l}\text { Downing Street, } \\ \text { 21st Nov., 1876. }\end{array}\right\}$

With reference to my Despatch, No. 24, of the 23rd March, enclosing an application from Mr. Nicholas Stubber for a concession of land for the construction of a Railway in Newfound-
land, I have the honor to transmit to you a further communication which I have received from Mr. Stubber on this subject, together with a copy of the answer which has been returned to him.

> I have the honor to be, Sir, Your most obedient humble Servant,
(Signed) CARNARVON.
Governor
Sir Johm Glover, G. C. M. G.,
\&c., \&c., \&c.

MR. SIUBBER TO THE EARL OF CARNARVON.
[Copy.]

$$
\left.\begin{array}{l}
\text { 18, Viola Street, Stanley Road, } \\
\text { Booth, NEar Liverpool, } \\
\text { 9th November, } 1876 .
\end{array}\right\}
$$

My Lord ; -
On the 17th March last I addressed a letter to your Lordship, stating I had laid down an "Overland Route" to America, and asking your Lordship for a concession of Land in Newfoundland.

Your Lordship was pleased to direct me to write to the Local Government, which I did on the 28th March last, as well as your Lordship's forwarding my letter to St. John's. I have not received an official reply, but private gentlemen there wrote to me stating the concession was granted; may I ask your Lordship it you have had any communication on the subject.
I have, \&c., \&ce.,

THE COLONIAL OFFICE TO MR. STUBBER.

## [Copx.]

Downing Street, 21st November, 1876. $\}$
Sir,-
In reply to your letter of the 9 th inst., respecting a concession of land for the construction of a Railway in Newfoundland, I am directed by the Earl of Carnarvon to acquaint you that no information upon this subject has been received from the Governor of Newfoundland, since the receipt of your communication, dated 17 th March.
I am, \&cc.,
(Signed) J. BRAMSTON.
Nicholas Stubber, Esq.

No. 10.

## Despatch allowing certain Acts of the Legislature of Newfoundland.

[Copy.]
Newfoundland.
No. 92.

Sir,-
I have honor to inform you that Her Majesty will not be advised to exercise her power of disallowance with respect to the following Acts of the Legislature of Newfoundland, transcripts of which accompanied your Despatch of the 24th August last, viz. :-

No. 1.-An Act for granting to Her Majesty certain duties on Goods, Wares and Merchandize, imported into this Colony and its Dependencies.

No. 2.-An Act for granting to Her Majesty a sum of money for constructing and repairing Roads, Streets and Bridges, and other Public Works, within this Colony.

No 3.-An Act to amend and consolidate the Acts for the Encouragement of Education.

No. 4.-An Act to provide for the Inspection of Fish Oils in this Colony.

No. 5.-An Act for the encouragement of the Bank Fishery.
No. 6.-An Act to amend the Law relating to the Coast Fisheries.

No. 7.-An Act to provide for the recovery, in a summary manner, by Persons engaged in the Seal Fishery, of their Wages or Share of Seals.

No. 9.-An Act for the amendment of the Acts in relation to the General Water Company.

No. 10.-An Act to amend the Law relating to trespass by Cattle.

No. 11.-An Act to amend the Law relating to the Property of Married Women.

No. 12.-An Act to amend the Criminal Law.
No. 13.-An Act to provide for a Pension to John C. Nuttall, late Sub-Collector at Brigus.

No. 14.-An Act to authorize the raising by Loan of a Sum of Money for the Public Service of the Colony.

No. 15.-An Act to indemnify the Governor of Newfoundland for certain Sums of Money advanced by him from the Colonial Treasury for the Service of the Colony.

No. 16.-An Act for Granting to Her Majesty a Sum of Money for defraying the Expenses of the Civil Government of this Colony, for the year ending the Slstday of December, One

Thousand Eight Hundred and Seventy-six, and for other purposes.

No 17.-An Act to provide for the Contingent Expenses of the Legislature.

Whilst advising you of the allowance of the abovementioned Acts, I desire to point out to you certain defects in Chapters 3, 7, \& 12.

By Sec. 36, of Cap. 3, School Teachers are empowered in certain circumstances to issue Distress Warrants for School fees. The principle is objectionable which allows a man's property to be sold under distress for such a cause without judicial intervention or proof of the debt; and I request that you will submit, for the consideration of your Government, whether the circumstances of the Colony require the continuance of so unusual a power in the hands of a School Teacher. The fees, if due, might be recovered almost as rapidly by summoning the Debtor before a Magistrate, making the Certificate of a Chairman of a Board of Education prima facie evidence of the debt, to be followed by a Distress Warrant from the Court, unless the claim is disproved. Such a system is enforced in some Crown Colonies for the recovery of small debts due to the Crown for rates, \&c., and is found to work satisfactorily.

I notice an apparent omission in Cap. 7, which relates to the recovery of their wages or share of seals by persons engaged in the Seal Fishery. This Act gives to the Courts of Session and to the District Courts jurisdiction over certain cases, and makes the judgment of the Courts of Session final ; but by an evident omission, has not given the same finality to decisions of the District Court.

By the Act No. 12, (Sec. 16,) the Supreme Court is empowered to adjudge flogging in certain cases; but although the number of strokes is very properly to be declared in the sentence, the Section omits to provide that the instrument with which they are to be inflicted shall be specified in the sentence, as is required in England by the $24 \& 25$ Vic., Cap. 100, Sec. 70 , a provision which has been generally adopted in other Colonies in which corporal punishment is permitted by Law.

As regards Cap. VIII., relating to Certificates to Masters and Mates, I beg to refer you to my Despatch, No. 34, of the 8th May last, communicating to you a letter from the Board of Trade, shewing that certain amendments are required in this Act.

> I have the honor to be,
> Sir,
> Your most obedient humble Servant,
(Signed) CARNARVON.
Governor
Sir John Glover, G. C. M. G., \&c., \&c., \&c.,

## No. 11.

Address to His Excellency the Govermor on the subject of the appointment of Officials upon that part of the Coast where the French exercise certain Fishery rights.

To His Excellency Sir John Hawley Glover, K. G. C. M. G., Governor and Commander-in-Chief in and over the Island of Newfoundland and its Dependencies.
May it Please Your Excrllency;-
The House of Assembly have had under consideration the despatch of the Right Hon. the Earl of Carnarvon, of the 23rd January last, upon the appointment of officials upon that part of the coast of this colony where the French can exercise certain fishery rights under Treaty, and the House would respectfully express the satisfaction with which they have received this emphatic sustainment by Her Majesty's Government of a right of inherent sovereignty possessed by the Crown over the whole of Newfoundland and its Dependencies.

That Your Excellency in Council may be enabled promptly to cause that portion of the Island in question to be placed under the control of legally constituted authority, this House respectfully request that Your Excellency will be pleased to proceed with the appointment of two Magistrates, who shall also be Collectors of Customs' Revenue, one to be stationed on the west, and the other on the north-east coast, at the most convenient localities, at a salary to each Magistrate of dollars, with a per centage upon all Customs' duties collected by him, not to exceed dollars a year.

If it should be deemed requisite for the better protection of the Revenue that Preventive Officers be placed on other parts of the coast above referred to, the House would respectfully recommend that these appointments should be made with such other arrangements in connection therewith as to Your Excellency in Council may appear conducive to the interest of this service.

The House would also respectfully request Your Excellency to cause them to be furnished during the next session of the Legislature with a full report of the proceedings adopted on this matter, and of the results so far accomplished.

## No. 12, <br> Address on the subject of Telegraphy.

> To His Excellency Sir John Hawley Glover, K. G.C.M. G., Governor and Commanden-in-Chief in and over the Island of Newfoundland and its Dependencies.

May it Please Your Excellency;-
The House of Assembly having had under consideration the report of the Select Committee on the subject of Telegraphy, dated in April, A. D. 1876, the Address of this House
thereupon, dated the 25th day of April, A. D. 1876, and also a communication from the Anglo-American Telegraph Company, dated the day of , A. D. , respectfully request that your Excellency in Council will be pleased to take the same into consideration, and adopt such means as may be deemed necessary, at a cost not exceeding the sum of Twenty-five thousand dollars, for the construction of a line of Telegraphy between Heart's Content and Bonavista Bay ; and further, that your Excellency in Council will be pleased to cause a Survey to be made from Garia or a port on the South Coast via Saint George's Bay, Bay of Islands, Bonne Bay and Bett's Cove, to Tilt Cove, and also from Conn River via Bett's Cove to Tilt Cove, and after such Survey to adopt such steps as may be deemed necessary for connecting Tilt Cove via Bett's Cove with St. John's by a line of Telegraphy, and this House will make provision for the same.

> House of Assembly, April, A. D. 1877. $\}$

## No. 13.

## Judge ROBINSONS application for Retirement from Official Duty, and for a Pension, with Minute of Executive Council thereon.

## [Copy.]

$$
\left.\begin{array}{rl}
\text { St. John's, Newroundland, } \\
16 \text { th October, } 1876 .
\end{array}\right\}
$$

May it Please Your Excellency;-
I feel that the period has arrived at which, in justice to the Public and to myself, I ought to tender my resignation of my office of Judge of the Supreme Court, upon provision being made for an adequate pension.

The principle of permitting, upon grounds of public policy, Judges to retire after lengthened services, is now so universally
acknowledged in England and in every country under English law, and has so frequently been recognized by the Newfoundland Legislature, that I need not dwell further upon it.

In what I am about to state I am unwillingly constrained to speak much of myself; it seems, however, necessary for me plainly to submit the reasons on which I base my appeal for retirement, and I hope to be pardoned for any apparent egotism.

I am in the 19th year of my service as a Judge of the Supreme Court.

Previous to my appointment to that office, I had for 28 years been in full and laborious practice at the Bar.

I am enabled to say, what I believe no occupant of the Bench preceding me could state, that during these 47 years I discharged, temporarily or otherwise, the duties of most of the offices connected with the administration of Justice in this Colony, including that of Chief Justice; I served in the Legislative and also in the Executive Council, and twice I was selected to proceed to England on special service relating to Newfoundland.

I am now in the 68th year of my age, and after the strain which for so long a period has been applied to my mental and physical powers, I am conscious that the duties which before were easy, have become at times oppressive to me, and I feel that my strength is noy insufficient for the satisfactory discharge of functions which are of a nature so important as to demand the best energies of a man in his prime.

Four years ago a sudden illness gave me the first intimation of impaired health, and since then my hearing has become defective to a degree that I fear is too apparent to the Bar, and induced me when last in England to consult an eminent Surgeon ; and moreover the long sittings in Court which the exigencies of business sometimes demand, have become a painful exertion to me.

At my age it is vain to hope for an amelioration of these infirmities, certainly not in this climate, the winters of which have of late years become more and more distressing to me.

Throughout my long incumbency, longer than that of any Judge who has ever sat on the Newfoundland Bench, except Mr. Justice Desbarres, I have devoted the best ability that God has given me to do my duty with anxious care and assiduity.

I trust I shall be excused if with gratitude and pardonable pride, I refer to the many and commendatory representations made to the Secretary of State by various Governors respecting my judicial labors.

After such services, and with that recorded recognition of them, and considering my age, so closely approximating to "three score years and ten," I feel I may reasonably, and should properly make way for a younger man, hoping without presumption for a just and liberal consideration from the Colony to which I have devoted the best years of a long life.

In relation to the amount of pension I require and may expect, I would venture to observe that for 17 years of my judicial tenure, the salary paid to me never sufficed for the moderate expenses of my household, and much that I had saved for my family whilst practising as a Barrister (which might otherwise have been available on my retirement) has been necessarily absorbed in ordinary domestic purposes.

It should not be forgotten that-unlike any of my prede-cessors-I abandoned a professional income very much larger than my judicial salary, which I was forbidden by the Royal Charter to supplement, notwithstanding its acknowledged inadequacy. I wish to reiterate that I only refer to these personal details because they have reference to the grounds on which I rest my claim for special consideration.

It may fairly be assumed that nothing short of a strong sense of the expediency of my retirement would induce me to withdraw from a high and dignified position wherein I have lived in cordial unity with my Brethren, the duties wherof are very congenial to me and have become familiar by use, and in which I have experienced from each Governor and from
every Government of this Colony, unvarying respect and personal kindness.

I have, \&c.,
(Signed) BRYAN ROBINSON.

## His Excellency

Sir John Glover, G. C. M. G., Governor of Newfoundland.
[Copy.]

$$
\left.\begin{array}{l}
\left.\begin{array}{l}
\text { St. Joun's, } \\
\text { December, 1876. }
\end{array}\right\}, ~
\end{array}\right\}
$$

Sir,-
On the 16 th of October last I had the honor to address your Excellency upon the subject of my retirement from the Bench of the Supreme Court, upon an adequate annuity.

Since that time I have tested by experiment the accuracy of my statements; I have gone through the Autumn Terms of the Court, and have managed to discharge my duties, but with a strain upon my physical powers which told upon my health, and obliged me to consult Dr. Crowdy.

The Doctor has for twenty years been my medical attendant, and knows my constitution and capabilities better than I know them myself.

I take the liberty of appending hereto his written opinion, in the accuracy of which I am unwillingly compelled to acquiesce.

It is the rigour of this climate to a man of my age that renders a residence therein so painful and exhausting; and I can justify my feelings by the experience of an eminent medical man, recorded in a work just published :-
" Cold is the great enemy of old people; and it is a fact. that if a man of 60 or 65 goes to a warmer climate than that
to which he has been accustomed, his life is prolonged." Parke 92.

As regards the Pension List, I would observe, that there have been as many as three Judges receiving annuities from the Colony at the same time, whilst at the present moment there is not one, and several Magistrates and other Officials who were retired on pensions, have ceased to be a charge upon the Revenue.

I am aware that in the determination of cases such as the present, your Excellency will consult your Constitutional Advisers; nevertheless it is my duty to appeal, in the first instance, to the Gorernor, because it is a dogma of official practice that the amount of remuneration of public employees should be left to the Government to determine, for those who served the Crown should look directly to the Crown for compensation and reward.

I trust, therefore, that Your Excellency will not suppose that I am unduly troubling you in this matter, and I shall be thankful if my claims receive your approval and support.

> I have, \&c.,
(Signed)
BRYAN ROBINSON,
Judge of the Supreme Court.
His Excellency the Governor, \&c., \&c., \&c.
[Copy.]

My Dear Judge,-
St. Jonn's,
Dec. 21st, 1876. $\}$
In reference to our conversation of yesterday, I can only repeat that I should urge you strongly to press your application for retirement, as I am sure that, humanly speaking, the prolongation of your life will depend materially on its being granted.

Independently of the benefit to be derived by a person at your time of life from removal to a more genial climate, some of the symptoms you have lately suffered from shew that, although you may perform your work as efficiently as ever, you can do so only under pressure, and by " taking more out of yourself" than your age and health justify.
I remain, \&c.,
(Signed) CHARLES CROWDY.
His Honor Mr. Justice Robinson.

The Executive resumed consideration of the memorial of Mr. Justice Robinson to His Excellency the Governor, praying that he be retired on a suitable pension from his office of Judge of the Supreme Court, on the ground of advanced years and increasing physical infirmities.

## Whereupon it was Resolved,-

That the Executive regret exceedingly the cause which has obliged Mr. Justice Robinson to seek retirement from those duties which he has discharged for a period of Nineteen years with an integrity and professional ability most advantageous to the public interests, and which have won the marked appreciation of the Country.

That the Executive desire to express their recognition of Judge Robinson's meritorious public services as a Member of the Legislature and Executive Council of the Colony, and of the high professional and general character he has maintained throughout a residence of Forty-nine years in Newfoundland.

The Executive would recommend to the Legislature that Judge Robinson be relieved from those responsibilities of office which are now too onerous for his declining strength, and that arrangement be made for a Retiring provision suited to his claims, and to his official position as a Judge of the Supreme Court.

## No. 14.

## Agreement between the Government of Newfoundland and the Newfowndiand Royal Mail Steam Packet Company, for Coastal Steam Service.

ARTICLES OF AGREEMENT made and entered into this Thirtieth day of January, Anno Domini Eighteen hundred and seventy-seven, between the Honorable Edward D. Shea, as Colonial Secretary for the 1sland of Newfoundland, and acting for and on behalf of the Government of the said Island, of the one part, and the Newfoundland Royal Mail Steam Packet Company, hereinafter named the Contractors, of the other part; whereby the said Contractors covenant, promise and agree, for the considerations hereinafter mentioned, to and with the said Edward D. Shea, as Colomial Secretary as aforesaid, and his successors in office, that the said Contractors shall provide, furnish and run two Steamers, to ply between St. John's and the several other ports on the coast of Newfoundland hereinafter mentioned, in the Postal Service, North and South and West of St. John's, and in any other public Service which the Governor of Newfoundland in Council may from time to time direct.

That the said Steamers shall be of the burthen of at least three hundred tons net, composite built and specially fortified and fitted to contend with ice, with strong wood frames fitted in between the iron frames forward, well secured across the bows, sheathed with either green hart or iron bark fore and aft, and the bow sheathed with iron where necessary, and shall steam at the rate of ten knots an hour; that the draught of water shall not exceed thirteen feet when loaded; that the Cabins shall be plainly but neatly fitted, and a separate Cabin provided for ladies; that there shall be also suitable water closets provided; that each of the said Steamers shall be fitted for the accommodation of forty first class and thirty steerage passengers, in accordance with the law relating to passengers on British Steamers, and the rules and regulations of the Board of Trade concerning the same; and that the said Steamers shall be passed by the Board of Trade for at least the said number of passengers.

That one of the said Steamers shall ply between St. John's aforesaid and the port of Nipper's Harbour, in the Northern district of the said Island, once each way in every two weeks, between about the Tenth day of May, and the Fifteenth day of January, in each Twelve months during the continuance of this agreement, calling at the following intermediate ports both going and returning,-that is to say, Bay-de-Verde and Old Perlican alternately ; Trinity, Catalina, Bonavista, King's Cove, alternately; Greenspond, Fogo, Twillingate, Exploits, Burnt Island, Little Bay Islands, Tilt Cove and Betts' Cove; and also that the said last mentioned Steamer shall, during such of the aforesaid months as shall be determined on by the Governor in Council, also proceed from Nipper's Harbour aforesaid to Battle Harbour on the Labrador, calling, going and returning, at a suitable and safe port, to be determined by the Governor in Council, on that part of the coast of Newfoundland between the Grois Islands and Quirpon.

That the other of the said Steamers shall ply between St. John's aforesaid and the port of Port aux Basques, in the Southern district of the said Island, once each way in every two weeks throughout the year, during the continuance of this agreement, commencing on or about the Tenth day of May next, calling at the following intermediate ports both going and returning, that is to say,-Ferryland and Renews alternately; Trepassey, St. Mary's and Placentia alternately ; Burin, St. Lawrence and Lamaline alternately ; St. Pierre, Grand Bank and Fortune alternately; Harbor Briton, Gaultois and Great Jarvis alternately ; Burgeo, Little Harbor and Rose Blanche. Provided that the Governor in Council may, from time to time, by order and reasonable notice thereof to the Contractors, substitute any other intermediate port or ports of call without any extra charge, so that such substitution be made as to admit of the round voyage being conveniently performed without material increase of time.

That the said Steamer so plying to the North shall leave St. John's on each alternate Monday, at ten o'clock, A. M. The first voyage in each year shall commence on the Monday, about the 10th of May next, after the arrival in St. John's of the first Mail in May from England; provided that the Governor in Council may direct that the said first voyage North shall
commence on the Monday next after the arrival in St. John's of the last Mail from England in April.

That the said Steamer so plying to the Westward shall leave St. John's on every alternate Saturday, at Ten o'clock, A. M., throughout the year. Provided also, that the Governor in Council may, by notice to the Contractors, detain either of the said Steamers for a period not exceeding twenty-four hours next after the said times of sailing from St. John's; and for a longer period, subject to the proviso that should such detention be made for a longer period, it shall not operate in any way to the prejudice of the said Contractors.

That the said Steamers shall carry all Mail Bags and Mail Packages of every description delivered to the Masters or other Officers appointed by them to receive the same from the General Post Office in St. John's, and from the Post Offices at the respective intermediate ports of call; and deliver such Mail Bags and Mail Packages at the respective Post Offices in St. John's and other Ports of call to which the same shall be addressed: Provided, that there shall be on board the said Steamers a safe and suitable place under lock for the keeping of the said Mails. That the said Steamers shall carry an Officer in charge of the Mails, should the Government deem it necessary to send one, free of charge, except for diet whilst on board. That the said Steamers shall fire a gun upon arrival at each port of call, and shall stay at each intermediate port of call not less than six hours; provided that a Stipendiary Magistrate or the Postmaster at any port of call may decrease or lessen the time of such stay, by notice in writing to the Masters, setting forth the grounds for lessening the time of stay at such port.

That the said Contractors shall, during the continuance of this agreement, at their own costs and charges, keep the said Steamers in good seaworthy condition, and properly manned and equipped in every respect in accordance with the said laws, rules and regulations hereinbefore referred to; and there shall be a sufficient number of Stewards and Stewardesses on board of each of the said Steamers for the said passengers.

That the Governor in Council may, during the continuance of this agreement, from time to time, cause the said Steamers
to be surveyed and inspected by such person or persons as they may appoint for that purpose; and in case there shall be any deficiency or default, or any thing wanting in the said Steamers or their equipment, according to the said laws, rules and regulations, upon notice thereof to the said Contractors by the said Edward D. Shea or his successors in office, the same shall immediately be made good and supplied; and until such is done the Contractors shall not be entitled to receive any part of the consideration herein provided to be paid to them; provided that the said Contractors, holding a first-class Board of Trade Certificate for such Steamers as having passed as aforesaid, the said Steamers shall not be compelled to be passed for semiannual Certificates by Board of Trade Surveys.

That the said Contractors shall provide large and convenient boats for the embarking and disembarking of passengers at ail ports of call ; but that the said Contractors are not bound to have the said Steamers go to any special wharves at ports of call, unless at public wharves so situated as to admit of the said Steamers safely and conveniently going to and lying at the same.

That in the Port of St. John's passengers shall be embarked and disembarked at a wharf to be provided by the Contractors and approved of by the said Colonial Secretary.

That in the event of either of the said Steamers being lost, damaged, or requiring repairs, during the continuance of this Contract, the said Contractors shall, without umnecessary delay and within a reasonable time, provide another Steamer similar in all respects to the one so lost, damaged or requiring repair, for the due performance of the work to be performed under this Contract; and such Steamer so provided shall be in every respect subject to the provisions of this Contract, in like manner as was the vessel so lost, destroyed or requiring repair.

That passengers and goods shall be conveyed by the said Steamers at rates not exceeding those at present paid for passengers and goods, as set forth in the Schedule hereunto annexed, marked A, and proportionate rates for any ports, not mentioned in the said Schedule, at which the said Steamers
may hereafter call; and that such rates shall be advertized by the said Contractors in one or more Newspapers published in Newfoundland, and be kept posted in the Cabin and Steerage of the said Steamers.

That all shipwrecked crews shall be carried by the said Steamers at the rate provided for shipwrecked Seamen by the Board of Trade, that is to say,-at the rate of one shilling and six pence sterling per day, and all such rates shall belong to the Contractors.

That the Steamer plying South and West may, at each round voyage, call at Sydney or a port in Cape Breton; provided that such call shall not interfere with or prevent the said voyage being performed within the said two weeks.

That should the Governor in Council desire and the Contractors be enabled to add ports of call on the West Coast of Newfoundland, North of Cape Ray, such Ports may be added, for a consideration to be paid to the Contractors, calculated proportionally to the consideration hereinafter agreed to be paid, according to the time which may be occupied in calling at such additional Ports.

That should either of the said Steamers fail to call at any one or more of the Ports of Call in regular course, without any neglect or default of the Contractors, their Agents or the Masters of the said Steamers, but wholly from causes over which they have no control, then no deduction shall be made from the amount which otherwise would have become payable for the round voyage; and that if, at any time, any Port of Call shall be inaccessible by reason of ice, the Contractors shall land the Mail for such Port at the nearest safe and accessible Port to such Port of Call ; and shall convey them to the nearest Post Office or Way Post Office, without unnecessary delay, at the expense of the Contractors. And the said Edward D. Shea, as Colonial Secretary as aforesaid, for and on behalf of the Government of Newfoundland, doth hereby agree with the said Contractors, that on the due and faithful performance by them of this Contract, and all conditions herein contained, the said Government of Newfoundland shall pay to the said Contractors for each round voyage, when completed, from St. John's
to Port-aux-Basques and back to St. John's, calling at the Ports aforesaid, the sum of Twelve Hundred Dollars; and from St. John's to Nipper's Harbor and back to St. John's, calling at the said Port, the sum of Nine Hundred and Sixty Dollars. And it is hereby further agreed between the said parties to these presents, that for every round voyage of the said Steamer plying on the Northern route from Nipper's Harbor to Battle Harbor, and back to Nipper's Harbor, calling at the said intermediate Port, the said Government shall pay to the said Contractors the sum of Two Hundred and Forty Dollars.

That the said Steamers shall commence to run on the Saturday and Monday, about the Tenth of May next.

That this Agreement shall continue in force, (unless sooner determined under some of the provisions herein contained) for a period of seven years, from the time when either of the said Steamers shall commence to ply.

That between the Fifteenth day of January and the sailing of the said Northern Steamer on her first voyage, about the Tenth day of May in each year, the Contractor may employ the said last mentioned Steamer at the Seal fishery, or otherwise as they may deem fit.

That the said Contractors shall not assign, underlet or dispose of this Contract, or any part thereof, without the consent of the said Governor in Council ; but it is understood that such consent will not be withheld, provided that such arrangements be made as will sufficiently secure the efficient performance of the Service herein contracted for.

That in the event of a breach of the last-mentioned clause, or habitual breach of this Contract by the Contractors, the Governor in Council shall have power to terminate this Contract, and such termination shall not be construed as giving the Contractors any claim for compensation.

That any notice which may be given to the Contractors under this Contract shall be left at the office of the Contractors, or served upon the President of the said Company, and such shall be deemed a valid and sufficient service of such notice.

That if, on the Fifteenth day of January, the said Steamer plying on the Northern route shall be on a voyage, she shall complete the said round voyage. And, lastly, that the said Contractors hereby bind themselves to the said Edward D. Shea, as Colonial Secretary as aforesaid, and his Successors in Office, in the penal sum of Ten Thousand Dollars, for the due and faithful performance of this Contract, and the provisoes, conditions and agreements herein contained on their part to be performed and kept.

In witness whereof the said Edward D. Shea, Colonial Secretary as aforesaid, hath hereunto set his Hand and Seal, and the Seal of the said Company hath been hereunto affixed, in due exccution of these presents, the day and year first above written.

(Signed) W. H. MARE, President. [L. S.]<br>(Signed) E. D. SHEA, Colonial Secretary.

$\left.\begin{array}{l}\text { Signed, Sealed, and Delivered, } \\ \text { in presence of }\end{array}\right\}$
(Signed) J. W. Withers.

Sitheonle 8. referreos to in the ameeed Steam Communication between St. John's and the IVorm the Govermment for the Conveyance of Mails. Will


## Ahtides of dgreement.

thern ©utports. Screw Steamship under Contract with take Passengers and rreight at the following rates:

| From Fogo. |  | From Twillingate. |  |  |  |  |  | FREIGHT. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| . | $\begin{aligned} & \dot{0} \\ & \text { oin } \\ & \text { id } \\ & \text { © } \\ & 0 \end{aligned}$ | चี่ | - | . | 这 | 登 | ¢ | From St. John's to- |



## Stbroule g. xefertect to in the amracio

Steam Commumication between St. John's and the Wese the Government for the Conveyance of Mails. Will


## Artirles of Agrcement.

tern ©utports. Screw Steamship under Contract with take Passengers and Freight at the following rates:



## No. 15.

## Report of the Hon. John HI. Warren, H, M. Surveyor General.

> To His Excellency Sir John Hawley Glover, G. C. M. G., Governor, Commander-inChief in and over the Island of Newfoundland and its Dependencies.

## May if Please Your Excellency; -

I have the honor to furnish you, herewith, my Annual Report of the sale and management of Crown Lands, and of matters connected therewith, under the control of this Department, in conformity with the Statutes relating to the same.

Mineral Lands.
Daring the year there have been One Hundred and One applications for License to search for Minerals, Sixteen of which are for locations on the so-called French Shore.

During the same year there have been issued Eighty-six Licenses for the right to search. There are yet remaining, undecided by the Executive, Thirty-two applications on the Newfoundland coast, and Twenty-seven on the mis-named French Shore.-See Returns herewith annexed, marked A.

## Grants under Chap. 45, Consolidated Statutes.

There were issued during the year, One Hundred and Seventeen Grants of Crown Lands for Agricultural and Fishing purposes, embracing Seven Hundred and Four acres, Two roods, and One perch, amounting to Two Hundred and Fifty-two Dollars and Forty Cents, as per Return herewith annexed, marked B.

Licenses and Grants under Chap. 46, Consol. Statutes.
There were issued the past year Eleven Free Grants for Lumbering and Agricultural purposes, containing Four Hun.
dred and Thirty-eight acres, One rood, to parties who have conformed to and fulfilled the conditions of this Statute, one of said Grants being for Lumbering purposes, the other Ten being for Agricultural purposes, per Return annexed, marked C.

There were also issued Seventeen Licenses of Occupation for Agricultural purposes, principally in new Settlements, containing Two Hundred and Ninety-one acres Two roods and Two perches, as per Return marked D., hereunto annexed.

A comparative Statement, with the year 1875, of Mineral Licenses, Licenses of Occupation, of Grants for Agricultural purposes, \&c., is herewith given, as per Return marked E.

## Timber Lands.

In addition to the number of last year's applications to this Office for Timber berths, there have been eight additional ones this year of Thirty-six miles (square) each; but as no rules and regulations have yet been adopted or made known to this Department by the Executive, in accordance with the " Timber Lands' Act," nothing consequently has yet been done relative to such applications, nor have I been enabled to give any satisfactory answer thereto.

Several applications have been made for Land, in lots of One Hundred acrés each, for Agricultural purposes in connection with Mercantile pursuits, principally upon the Gander river, the granting of which has not yet been sanctioned by the Executive.

I am glad to note the growing disposition of persons, especially Planters and Fishermen, in the Outports, to give more attention to Agricultural pursuits, which is clearly shewn by the numerous applications now before me for land, many of which are by persons hitherto living upon the sea-board and trusting to the fishery only, the applications being principally in new localities where the soil has been found good, chiefly being at the heads of the Northern Bays. Consequent upon those places as are now receiving the attention of intending settlers for their future homes, immediate action should be taken to make a survey of same, with a view of laying out the neeessary main and branch roads to prevent the confusion,
annoyance and irregularity, by the indiscriminate settlement, particularly by Squatters, who are proverbial for not anticipating the ultimate wants of the locality. Hitherto, with few exceptions, the rule has been in most of the Outports to squat upon land in such shaped pieces or plots as the squatter desired, or in accordance with his peculiar notions, and even by many Deputy Surveyors, when measuring land for applicants, carelessness and want of foresight, no uniformity has been observed, consequently much inconvenience has been felt in getting access to lands lying in the rear, and a considerable amount of compensation has been paid from Road Boards to form the necessary roads, to the great disadvantage of other improvements within their settlement. Therefore, to obviate such a state of things, the same course should be adopted as was adopted by me in laying out Musgrave Town on the North Side of Goose Bay, in Bonavista Bay, which now forms a well arranged settlement, with the necessary main or cross or branch roads, together with reservations and good sites for Churches, Schools, and Cemeteries.

For want of similar attention, the lands on the opposite shore of said settlement, called Brooklyn, no such uniformity exists, and much confusion has consequently been created, as alluded to in my Report of last year.

In consequence of the services of our Topographical Surveyor (Mr. Long), being required last summer in Notre Dame Bay, and my requiring his return to this office so early in the Autumn, I had to abandon the idea of his visiting that locality, (Brooklyn), as intended and ${ }^{*}$ promised to the settlers, who have felt much disappointed in being deprived somewhat longer in getting their Grants, and the inconvenience of not knowing their boundaries, in order to fence and commence clearing. It therefore becomes necessary that early steps be adopted the coming season in giving attention to this locality.

Further, in connection therewith, a Branch Road is now a necessity, in order to connect those settlements with the main line of the "Great Northern Mail Route," and that of Random Sound, in Trinity Bay, and Clode Sound, in Bonavista Bay, to open up the rich and fertile lands there to the many applicants now waiting to obtain the same, and which has been
so earnestly pressed by numerously-signed Petitions presented to the Legislature.

And again, while directing attention to this locality, it is also obvious that early attention should be given to the laying out of the lands along the Arms in Bloody Bay, in Bonavista Bay, where so many persons are now settling, along which the Northern Mail Couriers must necessarily pass, and which unquestionably must become a settlement of great importance ; the beautiful scenery, the richness of the soil, and the abundance of timber, combined with the safety for shipping, affording sufficient inducement to make it so. Independent of inducing settlement and increasing the cultivation of the soil in such favored localities, much benefit and advantage would result to the Government in availing of those settlers' labour in the construction of such an important road as that of the "Northern Mail Route." As the completion of this road would afford greater facilities in Postal communication, and in carrying out Telegraphic communication to the Northern districts, much advantage must necessarily accrue by obtaining labour in the neighborhood, both for the erection of the lines and the repairing thereof,-the labor attendant upon such work will consequently increase settlement, which will ultimately extend itself along the line.

Then again if settlement be created and encouraged on the Gander Pond and River, the most feasible route to give a stimulus thereto ought, from my knowledge of the locality, and the opinion of others well acquainted on the matter, to be by a road leading thereto from Freshwater Bay in Bonavista Bay; at this latter place much attention is given both to Agriculture and Lumbering, and it is now becoming a thriving settlement.

In my opinion of this route, I am fully borne out by our Surveyor, Mr. Long, who appears to have given considerable attention to the matter; and further, Mr. McLeod, in his report on the Timber Land's Survey, particularly alludes to this route as the most accessible and feasible.

The necessity of having the plans of the Outports perfected is very apparent, particularly that of the South Shore of Conception Bay, showing the main line of road with the roads
branching therefrom, and the various settlements of Harbor Main, Salmon Cove, Gasters, Cat's Cove, Brigus, Clarke's Beach, Southern and Northern Guts, Port-de-Grave, Bay Roberts, Spaniard's Bay, and other places, with a view of shewing what land has been granted, settled upon, and what remains available for new applicants. With regard to those places now mentioned, applications are often made for land, and when a survey is ordered, disputes arise from rival claimants, by asserting that they, or their Fathers before them, had it staked, or marked, yet without any symptoms of improvement thereon.

By adopting such a course as is now pointed out, much valuable information can be obtained, whilst I feel confident a considerable quantity of land will be found available for new settlers, and can be sold at prices considerably greater than the expense entailed in adopting the course now suggested.

Much inconvenience is felt and expense incurred by our Surveyors, when proceeding to make surveys for applicants of what appears to be ungranted land, through persons having grants for same, but who have neither fenced nor made any improvements thereon;-it therefore should be compulsory upon owners of land, if not fencing the same, that they should cut and keep open the boundary lines, and at each corner have a six inch post or stone placed with the owner's name thereon, under a penalty.

Owing to the progress of cultivation and a consequently increased demand for Land for Agricultural, Mining and Lumbering purposes, considerable alterations in our Acts relating to the same are now become necessary.

As much difficulty has been experienced by this department, and with the Executive, in deciding upon various mineral lands in Notre Dame Bay in dispute by applicants, particularly at South West Arm and Little Bay Head, it beeame indispensably necessary to have correct surveys made of those localities, which has been done by our Topographical Surveyor, Mr. Long, who from the nature or formation of the land experienced much fatigue and difficulty, plans of which surveys have been laid before the Executive. The survey of South West Arm, and plan of same, being commenced the previous year by Alexander Murray, Esq., F. G. S.

During a part of the summer, I also visited the scene of Mr. Long's surveying operations, in order to become acquainted with the localities, and to enable me to form a more accurate opinion of the difficulties or facilities they may afford.

Mr. Long, further, visited Gander River and the River Exploits, in order to inform himself of the locations for which land had been applied to some considerable extent, and of which he made surveys as far as his limited time allowed.

When at the North Side of Notre Dame Bay, I visited Bett's Cove, and was surprised at the number of buildings erected in so short a time, (now numbering over seventy,) the amazing number of persons employed, the number of vessels lying in harbor waiting their turn for loading, the bustle and activity everywhere displayed, and although the difficulty of conveying the Copper Ore to the place of shipment was very considerable, yet about one hundred and twenty tons were daily shipped. I visited the mine and was shewn throughout by the highly esteemed Chief Mining Engineer, Adolph Guzman, Esq., and felt astounded at the wonderful deposit of rich Ore there exhibiting itself, apparently inexhaustible. Before leaving Bett's Cove, no less than $(15,000)$ Fifteen Thousand Tons of Copper Ore had been shipped within the year, and I understand to present date, the shipment has been over $(20,000)$ Twenty Thousand Tons.

The immense value of this deposit, together with the rich deposits of Copper and Nickel Ores at Tilt Cove, the pleasing prospects of equal success at Rouge Harbor, the two Mines at South West Arm and that of Sunday Cove Island, also Burton's Pond, will necessarily cause an immense addition to the population of that wonderfully interesting and thriving district, affording a certain livelihood or support to its people, even independent of the fisheries, and further giving an immense impetus to an improvement in the cultivation of the best Agricultural lands, the produce of which finds a certain and remunerative market at the mines.

In several instances I found, in conversation with the laboring classes, especially with some fishermen, that although the Shore Cod fishery had been so unsuccessful, that up to the month of August some of them had not even a fish in salt, yet
they would have sufficient farm produce and cattle to kill for which they could get a ready market at the mines, to enable them to meet all thèir necessary wants, and even to live in comfort.

I cannot here refrain from referring to a new feature in our Agricultural capabilities, that of the importation into St. John's of a cargo of remarkably fine cattle from the valley of the Codroys, which found a ready sale, obtaining prices remunerative to the Stock Farmer or original owners, and to those who speculated in the same ; and further, that one party alone, a Mr. Romain, from Flat Bay, in St. George's Bay, would have shipped no less than (60) Sixty tons of pressed hay of the best quality, furnishing the same at Three Pounds Ten Shillings per ton to this market, had shipping facilities enabled him to do so, and this at a time when that article was both scarce and dear here in St. John's.

Therefore, it is evident that judicious encouragement to such settlements is desirable, both for Agricultural pursuits and for Mining and Lumbering purposes; and in no way can this be more effectively carried out than by laying out and constructing such main lines of road throughout the country, both to the Westward and Northward, as will open up the rich hidden resources of the Island, now lying dormant and unavailable, which, when utilized, would give not only employment to thousands, but add considerably to the Revenue.

Entertaining such views as I do, I would strongly urge upon the Executive and the Legislature to appropriate and raise by Debentures, on the faith or credit of the Colony, such a sum of money as may carry out quickly so desirable an object ; by so doing the benefits will not only be felt by us at the present day, but be appreciated and be of lasting advantage to posterity, who will necessarily reap a rich harvest therefrom.

Statement of Account Current is herewith annexed, marked F, which has been examined and found correct by the Auditor of Public Accounts.

Respectfully submitted by Your Excellency's obedient Servant,
(Signed) JOHN H. WARREN,
H. M. Surveyor General.

## TABLE A.

List of Applications for Licenses to Search for Mineral, made during year 1876, to Crown Lands' Dffice.

Return of Mining Applications for 1876.


## Return of Mining Applications for 1878.-(Continued.)



## Return of Mining Applications for 1876.-(Continued.)

| Date of Application. | Name. | Locality. | What part of Coast. |  |
| :---: | :---: | :---: | :---: | :---: |
| July 17 | Mark Osmond | Indian Arm |  | Issued. |
| 6 21 | A. F. Shirran \& others | $\begin{gathered} \text { An Island N. of San- } \\ \text { son's Island, N.D. } \\ \text { Bay ... ... ... } \end{gathered}$ | $\cdots$ | Ditto. |
| 6 24 | Benj. Snelgrove \& or's. | Catalina | $\ldots$ | Ditto. |
| " 28 | J. B. Blandford \& or's. | New World Island... | $\ldots$ | Ditto. |
| " 28 | George Hodder | Twillingate, S. Isl'd. | $\cdots \quad .$. | Ditto. |
| 6 31 | Robert G. Welton | Inland from Ragged Harbor, N. D. Bay | $\cdots$ | Ditto. |
| August 1 | Moses Munroe | Neck of land S. W. of Pilley's Island | ... ... | Ditto. |
| " 2 | Robert Goff Welton ... | Rocky Bay, N.D.Bay | $\cdots$ | Ditto. |
| * | John \& Charles Barnes | Jackson's Arm, White Bay | French Shore | No. |
| " 8 | Smith McKay | $\begin{aligned} & \text { Inland, N. E. end of } \\ & \text { Long Island } \end{aligned}$ | ... $\quad .$. | Issued. |
| " 14 | Captain Cleary ... | N. part of Long Isl'd | ... ... | No. |
| " 15 | James Walker ... ... | Man Rock Tickles, Bonavista Bay ... | ... ... | Issued. |
| " 16 | C. F. Bennett | Placentia... | ... ... | Ditto. |
| " 19 | J. O. Frazer \& others . | Hopeall, Trinity Bay | ... ... D | Ditto. |
| " 21 | J. B. Blandford \& or's. | Black Island,Friday's Bay $\qquad$ $\qquad$ ... | ... ... D | Ditto. |
| " 22 | Thomas Summers ... | Loo Bay, Friday's B. | ... ... | No. |

## Return of Mining Applications for 1876.-(Continued.)



Return of Mining Applications for 1876.-(Continued.)

| Date of Application. | Name. | Locality. | What part of Coast. |  |
| :---: | :---: | :---: | :---: | :---: |
| Oct. 24 | 4 C. S. Tavler | Placentia... | $\ldots$ | Issued. |
| " 28 | 8 John Steer... | Shoe Cove | ... ... | No. |
| " 31 | 1 James Goodfellow | S. W. Arm | ... ... | No. |
| Nov'r 2 | 2 Robert Anderson \& or's | St. Lunaire Bay | French Shore | No. |
| " 3 | 3 Moses Tilley \& others . | Ditto | Ditto | No. |
| " | Ditto | Ditto | Ditto | No. |
| 8 | Ditto | Ditto | Ditto | No. |
| " 4 | 4 Captain Cleary ... ... | Woody Duck Island. | ... ... | No. |
| " 7 | 7 A. J. W. McNeilly ... | S. W. Arm | ... ... | No. |
| " 7 | 7 John Steer... | White Bay | French Shore | No. |
| 23 | 23 James Goodfellow | S. W. Arm | ... ... | No. |
| $\text { " } 30$ | 30 John Templeton | Conche ... | French Shore | N |
| " 30 | 30 Thomas D. Hodge | Hall's Bay |  | Issued. |
|  | 2A. McKay ... | East of Stocking Harbor... ... .. | ... ... | No. |
|  | $4 \underset{\text { McDonald }}{\mathrm{Wm} \text {. Holden }}$ \& $\quad .$. | Harbor Main ... |  | Issued. |
| " | 4 Ditto | Gasters ... | ... ... | Ditto. |
| " | Ditto | Salmon Cove ... |  | No. |
| " 14 | 14 A. F. Shirran \& others | White Bay ... | French Shore | No. |
| " 19 | 19 C. Dawe | Ditto | Ditto | No. |

Return of Mining Applications for 1876.-(Continued.)

| Date of Application. | Name. | Locality. | What part of Coast. |  |
| :---: | :---: | :---: | :---: | :---: |
| Dec. 19 | C. Dawe | White Bay ... | French Shore | No. |
| " 29 | Hon. A. Shea \& others | Inland, N. Shore of | ... ... | Issued, |
| * 29 | Ditto | Ditto | ... $\quad$. | Ditto. |
| " 29 | Ditto | Ditto | ... ... | Ditto. |
| 6 29 | Ditto | Ditto | ... $\quad$. | Ditto. |
| 6 29 | Ditto | Ditto | ... . .. | Ditto. |
| " 29 | Ditto | Ditto | \% ... ... | Ditto. |
| * 29 | Ditto | Ditto | - ... $\quad$ - | Ditto. |
| 6 29 | Ditto | Ditto | ... | Ditto. |
| * 29 | Ditto | Ditto | ... ... | Ditto. |
| (129 | Ditto | Ditto | c ... ... | Ditto. |
| 6. 29 | Hon. E. White ... | Inland, S. W. Arm... | -.. ... | Ditto. |
| * 29 | Gilbert Browning \& o'rs | Inland, N. Shore ... | ... $\quad$. | No. |
| 6 29 | Ditto | Seal Bay... ... ... | $\cdots \quad$... | Ditto. |
| 1875. |  |  |  |  |
| Nov. 3 | Francis Ellerhausen.. | New World Island... | $\cdots$ | Ditto. |
| 663 | Ditto | Ditto | ... ... | Ditto. |
| " 3 | Ditto | Ditto | ... ... | Ditto. |
| Dec: 15 | Stephen Knight... | Little Bay Island ... | ... ... | Ditto. |
| " 21 | Ditto | Long Island ... ... | ... ... | Ditto. |

Return of Mining Applications for 1876.-(Continued.)

| Date of Application. | Name. | Locality. | What | art of |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 1875. | Stephen Knight... <br> Philip Cleary | Western Arm ... ... <br> Long Island | ... |  | Issued. <br> Ditto. |
| Sept. 15 |  |  |  |  |  |
| 3 |  |  |  |  |  |
| " 3 | Ditto | Sunday Cove Island. | $\cdots$ | ... | Ditto. |
| Nov. 15 | Ditto | Seal Bay... ... ... | $\ldots$ | ... | Ditto. |
| Sept. 3 | Ditto | Ditto ... ... ... | ... | ... | Ditto. |
| Dec. 22 | James Browning | Hornet Island... | ... | ... | Ditto. |
| " 22 | Ditto | Block Island | ... | ... | Ditto。 |
| " 22 | Ditto | Farmer's Head | ... | $\ldots$ | Ditto. |
| " 22 | Ditto | Ditto | $\cdots$ | ** | Ditto. |
| Nov. 22 | Ditto | Western Arm... ... | $\ldots$ | $\cdots$ | Ditto. |
| Aug. 14 | D. R. Hodge | Southern Arm | ... | $\ldots$ | Ditto. |
| Sept. 25 | Thomas Peyton | Hall's Bay | $\ldots$ | ... | Ditto. |

86 Licenses issued for Newfoundland Coast. 1 Application rejected.
Crown Lands' Department, 30th December, 1876. $\}$
(Signed) JOHN H. WARREN, H. M. Surveyor General.

TABLE B.
Returin of Girants Kssued trom Surveyor General'g


Dfice, for the year ending 31st December, 1876.


## TABLE B.-(Continued.)

## Return of Grants Issued from Surveyor General's



Office, for the year ending 31st December, 1876.


## TABLE B.-(Continued.) <br> Return of Grants Issued from Surveyor General's



## Dfice, for the year ending 31st December, 1876.



## TABLE B.-(Continued.)

Return of Grants Issued from Surveyor General's


Dffice, for the year ending B1st December, 1876.


## TABLE B.-(Continued.)

Return of Grants Issued from Surveyor Gerieral's


Dfice, for the year ending 81st December, 1876.


## TABLE B.-(Continued.)

## Return of Grants Issued from Surveyor Greneral's:



Difice, for the year ending sist December, 1876.


## TABLE B.-(Continued.)

Return of Grants Issued from Supveyor General's

$\left.\begin{array}{l}\text { Crown Lands' Department, } \\ \text { 30th December, } 1876 .\}\end{array}\right\}$

## (1)fice, for the year ending 3ist December, 1876 .



## TABLE C.

List of Free Grants Issued by Surveyor

| Date of Issue. |  | Name. |  | Quantity. |  |  | Registry. |  | No. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | A. | R. | P. | Vol. | olio. |  |
| May 9... |  |  |  | Js. J. Winser \& Fred. J. Vallance |  | 200 | 00 | 00 | 1 | 77 | 77 |
| 6 10 | 10... | Frederick J. Vallance | ... ... | 50 | 00 | 00 | 1 | 78 | 78 |
| " 1 | 10... | James J. Winser | ... ... | 50 | 00 | 00 | 1 | 79 | 79 |
|  | 26... | Samuel Prince | ... ... | 20 | 00 | 14 | 1 | 75 | 75 |
| Aug. 1 | 15... | Ríchard Taylor ... | ... ... | 16 | 1 | 32 | 1 | 69 | 69 |
| 1 | 15... | Jacob Taylor ... | ... ... | 19 | 00 | 20 | 1 | 73 | 73 |
| 1 |  | Abraham Taylor | ... ... | 6 | 1 | 23 | 1 | 81 | 81 |
| Nov. 1 | 10... | Edward Mullowney | .. | 17 | 00 | 25 | 1 | 69 | 69 |
| 1 | 13... | Charles Quinton, Sr. |  | 16 | 2 | 4 | 1 | 66 | 66 |
| 1 | 13. | Joseph Moss | ... ... | 5 | 00 | 19 | 1 | 71 | 71 |
| Dec. |  | James Reader, Sr. | - ... | 87 | 1 | 23 | 1 | 80 | 80 |
|  |  |  |  | 438 | 1 | 00 |  |  |  |

$\left.\begin{array}{c}\text { Crown Lands' Department, } \\ \text { 30th December, 1876. }\end{array}\right\}$

General for year ending 31st December, 1876.

(Signed) JOHN H. WARREN,
H. M. Surveyor General. .

## TABLE D.

Licenses of Dccupation Issued by the


Surveyor General, for the year 1876.


## TABLE E.

Comparative Statement of Grants, Licenses, dec, issued from the Surveyor General's Office, years 1875, 1876.

(Signed) JOHN H. WARREN, H. M. Surveyor General.

Crown Lands' Department, 30th December, 1876. $\}$

TABLE F.
Dr.
Cash Account with the

| January 8 |  | Bright, Messenger in Office-Wages. | \$400 |  |
| :---: | :---: | :---: | :---: | :---: |
| ، 8 | " | Leary, carriage hire to Bay of Bulls, per T. Loug ... | 400 |  |
| " 15 | " | Bright ... ... ... ... ... ... ... | 400 |  |
| " 17 | " | P. Leary, carriage hire for 1875 ... | 800 |  |
| " 18 | " | W. Coughlan, per Surveyor General . | 100 |  |
| " 18 | " | W. Congllay, per W. H. Warren, passage to and from Cove ... ... | 200 |  |
| 22 | " | Bright ... ... ... ... ... ... | 400 |  |
| " 29 | " | " ${ }^{\text {a }}$ | 400 | \$31 00 |
| February 1 | " | R. Lahey, Hr. Grace, carriage hire per surveyor Geareral ... ... ... | 400 |  |
| " 5 | " | James Eaird, per vuncher... ... ... | 1047 |  |
| " 5 | " | Dright ... ... ... ... ... ... | 400 |  |
| " 11 | " | John Palk, per T. Long, carriage Jiire | 220 |  |
| " 12 | " | Bright ... ... ... ... ... ... | 400 |  |
| " 12 | " | Sage, carriage liere to Carter's-hill ... | 0040 |  |
| * 19 | " | Bright ... ... ... ... ... ... | 400 |  |
| " 19 | " | Goff, for Drawing Board ... ... | 500 |  |
| " 26 | " | Bright ... ... ... ... ... ... | 400 | 8807 |
| March 3 | ' | ". ...... | 400 |  |
| 8 | " | for washing Towels ... ... ... | 0040 |  |
| " 10 | " | for washing Towels ... ... ... | 400 |  |
|  |  | Carried forward... ... | \$3 40 | \$69 07 |

Surveyor Gemeral.
Cr.


## TABLE F.-(Continued.)

Dr.
Cash Account with the


Surveyor General.
Cr.


## TABLE F.-(Continued.)

Cash Account with the



TABLE F.
Dr.
Cash Account with the


Surveyor General. Cr.


## TABLE F.-(Continued.)

Cash Account with the


Surveyor General.


## TABLE F.-(Continued.)

Dr.
Cash Account with the



## TABLE F.-(Continued.)

Cash Account with the

| Brought forward... | $\$ 1674$ | 21 | $\$ 914$ | 23 |
| :--- | :--- | :--- | :--- | :--- | :--- | :--- | :--- | :--- | :--- | :--- |

Examined and found correct,
(Signed) T. GLEN, Auditor of Public Accounts.

## APPENDIX. <br> 129


(Signed)
JOHN H. WARREN, H. M. Surveyor General.

## No. 16, <br> Report of the Postmaster General, for 1876.

> General Post Office, St. John's, February, 1877.

Sir, -
I have the honor to present to the Governor in Council, for the information of both branches of the Legislature, my Seventeenth Annual Report of the Post Office Department, accompanied by Returns and Statements embracing every particular relating to that branch of the Public Service, for the year ending 31st day of December, 1876.

Before going into particulars, I would first call attention te the absolute necessity which exists for expansion of the present confined limits of the General Post Office, which is unfitted, from want of space, for the prompt and efficient handling of a fortnightly Mail, either from the United Kingdom or America, and altogether unsuitable for receipt of and proper assorting of either a fortnightly or monthly Mail in winter.

A Comparative Statement, exhibiting the number of Letters which have been received and despatched through the the several sections of the Department during the past year, as compared with the three preceding, 1873, 1874, and 1875, will give some idea of the great increase both of correspondence and labour in this Office.

|  | 1873. | 1874. | 1875. | 1876. |
| :--- | ---: | ---: | ---: | ---: |
| Ordinary Letters... | 348,693 | 442,205 | 474,652 | 571,351 |
| Registered Letters. | 2,719 | 3,457 | 3,820 | 4,038 |
| Dead Letters...... | 1,697 | 2,081 | 2,182 | 2,791 |

Shewing an increase in the annual number since December, 1873, of-

$$
\begin{array}{ll}
\text { Ordinary Letters . . . . . . . . . . . . . . . . } & \text { 222,658 } \\
\text { Registered Letters . . . . . . . . . . . . . . } & 1,319 \\
\text { Dead Letters. . . . . . . . . . . . } & \text {. }
\end{array}
$$

Newspapers and Circulars, Books and Pamphlets, are received in large quantities, not only from the United Kingdom, but also from the United States and Dominion of Canada. With exception of Books from the United Kingdom, none of this large amount of mail matter is any source of revenue to the Newfoundland Post Office, while it is the cause of a large expenditure in labour, and requires enlarged space for its proper assorting.

The increase in number of Newspapers and Circulars, since $18 \div 3$, is over One Million-of Books, Pamphlets, and Patterns, some Tons.

## Postage Stamps.

The value of Postage Stamps sold during the past four years, have been as follows :-

| In 1873 | \$9,505 45 |
| :---: | :---: |
| 1874 | 10,226 42 |
| 1875 | 10,283 44 |
|  | 11,924 23 |

## Money Order Departient.

It affords me much pleasure, and I am sure it must be gratifying to the Government, to learn that this branch of the Public Service is constantly largely increasing in its transactions, the issue for the past year amounting to $\$ 43,843$, being in excess of the preceding year of $\$ 5,308$. The Orders paid amounting to $\$ 20,104$, being an increase of $\$ 919$ in the same period.

In the early part of the year, through the medium of the Money Order Department of the Dominion, arrangements were completed for exchange of Money Orders between Newfoundland and the United States, and vice versa. The system works admirably, and bids fair for a large extension of Money Order transactions, when it shall have become generally known throughout the United States.

Local Money Order business, much the same as previous year. As the Money Order system has become now so generally known for the facility it affords in the transmission of small sums of money, every means should be taken to extend
it as largely as possible. Applications are being made from time to time for the issue of Money Orders on Continental Countries, from which we are precluded. To meet this drawback, I have asked the Postal authorities, in London, to permit Newfoundland to exchange Money Orders with European Countries, through the London Office, but they have declined to accede for the present-sooner or later it must come.

## Outport Savings Banks.

In October last I received a communication from J. W. James, Esq., Secretary of the United Fishermen's Society, with reference to the establishment of Savings' Banks in the Outports, through the medium of the Post Office Department. That communication has been laid before the Executive, with a few observations from myself on the subject; and I am confident will receive that consideration it so deservedly merits. Indeed, I do not know any measure that would be more calculated to stimulate and raise the inhabitants of the Outports to a state of self-reliance and independence, more than the establishment of Savings' Banks, where the industrious and thrifty fishermen could deposit their little earnings at all times, with security and interest. The measure has the best wishes of the Post Office Department.

## Berne Treaty.

Objections having been raised to the admission of Canada and Newfoundland into the General Postal Union by the French Post Office, (on some minor points), and not having been generally known in Europe, a considerable portion of the correspondence was sent to Newfoundland, prepaid only by the rate admissable under the Postal Treaty Union, viz: two pence half penny per half ounce rate, consequently all that class of Letters in transit through the British Post Office, was dealt with as insufficiently paid matter, and a fine of Three pence, and the deficient postage, (half a penny), was levied on each letter. This grievance was bitterly complained of, and much trouble thrown on the Post Office, in replying to correspondence, and giving explanations on this anomalous charge on letters.

The case was brought under notice of the Executive, who directed that I should, without delay, propose to the Postal
authorities in London, a reduction of the Postage on Letters, from the United Kingdom to Newfoundland, from Three pence to Two pence half-penny per half ounce Letter, and that Newfoundland would make a similar reduction on correspondence addressed to the United Kingdom : this proposal was declined for the time, expecting the French Post Office would agree to the convention, nevertheless the insufficiently paid correspondence continued through every following mail; and I was again compelled to bring the matter before the Executive, who came to the conclusion, that the best plan to get over the difficulty was by me going to London. On my arrival there, I at once waited on the Secretary of the Post Office, and after several interviews on the subject, the same obstacle presented itself as heretofore, viz: the French Post Office, but thanks to having the Attorney General in London, who, when he learned how matters stood respecting the case, represented it to the Secretary for the Colonies, Earl Carnarvon, who without delay communicated with the Post Office Authorities and the Treasury Department, and thus this vexed question was brought to a close.

In the event of this arrangement being made, I was directed to make proposals to the United States and Dominion Postal Authorities; and now a uniform rate of Five cents per half ounce Letter is fully established, and in full operation, between the United States, the Dominion, the United Kingdom, and Newfoundland.

At the solicitation of some of the principal Merchants of St. John's, it was proposed to make up a separate Mail Bag for Bristol. Whilst in London I made a special application to be permitted to do so; but it was declined, as they considered the amount of correspondence from Newfoundland to Bristol did not warrant the necessity of a Mail Bag.

## Direct Steam.

The fine Ships of the Allan Line continue to perform their services with their usual regularity.

Cromwell Line.
The sad fate of the George Cromwell and George Washington, is most deeply deplored by the whole community, and
their loss much felt. The regularity with which they performed the Mail Service is beyond praise.

## Local Steam.

The Northern and Western Routes have been very efficiently performed, although the Boats had a good deal of rough, stormy weather to contend with. The traffic on these routes is increasing so rapidly, that it will soon necessitate weekly trips instead of fortnightly.

The Steamer Merlin, placed on the route between Channel and Bonne Bay, calling at intermediate places going and returning, performed her work well, and her services on the North West Coast were looked upon as a great boon by the inhabitants.

> Labrador.

The Steam Ship Walrus was employed on the Coast for conveyance of Mails the past season, and made six trips. This Steamer was commanded by Captain Mark Delaney, to whose intimate knowledge of the Coast, and great perseverance in carrying out the Contract, is to be attributed the successful and satisfactory manner in which the service was performed. In no former year has there been such regularity and freedom from accident in carrying on this Service, the Steamer not having failed to connect with the Northern Mail Boat for the five trips. The correspondence on the sixth was brought home by the Walrus.

To carry out this Service effectually, and with fuller satisfaction to those engaged in business, and carrying on the fishery at the Labrador, two Steamers are requisite, one for the Northern and another for the Western part of the Coast.

The Boats could then call at the principal Settlements on their way from Battle Harbor, landing letters and other correspondence, and on their return collect the answers. During the past season 10,186 letters were received at the General Post Office, and 6,147 despatched to the Labrador Coast. In addition to these numbers must be added the Mails made up at Harbor Grace and Carbonear, first trip of the Walrus, and those despatched from and received at the different Northern Ports on each trip of the Northern Mail Boat.

## Northern Mail Route.

There is one point connected with this Service which should particularly command the attention of the Executive and Legislature, on which, in a great measure, will depend the regularity, safety, and despatch, of the Mail Bags on this route, viz.: the establishment of a Central Post or Way Office Station at Gambo or Hay Cove, (Freshwater Bay.) This would be the junction at which the Couriers meet and exchange Mails, North and South. It will be seen from the number of Mails to and from the Northern Settlements and St. John's, the necessity of appointing a competent person at this Station to take charge of the Mails, and have them forwarded to their proper destinations; any mistake in the despatch of a Mail Bag causes much trouble and annoyance, and this should be guarded against by every possible means.

This service has been a source of much anxiety to the Post Office, not so much from the labour, as from the difficulty in combining and harmonizing a service so dependent on the weather. From the experience had, since the fortnightly service commenced, I very much fear that the limits of the route cannot be reached regularly within the time. However, as the service has now fairly commenced, I trust it will not be contingent on the arrival of Foreign Mails, beyond due bounds, as our domestic correspondence is rising to an importance not hitherto arrived at, therefore should not be made subordinate to any interest, but for the benefit of the whole, particularly in despatch of Mails. Punctuality on the regular days should be the rule, and any departure from this, causes disturbance in Mail arrangements, vexatious delays, and extra expense to the Colony. The size and bulk of the Mails does not appear to have much diminished since the fortnightly service commenced, which shows the growing increase of Mail Matter.

Last Autumn Tenders were called for, by public notice, for a fortnightly Mail service, between St. John's and the Northern Outports, via Random and Freshwater. Tenders were duly received, submitted for approval, and the lowest accepted. The first Mail was despatched on 8th January, and every alternate Monday following, for Random, Trinity, Bonavista, Bloody Bay, Salvage, Gambo, Freshwater, Greenspond, Fogo, Twillingate, Exploits, Tilt Cove, Bett's Cove, Nipper's

Harbour, Jackson's Cove, Little Bay Islands, and Strait Shore, from Cape Freels to Gander Bay.

I very much regret that through the stupidity or carelessness of the Courier, in exchanging Mails at Harbor Grace, Trinity Mail Bag, which contains the correspondence for Trinity Bay North, and the Bonavista Mail, was carried on to Carbonear, where it was detained several hours before it was made known to me. I had it despatched to Random at once, to overtake the Trinity Mail Courier, but unfortunately he had left some time before its arrival; and the Way-Officer does not seem to have that perception of the importance of forwarding it, as to feel authorized in employing another Courier to forward it. This mishap has been very painful to me, but I trust that the caution given to the Way-Officer and Couriers will prevent a similar occurrence.

## Sailing Packet Service.

The insufficiency of this service to meet the public demands, has been much complained of ; several changes have been made to render it as accommodating as possible, yet much dissatisfaction prevails, owing much to a spirit of rivalry between the several settlements, each seeking to subserve its own interests. The service is not equal to the demand, and, therefore, many important places are excluded therefrom, not from any desire that it should be so, but the present means and appliances will not admit of more. The service of Packet Boats, in Placentia Bay, has been held by mere sufferance, for some time back; and with a view of obtaining a more energetic service, Tenders have been called for, the Contract to commence in June. The Mail service, in Placentia Bay, is very complicated and tortuous for Sailing Packets, which may be seen from a Map of the Bay; the localities of the Ports of Call, viz., Isle Valen, Paradise, Oderin, and Burin, on the Western route, with the Red Island, Harbor Buffett, LaManche, Sound Island, Barren Island, Burgeo, and Merasheen, on the North-East and North-West. It must be admitted the settlements in Placentia Bay experience much inconvenience in the Winter time when the Bay is frozen over; when such is the case, they are cut off from all communication whatsoever, as none of the settlements enumerated are approachable by land.

## Trinity Packet Service.

The service of the Packet Boat between Trinity and Heart's Content, although no complaint has been made directly of irregularity, I think it would be desirable that some change be made, to ensure more advantage from her service than heretofore, owing to the Trinity and Bonavista Mails being sent during the winter, via Random, her services are dispensed with until Spring.

## Garnish and Harbor Briton Packet.

This service goes on as usual, and is more of a local character than otherwise. The Boat is altogether under the supervision of the Post Office at Harbor Briton, which has orders to turn her services to the best account.

## Harbor Briton, Burnt Island, and Rameo.

I regret to have to report the loss of this Packet Boat, on the night of the 16th December, fortunately without loss of life; this is the second Mail Boat lost on the station. I authorized the Master, William Pink, to continue the service, (if he could procure a boat), until further orders. It is my intention to put up the Packet Service in Fortune Bay for Tender, at an early date.

## Packet Service-Channel to Bonne Bay.

The Contractor performed the service on this route regularly, and gave general satisfaction. I hope the day is not far distant when the Sailing Packet Service will be a thing of the past, and small Steamers traversing our Bays instead, efficiently carrying out the Mail Service.

## OVERLAND MAIL ROTJTES.

## Conception Bay.

Mails were despatched during the Summer and Autumn months, on Mondays and Thursdays, by waggon, overland; on Tuesdays and Fridays, by Steamer, round the Cape. The present winter months a tri-weekly service has been established, with special Mails, on arrival of Steamer.

## Bay of Bulls, Ferryland, and Renews.

Several complaints have been made of this service, viz., of want of energy and irregularity on the part of the Courier. This service will be put up to Tender, of which the present Contractor is duly notified.

## Greenspond, MUsGrate Harbor, and Gandek Bay.

A new route was established last year on the Strait Shore, between Greenspond and Gander Bay, with intermediate settle-ments-the Contract ended 31st December, 1876, the Courier declining to continue for the amount paid for the service: From the information I have obtained, with reference to the amount of correspondence sent by this roste, I cannot recommend the service to be continued: To prevent any inconvenience by cutting it off peremptorily, I have allowed it to go on until Spring.

> Channel, Codroy, Str. Georgés Bay, Bay of Isbaztds; and Bonne Bax.

This route organized-Service monthly. Four round trips between Channel and Bonne Bay, calling at intermediate places, going and returning.

## Way-Offices:

Four Way-Offices have been established since my last Report, viz., Toad's Cove, Renews, Tilton Harbor, and Belleoram. Application for others have been received, among which I mention South Side of Harbor Grace, and Beau Bois ; each of those Offices will require Couriers. It is proposed to send the Mails twice or three times a week from the Post Office to the Way-Office, South Side of Harbor Grace, by the Ferryman. The expense would not be much.

At Beau Bois, they ask for a Courier between that place and Burin, along which route it is stated there are 500 inhabitants; the expense for this service will not exceed Twenty Pounds. There is also an application for a Courier between Belleoram and Bay-de-North. From information received from that quarter, I have learned that it is quite impracticable by land, and if so, it would have to be done by boat.

## Newspapers.

In former Reports I have referred to the unrestricted transmission of Newspapers through the Mails. In every other country their transmission is regulated by law, and they are taxed, either by weight or otherwise, the same as Books, Pamphlets, \&e. Neither are Newspapers from the Publishers admitted free. Surely our Government, when they permit Newspapers and other local matter direct from the Office of publication to go free, would not consider it hard to put one cent per paper, or one cent per ounce, on them. Insignificant as this is, it would add something to the Revenue.

## Franking.

This privilege continues to be much abused. The Govrernment should insist that it be confined to its legitimate purpose, viz.: Correspondence on the Public Service, and Parliamentary Papers, \&c. It would be desirable if the Government made some allowance to Officials for public correspondence, and wipe it out altogether, as it has been done in every other country.

In concluding this Report, I beg leave to bear testimony to the diligence and attention of the Officers of the Post Office, generally, in their respective duties.

With reference to the Chief Clerk and Aecountant, the hardest worked and worst paid Officer in the Department, I would beg leave to say, that when the Salaries were under consideration, I recommended $\$ 300$ per annum for his salary, and that he made up his mind that it would be so, (although quite inadequate to his laborious duties,) but somehow the amount was reduced to $\$ 720$ per annum, a reduction of ten per cent. on the amount named. This matter was again brought under the notice of the Executive, and last year I was led to believe that it would be settled. However, it still remains in abeyance. May I respectfully ask your consideration thereon.

> I have the honor to be, Your obedient Servant, (Signed),

## Dr. The Postmaster General of Newfoundland, the year ended

1876. 

Jan. 1.-To balance from 1875 account,
$\$ 3,00982$
Dec. 31.- " Postage on correspondence per British Packet, year ending this date

78015
" Amount of Inland Postage 43110
" Amount of Postage on Way Letters 8811
" Amount of Postage on Letters posted at St. John's for Town delivery ..... 410
6 Amount of Postage on Ship Letters 108
" Amount of Fees on Foreign Letters delivered by Carriers 6990

1,37444
" Amount of Postage Stamps sold during the year 1876
" Amount of Commission on Money Order business for the year 1876
" Amount balance of Sea Postage Account with London, £212 13s. 13 $\frac{3}{4}$ d., at 20 per cent. premium.
$590 \quad 00$
11,924 23

1,020 75
$\$ 17,91924$

Examined and found correct,

## in Account with the Local Govermment, Cr. 31st December, 1876.

1876. 

Dec. 31.-By amount paid Receiver General................. $\quad \$ 15,00000$
" Amount Postage on Official Correspondence........ 4159
" Amount paid for Special Mail Service and Incidental expenses of Post Office . 12917
" Amount Postage on Unclaimed Letters. ........ 5098
" Amount of Postage Stamps sent to Washington and Paris .................. 1436
" Amount of Discount on Postage Stamps sold, \$11,92423 , at 5 per cent. . . 59621
" Amount paid for Ship Letter gratuities

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(Signed), JOHN DELANY,
Postmaster General.
(Signed), GEORGE LeMESSURIER,
Accountant.

Statement shewing the Amount of Inland Postage collected at the several Post Dffices in Newfoundland, during the year ended 31st becember, 1876.

| Name of Office. |  |  |  | Amount. |
| :---: | :---: | :---: | :---: | :---: |
|  |  |  |  | \$ Cts. |
| Bay Bulls | . . . . . |  | ....... | 365 |
| Bonavista |  | ...... | ... | 283 |
| Brigus | . . . . . | ...... | . . . . . | 6266 |
| Burgeo |  | . $\cdot$.... |  | 177 |
| Burin |  |  | ..... . | 5614 |
| Carbonear | . . . . . | ...... | ...... | 10041 |
| Channel | . ..... |  |  | 2.01 |
| Ferryland |  |  |  | 378 |
| Fogo | . . . . . | ....... | ...... | 582 |
| Greenspond | ....... | ....... | . ..... | 230 |
| Harbor Briton | . . . . . |  |  | 370 |
| Harbor Grace | . ..... |  |  | 9448 |
| Heart's Content |  |  |  | 1094 |
| La Poile | . |  |  | 0070 |
| Little Placentia | . ..... |  |  | 894 |
| Placentia |  |  |  | 539 |
| Rose Blanche | . |  |  | 173 |
| Trinity |  |  |  | 883 |
| Twillingate | .... | .... | ...... | 349 |
|  |  |  |  | 37957 |
| St. John's | -.....0 | -..... | -*... | 5153 |
|  |  |  |  | \$431 10 |

(Signed), JOHN DELANY,
Postmaster General.
(Signed), GEORGE LeMESSURIER, Accountant.

Statement shewing the A mount of Postage collected at the several Post offices in Newfoundiand, on Correspondence per British Packet, during the year' ended 31st December, 1876.

|  | Name of Post Office, |  | Amount. |
| :---: | :---: | :---: | :---: |
| Bay Bulls' | ©..... |  | \$1 30 |
| Bonavista | ...... |  | 113 |
| Brigus | ...... |  | 1307 |
| Burgeo | ...... |  | 507 |
| Burin | . |  | 792 |
| Carbonear' | , |  | 1712 |
| Channel |  |  | 648 |
| Ferryland | ...... - |  | 342 |
| Fogo |  |  | 450 |
| Greenspond |  |  | 509 |
| Harbor Briton' | ...... |  | 26.10 |
| Harbor Grace |  |  | 66.77 |
| Heart's Content |  |  | 17.23 |
| La Poile' |  |  | 734 |
| Placentia |  |  | 1283 |
| Rose Blanche |  |  | 506 |
| Trinity |  |  | 1081 |
| Twillingate |  |  | 1107 |
|  | 102 |  | 22231 |
| St. John's' | ~....0. |  | 557.84 |
| 18 | Q, rimas lemie |  | \$780 15 |

(Signed), JOHN DELANY,
Postmaster General.

Statement sliewing the Gross Revenue collected at the several Post Dfiices, in Postage and for Postage Stamps sold during the year ended 31st Dec., 1876 ,

(Signed), JOHN DELANY,
Postmaster General.
(Signed), GEORGE LeMESSURIER,
Accountant.

Statement shewing the number of Registered Letters received and sent through the Gemeral Post Dfice in Newfoundland, during the year ended 31st day of December, 1876.

(Signed), JOHN DELANY,
Postmaster General.
(Signed), GEORGE LEMESSURIER, Accountant.

Statement shewing the number of Unclaimed Letters received at the Dead Letter Dffice, St. John's, Newfoundland, during the yeair ended Bist December, 1876, and how disposed of.

|  | Number. |
| :---: | :---: |
| Received from Postmasters | 1867 |
| " United Kingdom | 206 |
| " British Provinces | 450 |
| " United States | 268 |
| Total | 2791 |
| Returned to writers in Newfoundland | 1559 |
| "6 General Post Office, London | 434 |
| " British Provinces | 406 |
| " United States - - | 153 |
| Dead Letters, the writers of which could not be found | 239 |

(Signed), JOHN DELANY,
Postmaster General.
(Signed), GEORGE LEMESSURIER, Accountant.

Statement shewing the number of Mails and Letters contained therein, received at and despatched from the General Post Difice, St. John's, Newfoundland, during the year ended Bist day of December, 1876.

|  | No. of Mails. | No. of Letters. |
| :---: | :---: | :---: |
| Received from Outports | 2,050 | 97,909 |
| " Labrador | 43 | 10,186 |
| " United Kingdom - - | 122 | 112,521 |
| British Provinces and Foreign Countries | 487 | 91,357 |
| Despatched to Outports | 2,748 | 101,703 |
| " Labrador | 43 | 6,147 |
| " United Kingdom - - | 110 | 80,381 |
| British Provinces and Foreign Countries | 318 | 71,147 |
|  | 5,921 | 571,351 |
| Increase over 1875 , received and despatched | 681 | 96,699 |

(Signed), JOHN DELANY, Postmaster General.<br>(Signed), GEO. LEMESSURIER, Accountant.

# Statement or Amounts paid to Postmasters, year ended 31st 

| Name of Office. |
| :--- |

Clerks, Way Dficers, and Assistants, December, 1876.

## Service.

Amount.


## Statement of Amounts paid to Postmasters, year ended \$ist

| Name of Office. | Officer's Name. |
| :---: | :---: |
| Brought forwar |  |
| Trinity .... | Ann Cross |
| Twillingate ... | Joseph J. Pearce |
| Bay Roberts ... | Eliza Moore |
| Bay-de-Verd ... | Charles Blunden |
| Bay St. George . | Joseph LeGrandais |
| Bay of Islands . | William Petipas |
| Bareneed | George F. Payne |
| Bett's Cove . | Edward W. McCurdy |
| Black Head . | John C. Moors |
| Bonne Bay | John R. Roberts |
| Branch | Margaret English |
| Burnt Islands . . | George Tweedal |
| Catalina | Stephen Jeans |
| Cat's Cove | Thomas O'Brien |
| Cat Harbor | Henry Robbins |
| Clarke's Beach | Jabez Butler |
| Codroy | John Hutchings |
| English Harbor. | Selina Sterling |
| Exploit's . . | Thomas Winser |
| Fermeuse | John Connell |
| Fortune | Henry J. Haddon |
| Fortune Harbor | Richard Hamilton |
| Garnish | Sabina Grandy |
| Grand Bank | Jonathan Hickman |
| Grate's Cove . . | William Meadus |
| Green's Harbor | Simon Read |
| Hant's Harbor | Charles Green |
| Harbor Buffett | Ann Collett |
| Harbor Main | Johanna Ezekiel |
| Hermitage | Martha Frances |

Clerks, Way Dinicers and Assistants, December, 1876.


## Statement of Amounts paid to Postmasters, year ended Bist



Clevks, Way (1) ficers, and Assistants,
December, 1886.


## Statement of Amounts paid to Postmasters, year ended 31st

| Name of Office. | Officer's Name. |  |
| :---: | :---: | :---: |
| Brought forwar |  |  |
| St. Jacques | George Snelgrove |  |
| St. Lawrence | Hugh Vavasour |  |
| St. Mary's | Patrick Walsh |  |
| Tilt Cove | Leander N. Gill |  |
| Toad's Cove | Mrs. Driscol |  |
| Topsail | James Moyse, |  |
| Torbay | John Maguire |  |
| Trepassey | Elizabeth Devereaux |  |
| Western Bay | Pierce Hanrahan |  |

Clerles, Way Dfficers and Assistants, December, 1876.

| Service. |  |  |  |  | Amount. |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | $\cdots$ | . | $\cdots$ | \$9,098 25 |
| Way Off | , 2 Quarters | . | . | . | 400 |
| Ditto | $\cdots$ | $\cdots$ |  | . | 2400 |
| Ditto | .. .. | . | . | . | 4000 |
| Ditto | $\cdots$ | . | . | . | 1900 |
| Ditto | 3 Quarters | . | . | . | 300 |
| Ditto | .. .. | . |  | $\ldots$ | 2000 |
| Ditto | .. .. | . |  |  | 2000 |
| Ditto | .. .. | . | - | . | 2400 |
| Ditto | .. .. | . |  |  | 2000 |
|  |  |  |  |  | \$9,272 25 |

(Signed), JOHN DELANY,<br>Postmaster General.<br>(Signed), GEORGE LeMESSURIER,<br>Accountant.

Statement of Amounts paid to Comtractors and others, for Carriage of Mails, during the year ended blet Decenber, 1876.

| Route, | Contractor's Name. | Remarks. | Amount. |
| :---: | :---: | :---: | :---: |
| Brigus \& Bay Roberts | E. Moore |  | \$100 00 |
| "\% \& Cupids .... | William Ledrow |  | 4000 |
| " \& Harbor Main | Johanna Ezekiel |  | 6924 |
| " \& Port-de-Grave | Matthew O'Rielly . |  | 8924 |
| Brooklyn and King's Cove. | W. D. Stare | 6 months. | 4000 |
| Burin and Placentia. | John Collins |  | 77232 |
| 6 6 | Ditto | Allowance for $\mathrm{S}^{2}$ Qtrs. |  |
| " Lamaline. | Albin Barbage |  | 19540 |
| " Garnish | Josiah Hiscoc | 1 Trip .. | 600 |
| Bonavista \& Trinity. | Thomas Whi |  | 16152 |
| " \& Greenspond | Robert Ford |  | 27692 |
| Carbonear and New Perlican | Joseph Peers |  | 20000 |
| Carbonear and New Perlican | Ditto | Allowance |  |
| Carbonear and Bay-de-Verds |  | 5 | 1300 |
|  | James Evans |  | 12000 |
| Carbonear and Bay-de-Verds | William Perfect . . | . | 12000 |
| English Harbor and Belleoram ...... | John Rose |  |  |
| Ferryland and Trepassey | Patrick Ryan .... |  | 18460 |
| Garnish and Fortune | Josiah Hiscock... |  | 18000 |
| Gaultois \& Hermitage | John Dowden |  | 8000 |
| Grates Cove and New Perlican | George Howell.... |  | 24000 |
| Carried forward |  |  | \$2995 00 |

Statement of Amounts paid to Contractors and others, for Carriage of Nails, during the year ended Bist wecember, 1876.-(Contimued.)

| Route. | Contractor's Name. | Remarks. | Amount. |
| :---: | :---: | :---: | :---: |
| Brought forward |  |  | \$2995 00 |
| Great and Little Placentia | Alexander Burke. . |  | 4616 |
| Harbor Briton and Channel | William Pink |  | 80000 |
| Harbor Briton and Hermitage . . . . . . | John Harris |  | 13848 |
| Harbor Briton and Garnish | William White.... |  | 52386 |
| Harbor Grace and Island Cove ....... | John Crane . . . . . |  | 7384 |
| Harbor Grace and New Harbor . . . . | Edward Woodman. |  | 7500 |
| Heart's Content and Heart's Delight . . | Thomas Faust .... |  | 4000 |
| Heart's Delight and Green's Harbor . | Henry Jackson. . . . |  |  |
| Oderin \& Flat Isl'ds. | Richard Clarke.... |  | 4000 |
| Placentia and Merasheen . . ......... | Patrick Murphy . . |  | 39228 |
| Placentia \& Branch . | Pierce Burke. . . . . |  | 12000 |
| Lawn Ferry . ..... | Andrew Strong. . . |  | 3360 |
| St. John's and Ferryland $\qquad$ | Martin Lambert |  | 24000 |
| St. John's and Placentia | E. Sinno |  | 27692 |
| St. John's and Placentia | William Coughlin . |  | 40000 |
| St. John's \& Harbor Main | Ditto | 2 months. | 3500 |

Statement of Amounts paid to Contractors and others, Tor Carriage of Mails, during the year ended sist December, 1876.-(Continued.)


Statement of Amounts paid to Contractors and others, for Capriage of 值ails, during the year ended Blst December, 1876.-(Continued.)

| Route. | Contractor's Name. | Remarks. | Amount. |
| :---: | :---: | :---: | :---: |
| Brought forward |  |  | $\$ 1155723$ |
| Bloody Bay and Salvage............... | Albert Stroud |  | 2000 |
| Greenspond and Salvage. ............. | Robert Ford | .... | 2000 |
| Twillingate and Exploits | Henry Pearce . . . . |  | 6000 |
| Fogo to Tilton H'br. | J. Fitzgerald. . . . . |  | 3600 |
| Exploits to Tilt Cove | Budgell Brothers. . |  | 12800 |
| Channel to Bonne Bay | George LeMoine .. | Winter Route.... | $600 \quad 00$ |
| Greenspond and Gander Bay | Thomas Elliott. . . | ..... | 19200 |
|  |  |  | \$12613 23 |

> (Signed), JOHN DELANY,
> Postmaster General.
(Signed), GEORGE LeMESSURIER, Accountant.

## The Postmaster General year ended 81st

1876. 

Jan'y 1.-To amount of Postage Stamps remsining on hand, 31st Dec., 1875 ......... $\$ 41,96799$
Aug. 3.- " Amount of Stamps received from Colonial Secretary . $\$ 171750$
Sept. 28.- "Amount of Postal Cards imported ............... 30000
Nov. 1.- "Amount of 5 Cent Stamps. $1500000 \quad 17,01750$


## Postage Stamp Account, December, 1876.

1876. 

March 31.-By Amount of Stamps sold dur
ing the quarter ended this
date . ...................... $\$ 203903$

June 30.- " Amount of Stamps sold during the quarter ended this date ...................... 280000
Sept. 30.- " Amount of Stamps sold during the quarter ended this date ...................... 379052
Dec. 31.- " Amount of Stamps sold during the quarter ended this date . ......................
" Balance, being amount on hand of Stamps and Postal Cards, this 31st day of December, 1876

4706126
$\$ 58,98549$

| (Signed), | JOHNDELANY, <br> Postmaster General. |
| ---: | ---: |
| (Signed), | GEO. LEMESSURIER, |
|  | Accountant. |

Statement shewing the number and Amount of Voney Drders issued and paid, and the Commission accruing thereon at the several Miomey Order Dfices in operation during the year ending 31st Dec, 1876.

| Offices. | No. of Orders issued. | Amount. | Commission. | No. of Orders paid. | Amount. |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Bonavista | 23 | \$387 91 | \$5 30 | - 6 | \$171 99 |
| Brigus | 52 | 96758 | 1688 | 33 | 96105 |
| Burgeo | 3 | $23 \cdot 15$ | 0039 | - 2 | 1900 |
| Burin | 45 | 123322 | 1898 | 15 | 28240 |
| Carbonear | 83 | 2069.48 | 28.59 | 28 | 54971 |
| Channel | 37 | 106755 | 1003 | 7 | 18611 |
| Ferryland | 16 | 25914 | 416 | 15 | 39387 |
| Fogo | 7 | 13714 | 264 | 1 | 3360 |
| Greenspond ... | 15 | 42840 | 605 | 2 | 1334 |
| Harbor Briton... | 76 | 170780 | 2907 | 2 | 5950 |
| Harbor Grace ... | 299 | 629163 | 9874 | 83 | 203141 |
| Heart's Content. | 134 | 171321 | 2491 | 6 | 8770 |
| Placentia | 2 | 584 | 0048 | 11 | 39908 |
| Rose Blanche | 14 | 39579 | 432 | , | 34231 |
| Saint John's. | 1301 | 2565354 | 52684 | 671 | 1380337 |
| Trinity | 56 | 108966 | 1740 | 8 | 17000 |
| Twillingate ... | 36 | 40386 | 1248 | 20 | 60049 |
|  | 2193\$43834 90 |  | 180726 | 919 | \$20104 93 |

(Signed), JOHN DELANY,
Postmaster General.
(Signed), T. S. DWYER,
Superintendent.

Summary of Money Drder Transactions for the year ended 3ist December, 1876.
$\left.\begin{array}{ccc|r|r}\hline & & & \text { No. } & \text { Amount. } \\ \hline \text { Orders issued in Newfoundland, payable in the }\end{array}\right)$

## APPENDIX.

## Statement shewing the extent of Money Drder transactions with the United Kingdom, the Dominion of Canada, and the United States, during the year ended 81st December, 1876.

| Countries. | Orders issued in Newfoundland, payable in other Countries. |  | Orders issued in other Countries, payable in Newfoundland. |  |
| :---: | :---: | :---: | :---: | :---: |
|  | No. | Amount. | No. | Amount. |
| England | 824 | \$14228 48 | 155 | \$3112 64 |
| Ireland | 136 | 264986 | 14 | 26040 |
| Scotland | 193 | 393264 | 16 | 44838 |
| Total of the United Kingdom | 1153 | 2081098 | 185 | 382142 |
| Ontario and Quebec. | 169 | 249146 | 95 | 210028 |
| Nova Scotia | 227 | 601902 | 76 | 180380 |
| New Brunswick | 78 | 192340 | 26 | 48170 |
| Prince Edward Island...... | 17 | 71242 | 26 | 68950 |
| The United States. | 91 | 156694 | 41 | 76330 |
|  | 1735 | \$33524 22 | 449 | \$9660 00 |


| (Signed), | JOHN DELANY, |
| :---: | :---: |
| Postmaster General. |  |

## Commission Account.

## Dr.

$$
\text { To proportion paid British and Provincial Offices. ... \$222 } 38
$$

" Amount passed to Revenue Account, 31st Dec.,'76 ..... 59000
" Balance carried to Credit of Account for 1877 ... ..... 1200
$\$ 82439$
Cr.
By Balance from 1875 ..... $\$ 1497$
" Cash received for Commission on Orders issued in
" Cash received for Commission on Orders issued in Newfoundland ..... 80726
*6 Cash received from Provincial Offices ..... 226
(Signed),
(Signed),

JOHN DELANY, Postmaster General.
T. S. DWYER, Superintendent.

Comparative Statement of Money Order Transactions for the past Five Years.

| Years. | $\begin{aligned} & \text { No. of } \\ & \text { Orders } \\ & \text { issued. } \end{aligned}$ | Amount of Orders issued. | Commission accruing thereon. | No. of Orders Paid. | Amount of Orders paid |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 1872. | 1189 | \$25001 52 | \$446 37 | 585 | \$12711 38 |
| 1873 | 1508 | 3038083 | 59508 | 642 | 1777795 |
| 1874 | 1632 | 3388908 | 63636 | 705 | 1540956 |
| 1875 | 1864 | 3852640 | 68062 | 830 | 1918575 |
| 1876. | 2193 | 4383490 | 80726 | 919 | 2010493 |

(Signed), JOHN DELANY,
Postmaster General.
(Signed), T. S. DWYER,
Superintendent.

No. 17.


#### Abstract

Annual Report of the Newfoundland Root and Shoe Manufacturing Company, for the year ending December 31st, 1876 , as required by 36 Vic., Cap. 8, Sec. 22.


Amount of Capital Subscribed .................. $\$ 40,00000$
Amount of Capital paid in...................... 40,00000
Amount of Debts due by Company ..... 17,421 79
Amount of Debts due to Company ..... 05
C. R. AYRE, President. JAMES MURRAY, Secretary. JAMES S. PITTS, JAMES BAIRD.

> St. John's, Newfoundland, January 18th, 1877.\},

I certify that the above Statement is correct.
JAMES MURRAY,
Secretary.


I hereby certify that James Murray, Esq., Secretary of the Newfoundland Boot and Shoe Manufacturing Company, having appeared before me this date, made oath that the Annual Report annexed was to his belief and knowledge correct and true.
H. RENOUF, J. P.

## TO THE HONORABLE THE EXECUTIVE COUNCIL:

Gentlemen, -
The Directors of the Newfoundland Boot and Shoe Manufacturing Company, as in duty bound, respectfully submit to you, in the first place, the following Report and accompanying Statements of the Company's proceedings during the past year, being the first year of its active operations.

The Company was projected under the immediate, though informal, auspices of your honorable body, and obtaining the confidence of the general business community, and of those otherwise who had spare capital to invest. The necessary amount of Stock, to the value of Forty Thousand Dollars, was soon subscribed and paid into the Treasury of the Company, in three instalments, viz :-

Ten per cent. in May, 1875; Forty per cent. in September, 1875 ; Fifty per cent. in December, 1875.

A suitable site having been secured, enlarged by a subsequent purchase of land adjoining, a comfortable and substantial wooden building was quickly erected at River-head, now known as the Boot and Shoe Factory, and at the beginning of 1876 was ready for occupation. This building, of three stories, is sufficiently commodious for the employment of three hundred work people, and with a slight addition could be made to accommodate five hundred. It is fitted with boiler and engine of fifteen horse-power, and is heated throughout with steam, at an almost nominal cost. The Factory is now fully supplied and fitted with all the light machinery, utensils and appliances, of the most modern construction, for manufacturing the immense variety of Boots and Shoes now demanded by the Trade, and supplied by Manufacturers in Great Britain, the United States and the Dominion of Canada, with all of whom the Company has to compete, both in quality and price. The entire cost of the completed Factory, with the ground attached, is as follows:-
Paid for Land (two lots) ..... $\$ 138125$
" Building Contract ..... 663980
" Fitting up Building ..... 163594

The Company went into active operation in the beginning of 1876 , and, as will be seen by the accompanying Statement, has made $(55,105)$ Fifty-five thousand one hundred and five pairs of Boots and Shoes during that time, of which 51,799 pairs were sold and delivered, leaving a Stock on hand of only 3,306 pairs at the end of the year.

During that time, and in the accomplishment of that result, the Company has disbursed the sum of Twenty-one thousand seven hundred and eighty-nine dollars and sixty-five cents in labor, working its staff up, gradually, from thirteen men, one woman and two boys, to ninety men, thirty-three women and fifteen boys, earning an aggregate of weekly wages of five hundred to six hundred dollars, paid in cash on each Saturday night. The Company confidently expect to be able to work up their staff of women, girls and boys, to double its present proportions during the ensuing year, and to spend annually for the future the full amount of its capital, or Forty thousand dollars, in labor, that has heretofore been spent in foreign markets.

By a comparison of the two foregoing Statements it will be seen that nearly one-fourth the value of the completed article, or of the entire product, consists of labor: in other words, the fourth value of every pair of Boots and Shoes made in the country represents local labor and home industry, thus exemplifying the especial adaptability of this particular manufacture, to accomplish the aims of political and industrial economy, and to conserve the natural strength of the country, instead of having it constantly drained off for the nourishment of other communities.

The Company has paid into the general revenue the total sum of Seven thousand four hundred and eighty-nine dollars and fifty-eight cents during the past year, viz :-
Duty on Goods directly imported ..... $\$ 422069$
Duty on Leather bought in St. John's ..... 326889
Total...\$748958
Of this sum $\$ 685410$ was paid on Leather.

| 508 | 16 | "6 | Fittings. |
| :--- | :--- | :--- | :--- |
| 127 | 02 |  | Machinery. |

Total. . $\$ 748958$

The Company respectfully requests that the two last items be remitted, as the machinery was entirely imported for manufacturing purposes and will never be converted to any other use, while ix the neighboring Dominion of Canada, with whose active and thrifty operatives we have to compete, fittings for manufacturing purposes are admitted duty free. We therefore pray that a drawback of $\$ 63548$, as aforesaid, be granted us.

During the past year the Company has had a great deal to contend with in. starting a new local industry on a large scale, on an efficient basis, and with a fully equipped establishment. The multitudinous appliances absolutely needed for a Factory of this description, and the costliness of fitting up and supplying these, can searcely be appreciated until the work is actually entered upon. Abore all, the Company have had a heavy burden upon its shoulders, financially, in the task of educating from entire ignorance to efficiency the band of skilled operatives now busily and remuneratively employed in its Factory. As these special items of expense have mostly fallen upon it during the past year, the Company humbly pray that your Honorable Body will award us a renewal of the Grant of One Thousand Dollars already bestowed, promising, on our part, that we will in future endeavour to make the Institution financially independent of any further subsidy from the special fund " for the encouragement of Local Factories."

> We have the honor to subseribe ourselves, Your obedient humble Servants,

CHARLES R. AYRE, President. JAMES MURRAY, Secretary. JAMES BAIRD, Vice-President.

JAMES S. PIT̈TS, CHAS. BOWRING, JNO. J. ADAM, EDWIN DUDER,

Statement of Boots and Shoes manufactured by the Newfoundland Boot and Shoe Manufacturing Company, for the year 1876.

| Purchasers. | Goods. |  |  |  | Value. |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Peter Rogerson \& Son. . |  |  |  | \& Shoes | \$723 35 |
| John Steer . . . . . . . . . | 2,437 |  |  | 6 | 3,139 39 |
| Michael Tobi | 756 | " | " | " | 1,337 75 |
| J. \& W. Stewar | 3,230 | " | " | " | 6,386 83 |
| Edwin Duder | 3,926 | " | 6 | " | 7,329 47 |
| W. R. Firth \& Co. | 103 | " |  | " | 10105 |
| A. Goodridge \& Sons . . | 172 | " | " | " | 35265 |
| Moses Monroe ...... | 2,441 | " | / | " | 3,517 69 |
| Shirran, Pippy \& Co. . . | 800 | " | " | " | 1,231 35 |
| Stabb, Row \& Co. . . . . | 25 | " | " | " | 1,65 00 |
| P. \& L. Tessier . . . . . | 325 | " | " | " | 74308 |
| McDougall \& Templeton | 546 | " | " | " | 82867 |
| Sillars \& Cairns . . . . . | 879 | " | " | " | 1,228 15 |
| Berney \& Fitzgibbon . . | 916 | " | " | " | 1,412 61 |
| Sharp, Kelly \& Co. . . . | 686 | " | * |  | -896 45 |
| Bowring, Bros. . . . . . | 3,462 | " | " | " | 5,285 07 |
| Goodfellow \& Co. . . . . . . | 343 | " | " | " | 81225 |
| Ayre \& Marshall. . . . . | 6,651 | " | " | " | 10,040 01 |
| Baine, Johnston \& Co. . | 1,444 | " | " | " | 2,652 24 |
| James Baird............ | 2,403 | " | " | " | 3,889 37 |
| P. Jordan \& Sons | -347 | " | " | " | 260 90 |
| Peters, Badcock \& Co. . | 582 | " | " | " | 1,017 37 |
| Baird Bros. | 1,048 | " | " | " | 1,420 10 |
| W. Grieve \& Co | 1,407 | \% | " | " | 2,358 64 |
| D. Sclater. . . . . . . . . . | 51 | " | " | / | - 4335 |
| Chown, Gibb \& Co. . . . | 303 | " | " | 6 | 39083 |
| Job, Bros. \& Co. . . . . . | 2,578 | " | " | " | 5,476 77 |
| James Fox . . . . . . . . . . | 383 | " | " | " | 82191 |
| St. Vincent de Paul ... | 246 | " | " | " | 27210 |
| Carried forward.... 3 | 8,835 | " | " | " | 64,034 40 |

Statement of Boots and Shoes manufactured by the Newfoundland Boot and Shoe Manufacturing Company, for the year 1876.-(Continued.)


## St. John's, Newfoundland, January 18th, 1877. $\}$

This statement corresponds with the books of the Company, and is hereby certified to be correct.
C. R. AYRE,

President.
JAMES MURRAY, Secretary.
A. B. MORSE,

Manager.

Statement shewing amount of Wages paid, and the number of hands employed by the Newfoundiand Boot and Shoe Company, 1876.

| Date. | Men. |  | Women. |  | Boys. |  | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | $\begin{aligned} & 0 \\ & 0 \\ & 4 \end{aligned}$ | Amount. |  | Amount. | ${ }_{4}^{\circ}$ | Amount. |  |
| Jan'y ${ }^{1}$ | 713 | \$195 7 | 79 |  |  |  | \$195 79 |
|  | 1519 | 177 | 261 | \$3 |  |  | 18059 |
|  | 2224 | 193 | 311 | 40 |  | \$2 08 | 19939 |
|  | 2925 | 2023 | 327 | 118 |  | 650 | 22068 |
| Feb. $\begin{array}{r}1 \\ 1 \\ \\ 2\end{array}$ | 526 | 2068 | 89.9 | 15 |  | 1101 | 23312 |
|  | 1226 | 2207 | 7811 | 211 |  | 850 | 25046 |
|  | 1927 | 2250 | 771 | 198 |  | 987 | 25480 |
|  | 2624 | 229 | 5912 | 222 |  | 850 | 26033 |
| March | 441 | 2387 | 7212 | 235 |  | 960 | 27182 |
|  | 1138 | 255 | 8113 | 241 |  | 1025 | 2900 |
|  | 1838 | 2019 | 9015 |  |  | 714 | 22571 |
|  | 2548 | 2820 | 5514 | 280 |  | 1075 | 32084 |
| April | 148 | 2961 | 1615 | 275 |  | 1275 | 33648 |
|  | 845 | 2849 | 9014 | 258 |  | 1525 | 3259 |
|  | 1546 | 2321 | 1414 | 201 |  | 1014 | 26246 |
|  | 2248 | 2781 | 1814 | 272 |  | 1262 | 31802 |
|  | 2945 | 3008 | 8614 | 269 |  | 1295 | 34074 |
| May | 648 | 286 | 6113 | 265 |  | 1485 | 32805 |
|  | 1350 | 3094 | 4313 | 284 |  | 1701 | 35492 |
|  | 2051 | 283 | 5513 | 288 |  | 1525 | 32760 |
|  | 2752 | 3139 | 215 | 329 |  | 1500 | 36189 |
| June $\begin{array}{r}1 \\ 1 \\ 2 \\ 2\end{array}$ | 351 | 3624 | 4116 | 377 |  | :628 | 41639 |
|  | 1059 | 422 | 2920 | 436 |  | 1850 | 48445 |
|  | 1774 |  | 8823 | 492 |  | 1842 | 47179 |
|  | 2473 | 4208 | 8024 | 496 |  | 1910 | 48952 |
| July | 173 | 3220 | 528 | 45 |  | 1638 | 38373 |
|  | 876 | 418 | 4827 | 521 |  | 1900 | 48959 |
|  | 1571 | 3661 | 1229 |  |  | 1900 | 43715 |

Statement shewing amount of wages paid, and the number of hands employed by the Newfoundland Boot and Shoe Company, 1876.-Comtinued.)


## APPENDIX.

\author{
St. John's, Newfoundland', $\begin{gathered}\text { January 18th, 1877. }\}\end{gathered}$

}

This Statement corresponds with the Books of the Company, and is hereby certified to be correct.
C. R. AYRE, President.

JAMES MURRAY, Secretary.
A. B. MORSE,

Manager.

Statement of Amounts of Duties on Goods bought in St. John's, by the Newfoundland Boot and Shoe Company, 1876.

| Date. | From whom purchased. | Description of Goods. | Duty. | Total. |
| :---: | :---: | :---: | :---: | :---: |
| Feb. 28 | . W W. Pitts | Upper Leather | \$86 51 |  |
| April 15 | " ${ }^{\text {W }}$ | "\% | 2040 |  |
| 20 | " 6 | " ${ }^{6}$ | 846 |  |
| 21 | " | " " | 4742 |  |
| 21 | " 6 | Sole | 5202 |  |
| 28 | " 6 | Upper " | 8589 |  |
| May 11 | " 6 | Sole " | 8000 |  |
| 18 | " ${ }^{6}$ | 6 ${ }^{\text {a }}$ | 44. 16 |  |
| 23 | " 6 | Upper " | 2085 |  |
| 30 | 6 6 | 66 .... 6 | 5174 |  |
| June 2 | 6 | Sole " | 4560 |  |
| 2 | 6 | Upper " | 3406 |  |
| 5 | 6. 6 | 6 | 877 |  |
| 6 | ، | Sole " | 4880 |  |
| 9 | 6 | " ${ }^{\text {a }}$ : ${ }^{\text {a }}$ | 3211 |  |
| 10 | " 6 | Upper " | 1124 |  |
| 15 | " | " ${ }^{\text {a }}$ | 780 |  |
| 16 | " | " | 2384 |  |
| 17 | 6 | 6 | 3530 |  |
| 17 | " | Sole " | 5200 |  |
| 30 | " 6 | Upper " | 5650 |  |
| July 8 | " | Sole " | 8000 |  |
| 12 | 6 | " * " | 9225 |  |
| 19 | 6 | " 6 | 15909 |  |
| 29 | 6 | " ${ }^{6}$ | 5200 |  |
| - 29 | " ${ }^{\text {a }}$ | Upper | 8820 |  |
| August 9 | " | 6 | 1300 |  |
| 19 | " - " | " " | 5553 |  |
| 19 | 6 6 | Sole | 8135 |  |
| 28 | 6 ....) ${ }^{\text {a }}$ | Upper " | 1300 |  |
|  | Carried forw |  | \$1487 89 |  |

Statement of Amounts of Duties on Goods bought in St. Johm's, by the Newfoundland Boot and Shoe Company, 1876.-(Continued.)


> St. John's, Newfoundland, January 18th, 1877.

This statement corresponds with the books of the Company, and is hereby certified to be correct.
C. R. AYRE,

President. JAMES MURRAY, Secretary.
A. B. MORSE,

Manager.

Statement shewing the amounts paid for Duties by the Newfoundland Boot and Shoe Company, 1876.

Leather.


Statement shewing the ammunts paid for Buties by the Newfoundiand Boot and shoe company, 1876.

## Machinery.



## Statement shewing the amounts paid for Duties by the Newfoundland Boot and Shoe Company, 1876.

Fittings.


St. John's, Newfoundland, January 18th, 1877.

This Statement corresponds with the Books of the Company, and is hereby certified to be correct.

> C. R. AYRE, President.
> JAMES MURRAY, Secretary.

A. B. MORSE,<br>Manager.

## No. 18.

## Report of the Newfoundland Agricultural Society for the Year ending sist Decenber, 1876.

In submitting the following short Report of the Society's transactions during the past year, your Committee rejoice at having it in their power to speak most favourably of the Agricultural operations in the Colony the past season.

Wherever careful cultivation was given to the soil the results were most encouraging, and in many localities these successful results have induced a greater attention to breaking up the wilderness lands and to preparing composts to be applied to these lands in the spring.

The bounty offered by our Government for clearing and cultivating the Waste Lands of the Colony, is greatly to be commended; and your Committee would be glad to see this mode of encouraging Agriculture extended and made more general.

It has undoubtedly been the means of drawing the attention of the poorer class of settlers to the cultivation of the soil, and of inducing many, who would not otherwise have given it a thought, to make trial of Agriculture as an adjunct to their usual employment at the fisheries;-and that trial, once fairly made, seldom, if ever, results otherwise than in making sure to the industrious Colonists comfort and independence.

In recommending a continuance and extension of this mode of giving a stimulus to the cultivation of the soil, your Committee would urge upon the attention of the Government the necessity for a careful inspection of all lands for which the bounty is claimed.

An acre of land, once cleared and thoroughly broken up, would always induce the owners to follow up these first operations, by cultivation and cropping; whereas land, carelessly
handled at the outset leads to disappointment, and the object in giving the bounty is not attained.

The success which has already attended the operation of that Act, for the encouragement of Agriculture in the Colony, will, it is hoped, induce the Legislature, at its next Session, to give further attention to this important subject; as, until the area of cultivation is greatly extended, the funds expended by the Society in the importation of the best descriptions of live stock, are made to a great extent unavailing by the scarcity of food for the stock during the winter.

The rapid deterioration in live stock of all kinds, so evident in many of the Out-harbors, is mainly attributable to the cause above alluded to. Sufficient shelter and food are not provided for the long inclement season; and the stock falls off in condition to such an extent that the whole summer is required to put them in a state to stand the winter following.

During some years past the number of fine Cattle, Sheep, and Pigs, imported by the Society, and distributed in the various settlements, was more than sufficient, under ordinary circumstances, to keep up to the mark the various breeds; and it is gratifying to know that in several of the Districts this desirable object has, in a great measure, been attained; but in other localities, your Committee regret to say, that care and attention to live stock have been badly wanting; so much so, that your Committee cannot recommend a renewal of live stock to such localities, where dogs are more cared for than Sheep, and the fine animals sent by the Society left to starve or be slaughtered, the people not being willing to find food for the winter's keep.

It is not to the poorer settlements that this condition of things is confined; the principal one in Trinity Bay, where so many fine Cattle and Sheep have been sent, gives no promise of improvement in Agriculture or Stock raising ; and it is stated on good authority, that Butter and Veal are not to form part of the exports from this settlement during the next summer, and that last season the supply of Veal had fallen to onefourth the usual quantity.

Could we account for this deficiency in the supply of Veal. by the care taken in rearing young stock, it would be well ;
but the fact is, that the breeding stock has seriously diminished in number, and likely to decrease, unless the inhabitants take more care of the animals sent to them by the Society. In and around Trinity, Cattle and Sheep are confined to the lanes, with the most scanty feed, and at night are housed to prevent their destruction by dogs. Under such treatment Sheep cannot thrive; the Lambs are poor, many of them perishing; and the clip of the Wool is only one-half of what it ought to be.

The cure for these evils lies in a great measure with the people themselves; but if they only shewed a willingness to turn their resources to account, the Society would afford them every assistance within its power. Your Committee would suggest, that, in such localities as Trinity, the Sheep owners should combine, and appoint one or more of their numbers Shepherds to look after all the Sheep in the settlement, keeping them on grazing lands selected for the purpose. Your Committee believe there can be little difficulty in selecting land fit for the purpose in the neighbourhood of many of the Outharbors. The land selected, a house for the Shepherd could be erected at comparatively small cost, and the Shepherd's wages met by a small charge per head on the Sheep tended during the season. Were such a system as this adopted, the Society could legitimately assist, 万ुy an expenditure of money, for Sheep Dogs, and possibly in obtaining the services of a good Shepherd from the old country to put these men in the way of tending the flocks properly, and teaching them the use of the Sheep Dogs. While upon this subject of so great interest to the farming population, the Committee desire to offer a few further remarks.

They observe with great regret that the wise provisions made by the Legislature, to encourage the growth of Sheep, are in many localities inoperative, by reason of the neglect to carry into effect the existing laws for the destruction of disowned and starving dogs. A few years ago, under a more active execution of the laws, Sheep rapidly multiplied, and the manufacture of woollen fabrics largely increased. Of late, Dogs, not Sheep, have multiplied, and the people are becoming disheartened.

It is greatly to be deplored that an element of wealth and comfort so material as sheep farming in Newfonndland is lost to the country. Where the law is carried into effect, as at the head of Conception Bay, at Belle Isle, Musgrave Town, and a few other places, the increase in sheep is very gratifying, and contrasts favorably with the miserable declension in other places.

Whilst remarking upon the want of diligence in some of the Districts in carrying into effect the Act for the destruction of useless dogs, your Committee would suggest the advantage of appointing Constables taken from other localities than that in which they have to do duty; by such an arrangement the law is more likely to be carried out, fearlessly, than if the men were selected in their place of residence. Under the management of our present able Inspector, doubtless such methods will be adopted for carrying the law into effect as will leave no further cause for complaint.

Your Committee did not deem it expedient to expend money in the importation of first class sheep during the past season, and they cannot recommend any steps being taken in this direction until better arrangements are made for distributing and protecting this valuable stock.

Until the Society is left without the controlment placed upon it for some years past in the expenditure and distribution of the Agricultural Grant, it is feared that the outlay must continue to be almost a waste of the Public Funds; and if the Society is to continue its operations, and these operations really for the public good, it will be necessary to disincumber the Grant from the restrictions of late years attached to it.

If the Society, in accepting the Agricultural Grant, are still to be compelled to expend a rateable proportion of the funds on certain Districts where there is little or no means of making the expenditure useful in an agricultural point of view, far better invest the amount in bread and flour, butter and pork, than in first class sheep only to be destroyed by dogs, or in dairy stock, only to be starved to death or slaughtered to save the winter's keep; for such, your Committee fears, is the result, in many cases, under the present system.

The Committee take this opportunity of directing public attention to the extraordinary fact, that in St. John's, the capital of the Colony, and the centre of its agriculture, with a population exceeding twenty thousand souls, there is no Public Market of any kind. To a stranger, such an anomaly seems incredible, and impresses them with an unfavorable opinion of our civilization.

The Committee believe that there is not a village in Great Britain or in any of Her Majesty's Colonies, except Newfoundland, with inhabitants one-twentieth of those which Saint John's numbers, that is not provided with a suitable Public Market.

The active intervention of the Government, or at least of some patriotic member of the Legislature, is all that is required to remove this disparaging blot upon our civilization, and to prevent the contemptuous remarks that are made respecting us by travellers.

Private money would be forthcoming in abundance to make the necessary erections, if only a suitable site were granted, and the requisite provisions made, to guarantee a small interest and incorporate the Shareholders.

Your Committee regret to observe that no increase has taken place during the past year in arrivals from the Outports of agricultural produce, possibly arising from the want of a Public Market, and also from the facilities at one time anticipated from Coastal Steam not turning out such as to induce the Outharbor farmers to ship their surplus produce ; but whatever be the cause, your Committee hope, that in the new Contract for the Coastal Service, such facilities will be secured for shipping produce from the principal Outports to St. John's as will induce an increased supply to this market, and thus stimulate settlers to extend the area of cultivation.

Early in the season your Committee imported from the United States twelve barrels of the most approved Seed Potatoes; this fine seed was sold in limited quantities to each purchaser, by which means it passed into the hands of many of the principal growers, and it is gratifying to learn that the produce was abundant and of excellent quality. Favourable
reports of the result of the potato crop have been received from most of the Outports, and judging from the great breadth sown last Spring, abundance of this valuable root must be available as food this winter; the renewal of the seed from time to time seems to be the best means of invigorating the plant and enabling it to resist the blight. Your Committee would therefore recommend that seed potatoes of the most approved sorts be imported early the ensuing Spring, from Great Britain, and also from the United States.

Seed Barley was also imported, to a small extent, to meet the wants of some of the growers in the St. John's District. This was sold in a similar way, and the results have proved most satisfactory.

Through the kindness of the Hon. Stephen Rendell, your Committee was enabled to procure from London, G. B., some of the finest poultry ever brought to this Colony, consisting of Brown Brahma Pootras, White Brahmas, Partridge, Cochens, Grey Rowen Ducks, and hardy Essex Ducks. These Birds, of the best blood and size to be had in the United Kingdom, were sold at Auction, and having gone to careful hands, great improvement may be expected in this description of Stock.

Your Committee did not deem it expedient to import Dairy Stock during the past season, but they met the requirements of several of the settlements by purchasing Bull Calves of the best breed, and placing them in the care of industrious farmers, to be reared for the improvement of the Dairy Stock in these localities.

In former reports, and particularly in that for the year 1875, opinions are expressed strongly adverse to the gratuitous distribution of Garden Seeds; the views of your Committee on this subject so thoroughly coincide with the opinions expressed in these reports, that they declined to expend any part of the Society's funds in the purchase of Garden Seeds. It was evident for some years past that the necessity for such distributions of Seeds had ceased, as such Seeds could easily be procured at the Stores in St. John's and Harbor Grace. The expenditure had therefore become little better than a waste of the Society's funds, which are never more than sufficient to
meet the requisite importation of live Stock and other equally important modes of stimulating agriculture in this Colony.

Your Committee considering it necessary to retain the imported Bull " Prince" for a further period in the District of St. John's, have placed him on Mr. Jocelyn's farm ; and they also retain on the same farm the Stud Horse "Royal Harry."

The young Stock after these animals has turned out everything that the Committee could desire, many of the Colts and Fillies being animals of great promise.

In consequence of an over expenditure in 1875, arising from a larger outlay in Garden Seeds than was intended, and which over expenditure had to be met from the Agricultural Grant for 1876, your Committee did not deem it prudent to hold the usual Show, but decided on waiting until another year, when such prizes will be offered as may tend to encourage an active competition in the display of Farm Produce and Live Stock.

On the arrival in the Colony of His Excellency Sir John Hawley Glover, your Committee had the honor of presenting an Address of Congratulation, and asking His Excellency to become Patron of the Society. His Excellency was pleased to make the following most gracious reply, acceding to the Society's wishes, by becoming its Patron :-

$$
\begin{array}{r}
\text { " Government House, Nfld., } \\
\text { 11th May, } 1876 .\}
\end{array}
$$

"Gentlemen of the Newfoundland Agricultural Society;-
"I beg you to receive my thanks for your kind expression of welcome to me on attaining the Government of this important Dependency of the British Crown.

[^3]of time it must, to render this Island independent of the neighboring continent for its food supplies, while on the other hand it will elevate the condition of the poorer classes of our fellow-citizens by instilling them with a sense and feelirg of self-respect, by placing them independent of the charity of their fellow-citizens after a scanty fishing season.
"I am glad to read in your report the annual vote of the Legislature in aid of your meritorious and patriotic efforts, by pressing on the attention of the fishermen and others the necessity of producing food for their families from the sod as well as from the sea, and aiding them to attain this most important result.
"The development of the Mineral resources of the country must involve a large influx of both capital and labor, and additional food will be required; unless food can be produced for the maintenance of this increase of the population, it must be imported from Prince Edward Island, New Brunswick and Nova Scotia, consequently the money to purchase those necessaries will go to those Provinces, instead of circulating through the hands of all classes of the trading community of this Island.
"This is a question, the result of which, I am sure, will be evident to all; and I would ask you, gentlemen, to give it your attention, and to disseminate the lesson it should teach to those to whom you distribute your seed.
"I accept with pleasure the honor you tender me in asking me to become the Patron of the Newfoundland Agricultural Society; and I avail myself of the opportunity thus offered to assure you of the great interest I feel, and the importance I attach, to the success of your exertions to develop the agricultural resources of the soil, as well as the improvement you are endeavouring to introduce in the breed of Cattle and Poultry in this Island."

The Committee take this opportunity of gratefully acknowledging the cordial co-operation of the Government in its endeavours for the advancement of agriculture in the Colony, and of thanking the Legislature for the Grants of money in aid of its funds.

In the expenditure and distribution of the funds placed at the Society's disposal, it has been an invariable rule to act with perfect impartiality, and wholly without advantage to individual members; and if it shall please the Government and Legislature to appropriate a further sum of money for the advancement of agriculture in the Colony, and place it at the disposal of the Society, its most earnest desire will be to expend and distribute money impartially, with economy, and solely for the public good.

(Signed), JOHN H. WARREN,<br>President.

W. F. RENNIE,

Secretary.

## No. 19. <br> Report of Mail officer, Labrador, 1876.

## LABRADOR MAIL STEAMER " WALRUS."

## Sir,-

## $\underset{10 \text { th Oct., 1876. }}{\text { Batile Harber }}\}$

In compliance with your instructions to forward to the Department any intelligence I could forward for the information of the Government, I therefore beg leave to acquaint you that the practice of casting out ballast in the roadsteads of the principal harbours on the coast of Labrador is injurious to safe anchorage, as was shewn during the late gales on the coast. I was reqcested by many to bring the matter under notice, so that means may be adopted to prevent a recurrence of such an injurious practice.

The retail of Spirituous liquors is, in some measure, abandoned in several harbors; yet, in some of the principal harbors, the practice continues to the injury of many, notwithstanding. I have not heard of a serious breach of the Peace, or of any act of a criminal nature.

Considering the numbers that resort to the Labrador, I could not discover that more than about six persons were accidently drowned, and that about five persons, male and female, died a natural death.

I have already acquainted you of the several fishery craft which were totally lost luring the late gales, together with their cargoes of fish and oil, which liave lefi numbers destitute. Two foreign vessels also were shipwrecked-one at Brig Harbor, the other at Tub Harbor-both of which were surveyed, condemned and sold.

There is an Episeopal Church at Forteau; a Roman Catho ${ }^{-}$ lic Chapel at Pinware; and an Episcopal Church and Wesleyan Chapel at Red Bay; and an Episcopal Church at Battle Harbour ; and a Roman Catholic Chapel at Matthew's Cove. There is stationed at Forteau an Episcopal Missionary, and at Red Bay a Wesleyan Missionary ; they attend, alternatively, the Newfoundland side. The whole resident population would be supplied, in a religious point of view, were a Roman Catholic Missionary located at Pinware. At Battle Harbor, a resident Episcopal Clergyman resides, who attends from Chateau to Seal Islands.

There is a native population scattered along the Coast, from Batteau to Indian Harbor, amounting to nearly five hundred; all are Episcopalian Protestants. Some of them said they were not visited by a Clergyman the last thirty years ; they appear to be an intelligent peóple, desirous to be educated, and anxious for religious instruction. I met upwards of forty at Rigoulet ; they are the deseendants of Englishmen and Esquimaux. They expressed a wish that their religious want may be brought under notiee, and said if a few of their children, male and female, may be brought to Newfoundland and educated, and sent back to them. The whole of them are located upon the seaboard, and could be easily visited during the summer season.

I have had the pleasure of meeting the Rev. Mr. Hepburn, Episcopal Missionary of the Diocese of Quebec; he resides at Mutton Bay, about seventy miles West of Blanc Sablon; he travels along the Coast, even down to Red Bay; he said two of his sisters came down with him last Spring and opened a School at Mutton Bay; the people are building a house, so that he may have a resting place. There are three others called Missionary Teachers, sent by a Religious Association,-one resides at or near Mutton Bay, a Mr. Butler, another at Bonne Esperance, during summer, and a Lady Missionary at Dog Islands. There is also a Roman Catholic Missonary, sent by a Religious Order from Natisquun, visits the Coast down to Pinware ; also a Roman Catholic Missionary, who visits the Indians of the interior. He travelled with two Indians last year from St. Augustine to the North River, about ninety miles west of Rigoulet; he was on his journey eleven days, where he met a number of Indians, who came out to trade with the Hudson Bay Company. This summer he made a journey from N. W. River, with two Indians, with a Canoe, to Ungava Bay, in Hudson's Straits; he was about thirty-three days on his journey; he met the Indians of that Bay; he is now on his way to meet his Superior at Montreal.

Education has not made much progress; there is a permanent School at Battle Harbor and at Pinware ; a Summer School at Forteau and at Cape Charles. I think a great deal more may be done, were the people resorting there encouraged even to get the children together on Sundays.

A schooner, owned and fitted up by Mr. Chick, of Boston, having on board about fifteen gentlemen, on a pleasure party, along the Coast to Rigoulet. I understood that they were a party of respectable men.

There were also two schooners on the Whale fishery; one of them manufactured their oil near Punch Bowl. I have heard they were not very successful.

I have the honor to be, Sir, Your obedient humble Servant,

## Nu. 20.

Report of the Cashicr of the Vewfoundland Gavings' Hank, Cor the ycar chaling 31st December, $15 \% 6$.

| of Deposits on the 31st December, 1 | ,011,880 22 |
| :---: | :---: |
| of Deposits for the year | 88 |
| Amount Deposited during the y | 168,552 99 |
| Amount withdrawn during the ye | 140,440 86 |
| Amount received for Interest on Investments of all kinds | 45,959 |

Which was thus closed :-

$$
\begin{array}{lrl}
\text { Interest added to Depositors' } \\
\text { Accounts for year } & \\
\text { Disbursement Account.......... } & \$ 29,083 & 2,660 \\
\text { Her } & 51 \\
\text { Harbor Grace Disbursements... } & 400 \\
\text { Balance carried to Reserve acct. } & 13,815 & 54
\end{array}
$$

45,959 05

The Reserve Account is as follows :-
Cr.

| Balance from year 1875 .. <br> Profit of this year added. | $\begin{array}{ll} 39,493 & 01 \\ 13,815 & 54 \end{array}$ |
| :---: | :---: |
|  | 53,308 55 |
| Dr. <br> To paid Premium on purchase of $\$ 34,23100$ debentures | 2,508 03 |
| Balance to Cr. of Reserve Account | \$50,800 52 |

The ASSETS are as follows :-

| Cash in the Union Bank. . . . . $\$ 287,503$ |  |
| :---: | :---: |
| on hand. ............. 17,642 |  |
| Colonial Debentures | 565,009 39 |
| General Water Company's Stoc | 101,500 00 |
| General Water Company's advances | 38,874 00 |
| Fee-Simple and Mortgaged Property | 34,155 80 |
| Discounts and Loans | 8,935 |
| Harbor Grace Water Company's advanc | 5,460 00 |
| Harbor Grace Water Company's Debentures | 3,600 00 |
|  | $\underline{1,062,680} 74$ |


$\$ 1,062,68074$

Respectfully submitted,

## EDWARD MORRIS,

Cashier:
Certified by-
F. B. T. CARTER, $\}$ Directors.
A. SHEA,

Classification of Deposits :-

| 1,014 | Account | under |  | \$200 |
| :---: | :---: | :---: | :---: | :---: |
| 613 | , | " | . | 500 |
| 303 | " | " |  | 1,000 |
| 146 | " | " | ........... | 2,000 |
| 53 | " | " | .......... | 3,000 |
| 14 | " | " |  | 4,000 |
| 7 | " | " |  | 5,00n |
| 3 | " | " |  | 6,000 |
| 1 | $\triangle$ ccount | " |  | 8,000 |
| 1 | " | over |  | 8,000 |
| 1 | " | Hr. C | race Branch | 76,600 |

2,161 A.counts.
EDWARD MORRIS, Cashier.

## No. 21.

| To Proprietors for Capital Stock . . . . . . . . . . . . <br> " Notes of this Bank in Circulation. | £50,000 | 0 | 0 |
| :---: | :---: | :---: | :---: |
|  | 68,297 | 0 | 0 |
| " Due to Sundries on Current Accounts, Deposit Receipts, \&c. <br> " Unclaimed Dividends ......................... <br> " Dividend for the year at 10 per cent. $£ 5000$ Of which one half was paid Dec., $18 \div 5$ <br> 2500 | 118,297 | 0 | 0 |
|  | $\begin{array}{r} 124,912 \\ 266 \end{array}$ | 10 | 4 |
|  |  | 0 | 0 |
|  |  |  |  |
| " To Bonus . . . . . . . . . . . . . . . . . . . $\begin{array}{r}2500 \\ 500\end{array}$ |  |  |  |
|  | $\begin{array}{r} 3,000 \\ 22,000 \\ 1,701 \end{array}$ | 000 | 005 |
| " Reserve Fund |  |  |  |
| " Profit and Loss, unappropriated . . . . . . . . |  |  |  |
|  | $£ 270,17610$ |  | 9 |

Average Amount of Notes in Circulation, and Specie on hand, in each month for the year ending 30th June, 1876.

| Monte. | Notes. | Specie. | Montr. | Notes. | Specis. |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 1875. |  | £52,369 | $1876 .$ <br> January | £79,924 | £42,329 |
| July........ £ 71,187 $^{1}$ |  |  |  |  |  |
| August | 70,572 | 47,572 | February | 75,215 | 40,751 |
| September | 71,085 | 35,136 | March | 71,419 | 40,478 |
| October | 77,092 | 34,815 | April | 72,060 | 51,409 |
| December. | 88,604 | 41,416 | May | 72,944 | 50,969 |
|  | 86,562 | 39,994 | June | 71,866 | 51,577 |
|  | Average for the year. |  |  | £75,711 | £44,082 |



## APPENDIX:

## NEWFOUNDLAND, <br> Sт. Јон́n's, <br> To Wit: <br> 

Robert Brown, Manager of the Commercial Bank of Newfoundland, maketh oath and saith, that the within Statement is just and true, to the best of his knowledge and belief:
R. BROWN,

Manager.
Sworn at St. John's, this 7th day
of July, 1876, before me,

H: T. B. WOOD;<br>Commissioner Affidavitos

No. 28.
General Statement of the Affairs of the Union Brank of Newfoundland, for the year ending 81st May, 1876.

| LIABILITIES. |  |
| :--- | ---: | ---: | ---: | ---: | ---: |

Average Amount of Notes in Circulation, and Specie on hand, for the year ending 31st May, 1876.


We, the undersigned Directors of the Union Bank of Newfoundland, hereby certify, to the best of our knowledge and belief, that the within is a true and correct Statement of the affairs of the Bank.
(Signed) ROBERT ALEXANDER,
Chairman.
W. B. GRIEVE,
ROBERT THORBIJRN.

## Newfoundland, ? <br> St. John's, To wit.

John W. Smith, of St. John's, Manager of the Union Bank of Nervfoundland, maketh Oath and saith that the within Statement is just and true, to the best of his knowledge and belief.
(Signed) J. W. SMITH,
Manager.
Sworn bofore me, at St. John's, aforesaid, this 7th day of June, A. D. 1876.
(Signed) H. T. B. WOOD,
Commissioner of Affidavits.

## No. 23.

## Statement of Affairs of the Newfoundland Screw-Tug Company, 31st December, 1876.

| DR. <br> To Capital subscribed and paid up | \$50,400 00 |
| :---: | :---: |
| "، Liabilities, none. | \$00,400 00 |
| * Balance in favor of the Company | 6,451 38 |
|  | \$56,851 38 |
| Cr. |  |
| By Cash in Manager's hand........... \$850 05 |  |
| " Cash in Union Bank . . . . . . . . . . . . 2,401 33 |  |
| " Stock of Coals on hand . . . . . . . . . . 3, 30000 |  |
| " Steamers Cabot and Hercules, as per Stock List, | 50,400 00 |
|  | \$56,851 38 |

(Signed) ROBERT THORBURN, President.

JOHN GREEN,
Secretary.
LEWIS TESSIER, $\}$ Directors.
THOS. R. SMITH,

31st January, 1877.
I hereby certify that Captain John Green, Secretary of the "Newfoundland Screw Tug Company," limited, appeared before me this day, was duly sworn touching the above Statement of the Affairs of the Company being just and true, to the best of his knowledge and belief.
(Signed, HY. IUENOUF, J. $P$.

# No. 24. <br> Statement of Notre Dame Rining Company, 1876. 

$$
\left.\begin{array}{l}
\text { St. John's, Newfoundland, } \\
\text { 3rd February, 1877. }
\end{array}\right\}
$$

The Directors of the Notre Dame Mining Company sub-, mit the following General Abstract of the Company's affairs made to 30th December, 1876 :-

## Dr.



## Cr.



During the past year the Company accepted an offer for the working of their Mine at Burton's Pond, the lessee to pay a Royalty on the amount of Ore raised and shipped, and the expectation is that the result will be mutually satisfactory.
(Signed) C. S. PINSENT, President.
$\left.\begin{array}{l}\text { WM. H. WARREN, } \\ \text { RICHARD HARVEY, } \\ \text { THOMAS KNIGHT, } \\ \text { WM. KNIGHT, } \\ \text { E. L. JARVIS, }\end{array}\right\}$ Directors.

I, Edward L. Jarvis, Acting Treasurer and Secretary of the Notre Dame Mining Company, do swear that the foregoing Statement and Report of the Directors of the said Company are true, to the best of my knowledge and belief.

Sworn to before me, at St. Joln's, Newfoundland, this Third day of February, 1877.
(Signed) HY. RENOUF, J. P.

## No. 25.

## Report and Statement of Account of General Water Company, for 1876.

$$
\left.\begin{array}{r}
\text { Office of the General Water Company, } \\
\text { Saint John's, March, } 1877 .
\end{array}\right\}
$$

Sir, -
I have the honor to transmit to you, for the information of H. M. Government, a Statement of the Affairs of the General Water Company for the past year.

The disbursements of the Company have been unusually heavy,-the large sum of over $\$ 2,000$ having, by the direction of the Executive, been expended in procuring new Hose and other appliances for the protection of the Town from Fire, rendered necessary by the suspension of the Phœenix and Cathedral Fire Brigades in May last.

This sum, in addition to the cost of a new general appraisement, together with a balance of $\$ 636$ due to the Contractors for new works of 1875 , paid out of current funds, has left the Company at the end of the year indebted to the Commercial Bank $\$ 1,239$; whilst the receipts for duty on Coals, and Waterrates on Shipping, have fallen short some $\$ 1,200$ on those of the previous year.

A number of new Service Pipes have been laid down during the past year, and many applications are recorded awaiting the opening of Spring; and although the supply of Water has so far been equal to the public requirements, the Directors cannot shut their eyes to the fact that a serious waste is going on all over the town, which must ultimately diminish the pressure, and lead to some more stringent regulations than at present exist for economizing this important sanitary element.

> I have, \&c.,
(Signed,) ROBERT THORBURN, President of the General Water Company.

To paid half amount of annual Grant to Cathedral Fire Company $£ 75 \quad 0 \quad 0$
" " Amount of annual Grant to Phoenix Fire Company.... $150 \quad 0 \quad 0$
$\begin{array}{llll}£ 225 & 0 & 0\end{array}$
" " Extra cost of Phoenix Fire Company, in consequence of notice of suspension of both Fire Companies in May last . . . . .
$51211 \quad 2$
" " This amount as wages for watering vessels, and cartage of hose and labor, for the year
$71919 \quad 7$
" " Amount of award and legal expenses in Southcott's arbitration case
$159 \quad 2 \quad 9$
" " Salaries, including that of Engineer and other Officers for the year, this sum ..
" " Contingent expenses, including Office rent, printing blank forms, stationery, coals, law charges, special appraisements, and sundry small accounts ....
" " Cost of lumber, new hose for watering vessels, smith work, castings, lead pipe and hardware, for the year ...........
" " Newfoundland Savings' Bank, interest on new works loan, $£ 93$ cy., at $4 \frac{1}{2}$ per cent., this sum
$41810 \quad 0$
" " This amount, being cost of new appraisement
" Commercial Bank balance of interest on Current Accounts, during the year....
$930 \quad 0 \quad 0$
$226 \quad 7 \quad 7$

3801510

Carried forward . . . . . . . . . . $\overline{£ 3,862 ~} \overline{5 \quad 2}$

By amount due by Commercial Bank, as per Statement of 1875 ..............................
" amounts received from the Hon. Receiver General, being amount of duty on coals and water rate, on shipping for the year ....
" amounts received for hose hire, watering vessels, second time, during the year ......
" amount of water rates and assessments collected during the year, this sum
" amounts received for labor done for Board of Works and others, during the year......
66 Balance due the Commercial Bank ........
$£ 10413 \quad 8$
$3384 \quad 4 \quad 1$
$118 \quad 7 \quad 6$
$4797 \quad 2 \quad 0$
$9819 \quad 0$
$30915 \quad 5$


Examined and found correct,
(Signed) THOMAS GLEN, Auditor of Public Accounts.

## APPENDIX.

Statement for 1876. Cr.

## Brought forward.............. $£ 8,813 \quad 18$ <br> 

E. \& O. E.,

St. John's, Newfoundland, December 30th, 1876.
(Signed)
JAMES S. CLIFT, Secretary.

## No. 26. <br> Report of the Barbor Grace Water Company.

Harbor Grace, July, 1876.

The Directors of the Harbor Grace Water Company beg leave to transmit herewith, for the information of the Government, a Statement of their affairs for the past year, which shews a balance in the hands of the Treasurer of £210 9s. ${ }^{6} 6 \mathrm{~d}$., after the payment of interest to the last of June.

It was found necessary last year to renovate and raise the embankment at Bannerman Lake, also to repair and make addition to the stonework at the outlet of the Lake; this was done at a cost of $£ 740 \mathrm{~s} .9 \mathrm{~d}$.

The Volunteer Fire Company are causing considerable trouble respecting new Uniforms.

We know not how soon we shall require some additional Hose.

Owing to the depression of Trade, and the closing of Mercantile Establishments, much difficulty is experienced in collecting Assessments.

They have much pleasure in stating that the works of the Company continue in full and satisfactory operation.

> I have the honor to be, Sir, Your most obedient Servant,

ROBERT S. MUNN, Aeting President.

Hon'ble E. D. Shea,
Colonial Secretary, \&c., \&c.,
St. John's.

## John Patterson, Esq., Treasurer, in account with the Harbor Grace Water Company.

## $\overline{\mathrm{DR} .}$

1875. 

July 5.-To Balance due from last Account ......................... $\quad \pm 18963$
Dec. 31.- "Cash for Assessment on Houses, \&c. .... $£ 4301111$
31.- "Cash for Rates on Vessels
31.- " Cash for Fittings, Labor, \&c.

## 1876.

June 30.-To Cash for Assessment on Houses, \&c. . . . . 30. "Cash for Fittings, Labor, \&c. ........... 151111

Total Income for the year :Assessment on Houses, \&c. £889 $13 \quad 7$ Rate on Vessels Fittings, Labor, \&c.
$2512 \quad 2$
$£ 1,127 \quad 0 \quad 8$

Carried forward.
with the Harbor Grace Water Company.
Cr.


## Wro

John Paterson, Esq., Treasurer, in account
Brought forward....... $£ 1,127,0$

with the Earbor Grace Water Company,
Cr.


## Dr.

John Paterson, Esq., Treasurer, in account
Brought forward...... $£ 1,127 \quad 0 \quad 8$


## with the Harbor Grace Water Company.

 Cr.

## Dr.

John Paterson, Esq., Treasurer, in account
Brought forward...... $\quad £ 1,127 \quad 0 \quad 8$

1876.

July 3.-To Balance due, amount drawn to next


Examined and found correct.
GEORGE BROWN, $\}$ Auditors. THOMAS STRAPP, $\}$ Auditors.

## with the Harbor Grace Water Company.

Cr.

| Brought forward. . . . . | . . . . . . | $£ 689$ 1 2 |
| :---: | :---: | :---: |
| Dec. 30.-By paid Sundries for In- |  |  |
| terest on Stock for 6 months, to date.. |  | $22710 \quad 0$ |
|  |  | $91611 \quad 2$ |
| 30.- " paid Balance ...... | . . . . . . | $210 \quad 6$ |
|  |  | $£ 1,127 \quad 0 \quad 8$ |

E. \& O. E.,

Harbor Grece, 30th Juns, 1876.
For the Harbor Grace Water Company,
C. WATTS, Secretary.

## No. 27.

Expenditure for Relief of Poor during

| Districts. | January. |
| :---: | :---: |
| St. John's Permanent Poor | £126 $11 \quad 0$ |
| " Casual Poor | 228910 |
| " Orphanages |  |
| Incidentals . . . . . . . . . . . . . . . . . . . . . | $13 \quad 6 \quad 5$ |
| Brigus ...... ...... ...... ...... . . . . . . . . . . | 18866 |
| Burin | 71130 |
| Bay-de-Verds .... ....... ...... ....... . . . . . . | $5615 \quad 6$ |
| Burgeo and La Poile , ............................. | 9600 |
| Bonavista | 4250 |
| Carbonear .................................. | 68126 |
| Fortune Bay ..... ......... .... ...... ........ | $3410 \quad 0$ |
| Ferryland ............................................ | 9066 |
| Harbor Grace | $670 \quad 23$ |
| Harbor Main ...... ............. ...... . . . . | $6817 \quad 6$ |
| Placentia and St. Mary's .... ....... .... . . . . . . | 600 |
| Trinity . ....... ....... . . . . . . . . . . . . . . . . | 11240 |
| Twillingate and Fogo.............................. | 5930 |
| Labrador | 310 |
| French Shore ................................ | 600 |

## A PPENDIX.

the year ended sist December, 1876.


## Expenditure for Relief of Poor during

| Districts. | June. |
| :---: | :---: |
| St. John's Permanent Poor | $£ 129 \quad 50$ |
| * Casual Poor | $22017 \quad 0$ |
| *. Orphanages | $144 \quad 0 \quad 0$ |
| Incidentals |  |
| Brigus ............ | 4218 |
| Burin ....... | $\ldots 21811.0$ |
| Bay-de-Verds | $12619 \quad 0$ |
| Burgeo and La Poile | $40 \quad 0 \quad 0$ |
| Bonavista | 214150 |
| Carbonear .................. | 91 76 |
| Fortune Bay | $3110 \cdot 0$ |
| Ferryland ....... ........ | $66 \quad 0 \quad 6$ |
| Harbor Grace | 55150 |
| Harbor Main | 66180 |
| Placentia and St. Mary's | $\cdots . .19 .193$ |
| Trinity ...... ............. | $25316 \quad 0$ |
| Twillingate and Fogo ..... | $\begin{array}{lll}531 & 7 & 9\end{array}$ |
| Labrador | - |
| French Shore . . . . | .... ....... ...... |

the year ended 31st December, 1876 .


## Expenditure for Relief of Poor during


the year ended 31st December, 1876.


## No. 29.

Fimancial Secretary's Consolidated Statement of

| Expenditure for the undermentioned services, as sanctioned by the Governor's Warrant. | Address of Assembly. | Credit balances from '75. |
| :---: | :---: | :---: |
| Addresses, House of Assembly | \$1,249 50 |  |
| Agricultural Society, St. John's |  | \$75 49 |
| Ditto Conception Bay |  |  |
| Bannerman Park |  |  |
| Bank Fishery |  |  |
| Board of Works' Act |  |  |
| - Ditto Contingencies |  |  |
| Breakwater, Bonarista ...... -..... |  | 1,384 62 |
| Cape Race Light House . ..... ...... |  |  |
| Carrying out Crown Lands' Act ...... |  |  |
| Census |  | 29010 |
| Circuit Courts | . . . . . . . |  |
| Civil and Criminal Prosecutions $01 . . . .$. |  |  |
| Cleansing St. John's Streets |  |  |
| Court Houses and Gaols .... |  |  |
| Ditto Carbonear ...... |  |  |
| Crown Lands Act, 7 Victoria |  |  |
| Dorcas Society, Carbonear | ........... |  |
| Ditto Harbor Grace .. |  | 12000 |

## Expenditure, for year ending 31st December, 1876.

| Legislative votes and Special Acts, 1876. | $\begin{gathered} \text { Expenditures, } \\ 1876 . \end{gathered}$ | Unexpended balances, 31st Dec. 1876. | Overdrawn acct's, 31st Dec., 1876. |
| :---: | :---: | :---: | :---: |
|  | \$1,249 50 |  |  |
| \$1,553 84 | 1,175 00 | \$454 33 |  |
| 46154 | 46154 |  |  |
| (0) 16000 | 16000 |  |  |
| (4) 1,3 2ั6 00 | 1,356 00 |  |  |
| - $88.4,92400$ | 4,924 00 |  |  |
|  | 84727 |  | \$847 27 |
|  |  | 1,384 62 |  |
| 11,008 60 | 11,008 60 |  | If fataitaoss quio wilV 88 |
| (00.881 34000 | 56337 |  | 22337 |
|  | 18000 | 11010 | To domito |
| (7) 5,600 00 | 4,995 32 | 60468 | Wrid e9rt |
| - 2,000 00 | 3,283 97 |  | - 1,283 97 |
| 20 $\quad 1,60000$ | 2,526 32 |  | 92632 |
| 6,000 00 | 8,154 51 |  | 2,154 51 |
| 4,00000 | 30800 | 3,692 00 |  |
| 5,162 10 | 5,162 10 |  |  |
| 11538 | 11538 |  |  |
| 12000 | 12000 | - 12000 |  |
|  |  |  |  |

## Financial Secretary's Consolidated

| Expenditure for the undermentioned services, as sanctioned by the Governor's Warrant. | Address of Assembly. | Credit balances from '75. |
| :---: | :---: | :---: |
| Dorcas Society, St. John's |  | . $\cdot$......... |
| Education, viz:- |  |  |
| Education Act, 37 and 39 Vic. ..... | .......... | . |
| Ditto Pupil Teachers, viz. :- |  |  |
| Congregational " | . | \$6 46 |
| Church of England " | - ...... | 15204 |
| Methodist " | . . . . . . . | 18853 |
| Roman Catholic " | -....... | 17400 |
| Educational Boards on aceount of Loan 38 Vic., Cap. 22, Sec. 4. :- |  |  |
| Congregational .... ........ | .......... | 12853 |
| Church of England |  | 12,406 04 |
| Free Kirk |  | 16773 |
| Methodist |  | 9,012 55 |
| Roman Catholic |  | 16,067 96 |
| Election Expenses, 1874-76 |  |  |
| Executive Responsibility |  |  |
| Fuel and Light, Colonial Building ...... |  |  |
| Ditto Custom House |  |  |
| Ditto Government House ...... |  | . . . . . . . . ${ }^{\text {. }}$ |

## APPENDIX.

Statement of Expenditure, \&c.-(Continued.)


## Financial Secretary's Consolidated



Statement of Expenditure, \&c.-(Continued.)

| Legislative votes and Special Acts, 1876. | Expenditures, 1876. | Unexpended balances, 31st Dec., '76. | Overdrawn accts., 31st Dec., 1875. |
| :---: | :---: | :---: | :---: |
| \$5,000 00 | \$4,710 98 | \$280 02 |  |
|  | 85432 |  | \$854 32 |
| 3,000 00 | 1,000 00 | 2,000 00 |  |
|  | 6000 |  | 6000 |
|  | 3,540 26 | 2,330 87 |  |
| 60000 | 40453 | 19547 | xambera 7009 |
| 1,384 00 | 1,287 86 | 9614 |  |
| 2,500 00 | 3,155 82 |  | \% 65582 |
|  | 92515 |  | 92515 |
| 30,008 76 | 32,371 65 |  | 2,362 89 |
| 1,650 00 | 2,251 49 |  | 60149 |
| 688 34600 | - 34600 |  |  |
|  |  |  |  |
| 20,000 00 | 7,179 57 | 12,820 43 |  |
| - 27,614 36 | 27,614 36 |  |  |
| 6. 4,00000 |  | 4,00000 |  |
| (7) He, 1,000 00 | 1,000 00 |  |  |
| (61.200 18,000 00 | 19,550 88 |  | 1,550 88 |
| (6) 60000 | 64534 |  | 4534 |
| (0n010, $\quad 41700$ | 41700 |  |  |

Financial Secretary's Consolidated

| Expenditure for the andermentioned services, as <br> sanctioned by the Governor's Warrant. | Address of <br> Assembly. | Credit balan. <br> ees from |
| :--- | ---: | ---: | ---: | ---: |
| New Wing, Lunatic Asylum |  |  |

Statement of Expenditure, \&c.-(Continued.)

| Legislative votes and Special Acts, 1876. | Expenditures, 1876. | Unexpenàed balances, 31st Dec., '75. | Overdrawn acets., 81st Dee., 1876. |
| :---: | :---: | :---: | :---: |
| 27) 1 \$4,000.00 | 83,700 77 | $\$ 29923$$26634$ |  |
| (a) 10181,698 00 | $1,43166$ |  |  |
| - 23077 | $\begin{array}{r} 23077 \\ 14000 \end{array}$ |  | otrict |
| T0. 140.00 |  |  | attict |
| 00 888 46154 | . 46154 | 4.0054 |  |
| - 10,00000 | $10,73425 .$ | ................. | \$734 25 |
| (2) 4,40000 | $5,296 \quad 37 \text {. }$ | ................ | 89637 |
| 120gri 400.00 | 1,065 77. |  | 66577 |
| (i) $\quad 23,00000$ | 26,681 65 |  | 3,681 65 |
| 5,000 00 | . 5,44623 |  | 44623 |
|  | $1,497 \quad 00 .$ | ................ | 1,497 00 |
| 46154 | $1,38462$ |  |  |
|  |  | . $\quad \ldots \ldots .4132$ |  |
|  | $\ldots 9231$ |  | 10 |
| 1,333 33 | 1,590 10 | 49517 |  |
| (1) 08 1,333 33 | $32375$ | $5 \quad 1,647 \quad 71$ |  |
| -8. 001 1,333 33 | . 77675 | 51.76834 |  |
| ... 1,333 33 | 3,980 23 | 3 - 25920 | - |
| 1,333 33 | . ... ....... . . . | 5,999 99 | - 4 croo |
| 1,333 33 | 2,282 21 | $1 \quad 66112$ | 10 |
|  |  |  |  |

## Financial Secretary's Consolidated

| Expenditure for the undermentioned services, as sanctioned by the Governor's Warrant. | Address of Assembly. | Credit balances from '75. |
| :---: | :---: | :---: |
| Public Works, Fortune Bay .. ...... |  | \$3,274 58 |
| Ditto Harbor Grace |  | 1,194 10 |
| Ditto Harbor Main .. ...... |  |  |
| Ditto Placentia and St. Mary's.... |  | 20607 |
| Ditto Port-de-Grave |  | 8806 |
| Ditto St. John's East |  | 00580 |
| Ditto " West |  | 19663 |
| Ditto Trinity |  | 1,726 91 |
| Ditto Twillingate and Fogo |  | 1,084 79 |
| Quarantine Act |  |  |
| Railway Survey |  |  |
| Registration of Jurors |  |  |
| Ditto of Voters ... |  |  |
| Relief of Poor ...... ...... | . | ........... |
| Repairs, \&c.:- |  |  |
| Protestant Commercial Schools |  | 9962 |
| Church of England Schools ...... |  | 16025 |
| Colonial Building ...... |  |  |
| Court House Fire Bell |  |  |
| Court Houses and Gaols |  |  |

Statement of Expenditure, \&e.-(Continued.)

| Legislative votes and Special Acts, 1876. | $\begin{aligned} & \text { Expenditures, } \\ & \mathbf{1 8 7 6 .} \end{aligned}$ | Unexpended balances, 31st Dec. 1876. | Overdrawn acct's, 31st Dee., 1876. |
| :---: | :---: | :---: | :---: |
|  |  |  | \$358 64 <br>  <br> 53978 <br> 5128 |
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## Financial Secretary's Consolidated

| Expenditure for the undermentioned services, as sanctioned by the Governor's Warrant. | Address of Assembly. | Credit balances from '75 |
| :---: | :---: | :---: |
| Repairs :-Outport Court Houses and Gaols |  |  |
| Custom House |  |  |
| Drill Shed |  |  |
| Hospitals |  |  |
| Imperial Buildings |  |  |
| a Lunatic Asylum |  |  |
| Poor Asslum |  |  |
| Town Clock |  |  |
| Retiring Allowances |  |  |
| Road Act, 36 to 38 Vic. |  | \$27,961 93 |
| Road Act, 39 Vic. |  |  |
| Salaries, Miscellaneous |  |  |
| Ditto Special |  |  |
| Sewerage |  |  |
| Sheep Preservation Act |  |  |
| Ship-Wrecked Orews |  |  |
| Small Pox Prevention Act |  |  |
| St. John's Hospital |  |  |
| Ditto Police Force |  |  |
| Ditto Rebuilding Aet (Cash) |  |  |

## Statement of Expenditure, \&c.-(Continued.)

| Legislative votes and Special Acts, 1876. | Expenditures, 1876. | Unexpended balan. ces, 31st Dec., '76. | Overdrawn accts., 31st Dec., 1876. |
| :---: | :---: | :---: | :---: |
| $\cdots \$ 1,00000$ | \$980. 71 | 10\% $\$ 1929$ |  |
| 100.00 | 21426 |  | \$114 26 |
| . | 1323 |  | 1323 |
| 60000 | 1,384 45 |  | 78445 |
| 1,000 00 | 20250 | 79750 |  |
|  | 92790 |  | - 49029 |
| 40000 | 48851 |  | qoinme 88.51 |
| 6923 |  | 6923 | 15900 |
| 13,416 04 | 13,416 04 |  | J |
| ................ | 26,037 32 | . 1,924 61 | basi sodmill |
| 91,855 30 | 79,591 76 | 12,263 54 | creversola |
| 49,114 00 | 48,835 39 | 27861 | Bqumo |
| 45,479 00 | 45,479 00 |  | bme aid |
| (aux 80000 | 80000 |  |  |
| 1,055 20 | 1,055 20 |  |  |
| 2,000 00 | 5.04436 |  | 3,044 36 |
|  | 4000 |  | 4000 |
| 9,000 00 | 9,448 59 |  | 44859 |
| 31,620 00 | 32,029 17 |  | 40917 |
| 17540 | 17540 |  |  |

## Financial secretary's Consolidated

| Expenditure for the undermentioned services, ais sanctioned by the Governor's Warrant. | Address of Assembly. | Cyedit balan ces from ' 75 |
| :---: | :---: | :---: |
| Wt Vincent-de-Paul Society, St. John's |  |  |
| 20118 Ditto ....... Harbor Grace.. | ......... |  |
| Steam, víz. :- |  |  |
| Channel and Bonne Bay. . $18 . . . .$. |  |  |
| Coastal .... ..... |  |  |
| Oonception Bay ......... |  |  |
| Labrador .. ............ 18 88..... |  |  |
| Ocean .... ....... |  |  |
| Timber Aet .... ....... |  |  |
| Timber Land Survey ...... |  |  |
| Únforeseen Contingencies .- |  |  |
| Water Compant |  |  |
| Weights and Measures Act .. |  |  |
| , 00 | \$1,249 50 | \$95,538 35 |

## APPENDIX.

Statement of Expenditure, \&c.-(Continued.)

| Legislative votes and Special Acts, 1876. | $\begin{aligned} & \text { Expenditures, } \\ & 1876 . \end{aligned}$ | Unexpended balances, 31st Dec., '76. | Overdrawn accts., 31st Dec., 1875. |
| :---: | :---: | :---: | :---: |
| \$230 77 | \$230 77 |  |  |
| 12000 | 12000 |  |  |
| 4,000 00 | 2,817 00 | \$1,183 00 |  |
| 34,80000 | 35,970 00 | ..... .......... | \$1,170 00 |
| 6,500 00 | 7,390 00 | ...... . . . . . . . | 89000 |
| 7,000 00 | 7,805 83 |  | 80583 |
| 69,12000 | 68,640 00 | 48000 |  |
|  | 90600 |  | 90600 |
|  | 500 |  | 500 |
| 2,307 00 | 2,282 07 | 2493 |  |
| 16720 | 16720 |  |  |
| 9300 | 13945 |  | 4645 |
| \$773,343 10 | \$844,444 40 | \$84,612 93 | \$58,926 38 |

## Financial secretary's Consolidated Statement of Expenditure, de.-(Continued.)



> Financial Secretarys Office, St. John's, Newfoundland, $\quad 30 \mathrm{th}$ December, $\mathbf{1 8 7 6 .}$

W. J. S. DONNELLY.<br>Financial Secretary.

Examined and found corrrect,
THOS. GLEN, Auditor of Public Accounts.

## No. 29.

Statement of the Assets and liabilities of the Colony of Newfoundland, on the Bist ibecember, $187 \mathscr{6}$.

ASSETS.

| Cash in the Union Bank | \$47,416 70 |
| :---: | :---: |
| Customs' Bonds outstanding. . . . . . . . . . . . . . . . | 89,082 12 |
| Balance due by Cape Race Light House and Fog Whistle Accounts | 9,899 47 |
|  | 146,398 29 |
| Balance against the Colony . . . . . . . . . . . . . . . . | 57,605 90 |
|  | \$204,004 19 |

LIABILITIES.
Outstanding Warrants . ......................... \$89,702 39
Outstanding Interest.................................................... 34,69962
Balance due General Light House Account..... $\begin{array}{r}\text { 3,176 } 75\end{array}$

Unexpended Legislative Grants . . . . . . . . . . . . .
127,578 76
76,42543
$\$ 204,00419$

JAMES J. ROGERSON, Receiver General.

No. 39.
Statement shewing the aggregate amount of the Public Debt of the colony of Newfoundiand, on the sist day of Decemiber, 1876 , and the years in which the several portions of it are re-payable.

| Amount Consolidated under Act |  |  |
| :---: | :---: | :---: |
|  | 21 st Vic., Cap. 3. | \$5,814 58 |
| Ditto | 22nd " 16. | 89,410 71 |
| Ditto | 23 rd " 12. | 23,076 93 |
| Ditto | 28 th " 18 | 100,000 00 |
| Ditto | 29th " 20 | 100,000 00 |
| Ditto | 35 th " 12. | 335,338 00 |
| Ditto | 37 th " 11 | 207,692 64 |
| Ditto | 38 th " ${ }^{\text {a }} 12$ | 10,000 00 |
| Ditto | 38th " 22. | 60,000 00 |
| Ditto under Consol.Stat., Cap. 61, |  |  |
|  | Tit. 17 | 40,000 00 |
| Ditto | der 39th Vic., Cap. 14 | 60,000 00 |

Amount re-payable in the year 1877

| $\$ 670$ | 90 |
| ---: | :--- |
| 100,000 | 00 |
| 15,192 | 90 |
| 300 | 00 |
| 780 | 00 |
| 50,200 | 00 |
| 160 | 00 |
| 533 | 60 |
| 989 | 00 |
| 38,910 | 00 |
| 34,166 | 96 |
| 23,076 | 00 |
| 19,652 | 00 |
| 3,426 | 00 |

JAMES J. ROGERSON, Receiver General.

## No. $3 \mathbb{1}$.

## Financial Statement of the Affairs of the colony of Newfoundland for the year 1878 .

## ESTIMATED EXPENDITURE.

## GOVERNMENT HOUSE.

|  |  |  |
| :--- | ---: | ---: |
| His Excellency the Governor | $\ldots \ldots$ | $\$ 12,000$ |
| The Private Secretary | $\ldots .$. | 924 |
| The Governor's Orderly | $\ldots .$. | 3,00 |
| Keeper of the Lodge | $\ldots . .$. | 277 |
| Fuel and Light | $\ldots .$. | 1,000 |

COLONIAL SECRETARY'S OFFICE.

| The Colonial Secretary | $\ldots \ldots$ | $\$ 2,400$ |  |
| :--- | :--- | :--- | ---: |
| First Clerk | $\ldots \ldots$ | $\ldots \ldots$ | 1,124 |
| Second Clerk | $\ldots \ldots$. | $\ldots \ldots$ | 800 |
| Office Keeper | $\ldots \ldots$ | $\ldots \ldots$ | 400 |
|  |  |  |  |

RECEIVER GENERAL'S OFFICE.

| The Receiver General | $\ldots . .$. | $\$ 2,400$ |  |
| :--- | :--- | :--- | :--- |
| Clerk.. | $\ldots .$. | $\ldots .$. | 1,124 |

CUSTOMS' DEPARTMENT.

| The Assistant Collector | \$1,600 |  |
| :---: | :---: | :---: |
| Landing and Tide Surveyor | 1,154 |  |
| First Landing Waiter | 1,100 |  |
| Second Landing Waiter | 1.000 |  |
| Third Landing Waiter | 750 |  |
| First Clerk and Warehouse | per . 1,100 |  |
| Carried forwar | \$6,704 | \$22,749 |

## CUSTOMS' DEPARTMENT.-(Continued.)

Brought forward...... $\$ 6,704$
$\$ 22,719$
Second Clerk
Fourth Clerk
Fifth Clerk ..
Two Lockers


750

Labrador Collector $\$ 750$, and 5 per cent on all Duties collected 750
Landing Waiter and Clerk, Harbor Grace ..... 600
Tide Waiters and Boatmen, including Harbor Grace ..... 11,410
Crew of Night Boat . . ..... 1,485
Non-official Members of Board of Re- venue ..... 231
Housekeeper ..... 185
Incidentals ..... 693
Fuel and Light ..... 400
SUB-COLLECTORS.
Harbor Grace, $\$ 739$, and $2 \frac{1}{2}$ per cent., not to exceed $\$ 1,182$ ..... 739
Trinity ..... 800
Carbonear $\$ 690$, Greenspond $\$ 690$ ..... 1,380
La Poile $\$ 690$, Gaultois $\$ 550$ ..... 1,240
Twillingate $\$ 690$, Fogo $\$ 690$ ..... 1,380
Lamaline $\$ 550$, Harbor Briton $\$ 462$. . ..... 1,012
LaManche and Oderin $\$ 462$,Burin $\$ 690$ ..... 1,152
Brigus ..... 462
Pushthrough \$462, Channel $\$ 462$ ..... 924
Bay-de-North and English Harbor ..... 462
Labrador, Blanc Sablon, $\$ 231$, and 10 per cent. on all Duties collected ..... 231
PREVENTIVE OFFICERS.
Bay Bulls \$231, Fortune \$231 ..... 462
Ferryland $\$ 231$, Burgeo $\$ 231$ ..... 462

PREVENTIVE OFFICERS.-(Continued.)
Brought forward. . . . . $\$ 37,064$
$\$ 22,749$
Little Placentia \$231, St. Mary's \$231 462
St. Lawrence $\$ 231$, Bay Roberts $\$ 231$
Placentia \$231, Catalina \$231 ...... 462
Tilt Cove and Bett's Cove $\$ 231$, Grand
Bank $\$ 231 \ldots . . . . . . . . \quad 462$
Rose Blanche $\$ 231$, Trepassey $\$ 231$. 462
Renews $\$ 100$, and 20 per cent. on all
duties collected
......
Per centage on Duties to Outport
Officers $\ldots \ldots$. ...... 3,097
FINANCIAL DEPARTMENT.
The Financial Secretary ...... 1,384
Clerk in the Financial Secretary's
Office
800
2,184

## AUDITOR OF PUBLIC ACCOUNTS.

The Auditor of Public Accounts .... $\quad 1,000$ BOARD OF WORKS.


7,174

## COLONIAL BUILDING.



## CROWN LANDS.

Brought forward
Draughtsman and Assistant ..... 1,124
Topographical Assistant ..... 900
Deputy Surveyor ..... 500
Carrying out Crown Lands' Act. ..... 340
Repairs of Government House 2,000 ..... 7,324
LEGISLATIVE CONTINGENCIES.
Estimated Amount ..... 28,000
COURT HOUSES AND GAOLS.
Supplies ..... 7,000
JUDICIAL DEPARTMENT.
The Chief Justice ..... 5,000
Two Assistant Judges ..... 8,000
Attorney General ..... 2,400Solicitor General1,200
Sheriff, Central District ..... 1,385
Sheriff, Northern District ..... 1,385
Sheriff, Southern District ..... 923
Bailiff, Central District, and Keeper of Court House ..... 550
Chief Clerk and Registrar Supreme Court ..... 1,800
Chief Clerk and Registrar Northern Supreme Court ..... 1,100
Clerk in Registrar's Office, Supreme Court ..... 600
Stationery for Registrar's Office ..... 93
Crier and Tipstaff, St. John's ..... 300
Crown Prosecutions ..... 2,000
To defray expenses of Inquests ..... 600
Circuit of Judges and and hire of Steamers ..... 5,60032,936
Carried forward. ..... \$151,938

## POLICE DEPARTMENT.



## POSTAL DEPARTMENT.

## Brought forward

\$219,697
26,000

## Estimated amount for this service .. <br> INTEREST ON PUBLIC DEBT.

Amount of Public Debt \$1,319,390 22 :
Interest payable half-yearly ...
67,775
STEAM SUBSIDIES.
Postal Steam to the Westward .... 24,600
Ditto to the Northward .... 17,760
Ditto to the Labrador .... 7,000
Ditto to Conception Bay .... 6,500
Ditto to and from Liverpool, St. John's, Halifax and America $\quad . . . \quad 69,120$

RELIEF OF THE POOR.
The Commissioner $\quad . . .$. . 1,154

Inspector ...... ...... 700
Assistant ...... $\quad . .$. .. 250
District Surgeons, St. John's ...... 925
Gaol Surgeon, ditto ...... 185
Ditto Conception Bay...... 139
District Surgeon, ditio ...... 462
Physician, Lunatic Asylum ...... 1,385
Two Physicians, St. John's Hospital. 900
Keeper of Poor Asylum ….. 277
Permanent and Casual Poor …... 80,000
Servants and Paupers, Poor Asylum. $\quad 10,000$ Ditto Lunatic Asylum 18,000 Ditto St. John's Hospital $\quad 9,000$

## PENSIONS

$\begin{array}{lllll}\text { E. M. Archibald, late Attorney General } & 1,615 & 38 \\ \text { B. G. Garrett, } & \text { " Sheriff } & \ldots . . & 1,269 & 23\end{array}$
Caxried forward...... $\$ 2,88461$
\$561,829

| PENSIONS.-(Continued.) |  |
| :---: | :---: |
| Brought forward...... | \$2,884 61 \$561,829 |
| John Canning, late Collector...... | 1,485 00 |
| Thomas Gaden, " Landing Waiter | 92400 |
| B. Sweetland, " Magistrate .... | 69300 |
| Wm. Magill, late Keeper Penitentiary | 69300 |
| Widow Chancey | 18500 |
| Widow Buckley | 11600 |
| G. H. Emerson, late Master-in-Chancery and Clerk to Legislative |  |
| Council | 1,616 00 |
| E. L. Moore, late Landing Waiter . | 92400 |
| R't Bayly, late Sub-Colleetor, Trinity | 97000 |
| Thomas Reid, late Sub-Collector and |  |
| agi |  |
| J. C. Nuttall, late Sub-Collector, Brigus | 69300 |
| Harriet Oke | 20000 |
| trick Burke | 9400 |
| Miss Solomon | 23100 |
| Joseph Crowdy, late Clerk in Colonial |  |
| Secretary's Office ...... | 92400 |
| EDUCATION. |  |
| Education, under Consolidated Act |  |
| Vic | 88,260 00 |
| FOG AND NOON-DAY. | GUNS. |
| Two men at Fort Amherst for Fog Gun | 10000 |
| One man at Signal Hill for Noon Gun | 4800 |
| Ammunition $\ldots$.... $\ldots . .$. | 80000 |
|  | 94800 |
| BLOCK HOUSE, SIGNAL | TATION |
| wo men's salaries, \$200 |  |
| Fuel and Light | 7000 |
| Chronometer Time | 10000 |
|  | 550.00 |
| Carried forward. | \$665,304 |

## MISCELLANEOUS.

Brought forward......Printing and Stationery5,000 00
Postages, Telegrams and Incidentals. . . ..... 80000
Insurance on Public Buildings ..... 1,384 00
Unforeseen Contingencies ..... 2,307 00
St. John's Gas Company ..... 1,650 00
Harbor Grace Gas Company ..... 34600
Shipwrecked Crews ..... 2,000 00
Dorcas Society, St. John's ..... 23077
Ditto Harbor Grace ..... 12000
Ditto Carbonear ..... 115 ริ8
St. John's Factory ..... 46154
Orphan Asylum, Industrial Depart- ment 23077
Ladies St. Vincent de Paul Sociey, St. John's ..... 23077
Ladies St. Vincent de Paul Society, Harbor Grace ..... 12000
General Protestant Industrial Society, St. John's ..... 46154
Agricultural Society, St. John's ..... 1,153 84
Ditto Conception Bay . ..... 46154
Keeper Halfway House, Salmonier .. ..... 16200
Cleansing St. John's Streets ..... 1,600 00
Labrador Revenue Cruiser ..... 2,500 00
Repairs Town Clock ..... 6923
Roads and Bridges 90,000 00
Geological, Mineral and Land Survey. ..... 5,000 00
9300Inspector of Weights and Measures..
Newfoundland Almanac ..... 11600
In aid of Sewerage Account ..... 80000
In aid of Water Company ..... 16720
To encourage Home Industries ..... 1,000 00
Special vote for Public Works,\$1,333.33,per Electoral District20,00000
For Laundry and Wash Room, Luna- tic Asylum ..... 1,000 00

## MISCELLANEOUS.-(Continued.)

Brought forward...... \$139,580 $58 \$ 665,30421$
For Day Room, Females Ward, Lunatic Asylum

1,00000
Chief Examiner of Masters and Mates and Harbor Master

1,920 00
Assistant Examiners and Boat hire, \&c. 80000
To encourage Instructors Masters and
Mates . ...... ...... 50000
Keeper Kerosene Oil Store ...... 50000
To encourage Bank Fishery ...... 2,000 00
To encourage Shipbuilding in the Co-
lony... $\quad 12,00000$
Protection of Western Herring Fishery 1,20000
Sheep Protection Act .. .......
50000
To educate Deaf, Dumb and Blind.... 50000
To carry out Scientific Explorations on Northern Labrador ..

2,000 00
Debentures due under St. John's Rebuilding Act

67090
Balance against the Colony from the year 1876

## ESTIMATED REVENUE FOR THE YEAR 1877.

| Customs, including Labrador | 18,000 |  |
| :---: | :---: | :---: |
| Crown Lands | 5,000 |  |
| Postal | 15,000 |  |
| Licenses | 6,500 |  |
| Miscellaneous Sources | 7,039 |  |
| Sewerage Account, Interest | 3,161 |  |
| Estimate Harbor Master's dues and Examiner's fees .... | 3,000 |  |
|  |  | 858,000 |
| Balance against the Colony, 31st De cember, 1877 .. .... .... |  | 28,081 59 |
|  |  | \$886,081 59 |

JAMES J. ROGERSON, Receiver Generat.

## GENERAL LIGHT HOUSES FOR THE Y゙EAR 1877

## ESTIMATED EX゙PENDITƯRE.

| Long Po | . . . . . 81,600 |
| :---: | :---: |
| Cann Island, Seldom-come-By | 800 |
| Offer Wadham Island . . . ... | 1,400 |
| Puffin Island, Greenspond . . | 800 |
| Cape Bonavista ...... | 1,850 |
| Green Island, Catalina | 1,600 |
| Fort Point, Trinity | 350 |
| Baccalieu Island | 2.400 |
| Harbor Grace Island | 1,500 |
| Ditto Beacon | 800 |
| Fort Amherst | 1,400 |
| St. John's Leading Lights | 200 |
| Cape Spear | 1,500 |
| Ferryland Head | 1,800 |
| Cape Pine .... | 1,700 |
| Cape St. Mary's | 1,800 |
| Dodding Head | 1,400 |
| Brunette Island | 1,400 |
| Garnish | 150 |
| Belleoram | 250 |
| Rocky Point, Harbor Briton | 150 |
| Boar Island, Burgeo | 800 |
| Rose Blanche | 800 |
| Channel Head | 350 |
| Contingencies | 1,000 |
| St. John's Leading Lig | )... 800 |

Channel Head (new House for Keeper .... 1,200
Balance in favor of Light Houses

29,800 00
2,376 75
\$32,176 75

# GENERAL LIGHT HOUSES, FOR THE YEAR $1877^{7}$. 

ASSETS.

| Balance due Light Houses, from year 1876 | \$3,176 75 |
| :---: | :---: |
| Estimated amount of Light Dưes, for the year 1877 | 29,000 00 |
|  | \$32,176 75 |

JAMES J. ROGERSON,
Receiver General.

## No. 32.

Pettition from the Rev. Mosis harvex.

## TO THE HONORABLE THE LEGISLATIVE COUNCIL, IN LEGISLATIVE SESSION CONVENED:

The Petition of the Reverend Moses Hárvey, of Saint John's, Minister of the St. Andrew's Chuirch:
Humbly Sheweth,-
That the Members of the two Religious Denominations or Bodies in Newfoundland, heretofore known as "The Saint Andrew's Church" and "The Free St. Andrew's Chureh," have resolved upon a union of the two Bodies; and at a joint meet= ing of the two Bodies held on the day of February last, the following Resolutions, among others, recommended by a Joint Committee from the several Congregations, were adopted, viz. :-

First.-That the name of the new Church shall be "Saint Andrew's," in connection with the Presbyterian Church of Canada.

Second.-That the appointment of the Ministers, Kirk Session and Managers, be made in accordance with the usage of the Presbyterian Church of Canada.

Fourth.-That the Trustees of both Churches transfer or pay over to a body of Trustees, to be appointed by the United Congregation, all property and funds held by them, respectively, for the use of the United Church, but which shall not include funds raised for the current expenditure of the respective Congregations.

Fifth.-That the Trustees so chosen shall take immediate steps to have the Presbyterian Body in Newfoundland incorporated, and to obtain for the United Congregation a legal title to the properties now held by each Congregation, and with power to dispose thereof as may be determined by the action of the United Congregation.

Seventh.-That as soon as the foregoing articles have been submitted to the respective Congregations, and approved of by them, the union will be considered to have been fully agreed on, and each Congregation will proceed to elect their Provisional Trustees to carry into effect Articles Fourth and Fifth, \&cc.

That the said Articles have been agreed upon by the respective Congregations, and the Provisional Trustees as contemplated by the above Resolution, numbered "Seventh," have been appointed and are desirous of obtaining such Legislative enactment as may be necessary for carrying the said Resolution into effect.

That the said Bodies so agreed to be united, are possessed of landed and other property in Newfoundland; and for the purpose of putting the title to said property upon a clear and satisfactory footing, and for the purpose of securing uniformity and certainty in the working and government of the said United Body, it is desirable that the purposed Incorporation take place.

That your Petitioner has been empowered, on behalf of the said Congregations and Provisional Trustees, to apply to the Legislature of Newfoundland for the passing of a measure to carry into effect the objects of the said Resolutions.

Your Petitioner, therefore, hambly prays that an Act of the Legislature may be passed, such as may carry into effect the object of your Petitioner above set forth.

And Petitioner, as in duty bound, will ever pray, \&c.

## M. HARVEY.

St. John's, March 4th, 1877.

No. 33.

## Petition from Managers of Union and Commercial ERanks.

## TO THE HONORABLE THE LEGISLATIVE COUNCIL OF NEWFOUNDLAND, IN LEGISLATIVE SESSION CONVENED:

The Petition of John W. Smith, of St. John's, Manager of the Union Bank of Newfoundland, and Robert Brown, of same place, Manager of the Commercial Bank of Newfoundland:

Humbly Sheweth, -
That the Acts of the Legislature of Newfoundland, incorporating the Union Bank and the Commercial Bank, respectively, and the several Acts in amendment thereof, will expire in the year 1879.

That the said Corporations are desirous of continuing their business for a further period of Twenty-one years, and of obtaining Legislative sanction therefor.

That your Petitioners, and the Directors of the said Banking Companies, are of opinion that it is desirable that certain
amendments in the law in relation to Banking and to Bills of Exchange and Promissory Notes should be enacted, among which are the following, viz. :-

That the Law in relation to Bank holidays and nonjudicial days, as at present in force in the Provinces of Ontario, New Brunswick and Nova Scotia, be enacted in this Country, as well in relation to the days to be kept as holidays, as in relation to Drafts, Bills, Notes, or other obligations falling due or payable on such days.

That the provisions of the Law of Canada, as contained in Sections 3 and 4 of the Act 35 Vic., Cap. 8, in relation to deposits on behalf and for the benefit of Minors, be adopted, and apply to Banks in Newfoundland.

That a doubt at present existing, whether days of grace, are or are not to be allowed upon Sight Drafts and Bills, be settled, and such Drafts and Bills be declared to be payable on demand.

That in cases of Drafts, Bills and Cheques, payable at sight, or on demand, the Banks should not be responsible for the indorsement or held liable in case of a forged indorsement, or presentation by a party not entitled, assimilating the Law of this Country to that of England.

That in the case of the Commercial Bank of Newfoundland, it is desirable to provide that the time for holding the Annual Meeting of Shareholders be on such day in the month of July as the Directors may appoint.

Your Petitioners, therefore, pray that a measure may be enacted, such as will secure the carrying into effect of the objects aimed at by your Petitioners, as above set forth.

And your Petitioners, as in duty bound, will ever pray, \&c.
St. John's, March 19th, 1877.

## By order of the Board,

JOHN SMITH, Manager.

## By Order of the Board,

R. BROWN, Manager.

## No. 34.

## Petition of Steam Ship-Owners and Merchants of St. John's.

## TO THE HONORABLE THE LEGISLATIVE COUNCIL, IN LEGISLATIVE SESSION CONVENED:

The Petition of the Steam-Ship Owners and Merchants of Saint John's:

Humbly Sheweth, -
That your Memorialists have had under consideration the Bill laid before your Honorable House, entitled " A Bill to provide for the Inspection of Steam Boats."

That they find the provisions of said Bill would be onerous and expensive to the Owners of Steam Vessels in the Colony, and would not confer upon them any corresponding benefits.

That the restrictions sought to be imposed would not, in the opinion of your Memorialists, be productive of any improvement in the quality of the machinery of the Steamers engaged in the Trade of the Colony, nor would it ensure any greater care being taken with them, seeing that the season of their employment is very brief, and that the Owners are fully alive to the importance of having everything in an efficient state.

Your Petitioners, therefore, humbly request that your Honorable House will not permit the said Bill to be made Law.

And as in duty bound, Petitioners will ever pray.

| BAINE, JOHNSTON \& CO., | HARVEY \& CO., |
| :--- | :--- |
| N. STABB \& SONS, | GOODFELLOW \& CO., |
| J. \& W. STEWART, | ROBERT ALEXANDER, |
| JOB BROTHERS \& CO., | LEWIS TESSIER, |
| W. H. MARE \& SON, | HENRY LE MESSURIER. | WALTER GRIEVE \& CO.,

HARVEY \& CO., ROBERT ALEXANDER, LEWIS TESSIER, HENRY Le MESSURIER.

## No. 35.

## The Infuence of Anchor Ice in relation to Fish Dffal and the Newfoundland Fisheries.

\author{
Windsor, Nova Scotia, December 29th, 1876. $\}$

}

## Sir, -

The accompanying Paper, "On the Influence of Anchor Ice in relation to Fish Offal and the Newfoundland Fisheries," may embody views bearing upon the gradual diminution in the Shore Fisheries, which might form the basis of practical remedial measures.

Knowing that His Excellency takes the greatest interest, jointly with yourself, in any facts that may tend to preserve and increase the great staple industry of Newfoundland, I have ventured to draw your attention to an old subject from a new point of view.

> I have the honor to be,
> Your obedient Servant,

> HENRY Y. HIND.

The Hon. F. B. T. Carter, M. E. C.,<br>Attorney General, Newfoundland.

## The Influence of Anchor Ice in Relation to Fish Offal and the Newfoundland Fisheries.

All along the Atlantic Coast of Newfoundland and the Labrador, and indeed on all sea coasts, while the temperature of sea-water falls below a certain point, namely,-2 grees Fah., there is formed greater or less quantities of socalled "anchor ice," the "grundies" of the Germans, the "frazee" of the French Canadians, and the "lolly" of Cart-

## APPENDIX.

wright. Anchor ice is also formed in rapid rivers and has long been known to practical men, but it is only of late years that it has attracted the attention of scientific writers. As soon as sea water has cooled to $27^{\circ}$, or if perfectly still to $25^{\circ}$, minute needle shaped chrystals of ice begin to start, upon agitation, from all points projecting from the bottom, from any object suspended or swimming in the water, and generally from anything with a rough surface lying at the bottom or distributed throughout the water. Now that the law, discovered by Despritz, which governs the cooling of sea-water, is understood, formation of anchor ice is intelligible; but as long as it was supposed that sea-water followed the same law as fresh water in cooling, all attempted explanations of the freezing of the bottom of the sea at the depth of five, ten or even fifteen fathoms of water, or the freezing of seal-net corks, and seal nets in fifteen fathoms of water, or the freezing of seals themselves in seal nets, sixty feet under the surface of the sea, were involved in obscurity; and while some acknowledged that they could not comprehend the phenomena, others did not shrink from openly expressing the conviction that the observations were inaccurate and the observer deceived.

Salt water differs from fresh water with regard to its freezing point, in the following important particular: sea water increases regularly in density up to its freezing point, hence the coldest water always descends to the bottom, which is not the case with fresh water. Sea water when perfectly still, freezes at $25^{\circ}$ Fah., or $7^{\circ}$ below the freezing point of fresh water; but if sea-water be agitated it freezes at $27^{\circ}$ Fah., or $5^{0}$ below the freezing point of fresh water; and every Newfoundland sedentary sealer knows that when ice begins to form upon the corks of his seal net, 10 fathoms even below the surface, he must immediately take it up, or it will rise to the surface and perhaps be carried away, if the anchor or weights are not frozen to the bottom.

The Arctic Current rapidly cools the sea on the Coasts of Labrador and the North Atlantic Coast of Newfoundland, and early in December the formation of Anchor Ice often endangers the seal nets in ten, twelve, and I have been informed, even fifteen fathom water. "Lolly," or a great accumulation of ice needles or spiculæ, rapidly forms when once the anchor ice
begins to grow, and it accumulates even under new surface ice to the extent of several feet, but the latent heat given out in the act of freezing, must soon check its formation under the protecting shield of non-conducting new ice.

Now what becomes of the almost infinite hosts of marine animals which abound on the coasts during the warmer portions of the year, when anchor ice begins to form. Where do the sea-lice, sea-fleas, the small shrimps, the small fish, the hosts of crustaceaus, the sculpins, \&c., go, as soon as anchor ice makes its appearance? As long, in other words, as the " lolly" accumulates, each individual must gradually retire from the area where anchor ice is produced, otherwise each " sea-flea," each shrimp, each sculpin, \&tc., would become like a seal-net cork, a surface from which ioe spiculæ or needle shaped chrystals of ice would start, and around which they would accumulate, until they would lift or buoy it to the surface. Probably millions are so entrapped and entombed in the "lolly" in certain situations, and during sudden cold snaps. But generally the minute creatures, together with all the larger marine animals would retire to the deeper water not yet cooled, and leave the coast waters deserted, and in fact, literally a desert. But this would only necessarily take place where an arctic current is at hand to assist in the rapid formation of anchor ice, and it is on the north-east coast of Newfoundland and the Labrador that such an arctic current is always present. When this current has reached the coasts of Nova Scotia its temperature is raised several degrees, and although strictly an arctic current, it is not nearly so cold as when several degrees farther to the north, and it probably does not assist the formation of anchor ice on the coasts of Nova Scotia. The temperature of the air there often falls as low as on Newfoundland Coasts, but the temperature of the sea is considerably higher, and anchor ice is more rarely formed.

At the seat of the great cod fisheries on the coast of Norway, the sea is tempered by the Gulf Stream, and its temperature never falls so low as on the Coast of Newfoundland, although those fisheries are much farther to the north. In brief, there is no other known part of the world where the conditions for the sudden formation of anchor ice over vast coastal areas is so favorable as the North-east Atlantic Coasts
of the Labrador and Newfoundland; and it is there, where it exercises an influence hitherto I believe unrecognized in the vastness of its proportions as a physical agent. Some years ago (1863) I drew attention to the formation and influence of anchor ice ; first, in my " Explorations in the interior of the Labrador Peninsula," Vol. II, page 209, and secondly (in January 1864) in a paper read by me before the Geological Society in London, and published in the Quarterly Journal of the Society, page 129, (1864)-(" Hind on Glacied Drift in the Labrador Peninsula, \&c.")

I will now direct attention to a collateral physical effect of anchor ice, which is intimately connected with the fishery interests of Newfoundland.

> The Scavengers of the Sea and their Relations to Fish Offal.

The Scavengers of the sea are chiefly small crustaceaus, varying in size from the sea-flea to the prawn and lobster; among fish there is the sculpin, the coal-fish, \&c. When this vast army has been driven by the formation of the anchor ice from the coves, inlets, arms, harbors and bays where the fishing stages abound, what becomes of the mass of corruption which has accumulated during the summer and fall at the stage head, and by the first winter storms, if not already protected by ice, is scattered within the one or five or ten fathom line of surroundings, around the coasts in the vicinity of the stages which are most frequently situated as near as possible to the fishing grounds for the sake of convenience.

The decomposition of fish offal under sea-water gives rise to various gases readily soluble in sea-water, which show, as a marked characteristic, the proneness to be decomposed by the small percentage of oxygen in the sea-water.* But the oxygen

[^4]| Oxygen ............ ........................................................................211 | 20,743 |
| :--- | :--- |

thus present is as essential to marine life as air is to animals, and if small fish pass through their gills water containing sulpheretted hydrogen in solution, decomposition takes place at the expense of the oxygen, producing poisoning by asphyxia. Carpenter found in the Mediterranean, which is a closed sea, that the absence of life below a certain depth ( 300 fathoms) was due to the comparative absence of oxygen, the oxygen being consumed by the vegetable matter brought down by rivers, and the confined character of the Mediterranean preventing its waters from being ærated, as in the open Atlantic where abundant oxygen and life is formed at 2,000 fathoms. In the Atlantic, by means of ocean currents, every drop of water is successively brought to the surface and ærated by the absorption of oxygen, in the Mediterranean when these great currents do not exist, this interchange of position cannot take place, the oxygen is consumed and life ceases in comparatively shallow waters. The slow fermentation of fish offal goes on, under surface ice, very soon after the anchor ice has disappeared in the spring, and the sea water becomes there wholly unfit to support the life of young fish, and indeed marine life generally, until the water is again cerated after the ice is gone.

## Destruction of Young Cod or Cod Fry.

The valuable discoveries of the Swedish Professors, Sars and Malm, respecting the spawning of codfish, and indeed of many of our edible fishes, are of the greatest importance in relation to the Newfoundland cod fisheries. These gentlemen have shown that the spawn of the cod during the greater portion of the time of its development, floats on the surface of

Hence the quantity of Oxygen by volume in sea-water is as follows:-One cubic foot of sea-water contains one seven-thousandth part of a cubic foot of Oxygen dissolved in it. So that the comparison with air stands thus:

> Air contains about one-fifth of Oxygen.
> Sea-water about seven parts in a thousand.
> Or, air 210 parts in a throusand.
> Sea-water seven parts in a thousand.

But as Oxygen in sea-water is relatively as important to young fish, as Oxygen in air to territorial animals any cause which removes the small quantity present in sea-water, must be destructive to fish life. The proportion of Oxygen diminishes and that of Carbonic Acid increases with the depths-(Vide Thomson's 'Depths of the Sea'.)
the sea, or near to the surface. It is therefore borne to and fro by currents. If the cod on the coasts of Labrador and Newfoundland, spawned in the deep sea, the ova would be drifted by the Arctic Current constantly away from the coasts towards the borders of the Gulf Stream, and southerly. But as it is probable this fish spawns on the shoals and banks near the coast, much of the spawn is carried by tidal currents into the deep Bays and Fiords of the Labrador and Newfoundland. The young fish are hatched there, and the presumptive evidence is strong that millions of young fish, at the moment of their exit from the ova are carried into and around the deep Bays and Fiords by the daily tide and local currents. They are thus repeatedly brought into close contact with polluted waters in the vicinity of the fish stages. Any one familiar with the numberless changes in the direction of local currents on the coast, due to tides and winds, quite irrespective of the prevailing Arctic Current, can scarcely fail to see that floating spawn, just on the eve of its perfect development, is liable to be brought again and again over the same tainted or poisoned area, and by this means millions of young codfish may be destroyed very soon after they acquire the power of taking seawater through the gills. It thus appears, that quite irrespective of the effect produced upon young fish generally, the decomposing fish offal at the stage head probably destroys yearly vast multitudes of cod fry, and the fishermen are thoughtlessly diminishing by this means, year by year, the main source of increase of the fish upon which they are in a large measure dependant, besides lessening the supply of food for those which have escaped the pestilential influence of decomposing fish offal. Again, leaving out of consideration the destruction of cod fry just issuing from the ova, and young fish generally, in summer and fall, I think that the equivalent of 20,000 tons of dried fish offal which has been annually thrown into the Newfoundland Seas for more than fifty years near the best fishing: grounds, has succeeded in poisoning in the manner described. many species of young fish which approach the shore very early in spring, long before the larger fish, and this source of the food of the cod having been cut off they have more or less abandoned the coastal waters. This as we well know has already occurred to a most alarming extent on the New England shores, but owing to the destruction of fish food by a totally different
process, and one not likely to influence the supply of fish food on the coasts of Newfoundland. Suppose for an instant that fish offal had never been thrown into the sea on the coasts of Newfoundland, what would be the difference in fish life? Anchor Ice would form in December, a fringe of coast ice would surround all shoals and shoal coasts, the marine life would retire and the coastal sea margin be as now, a desert. But, as soon as the anchor ice ceases to form, and as soon as the coastal fringe of ice diminishes with the increasing warmth, the marine life returns, first to the edge of the ice and partially under it, the living mass swaying coastwise or seaward with every change in the barometer and thermometer; but always approaching the shores with the diminution of the ice fringe, and thus so timing their arrival, that the sea on the coast is peopled with minute living things and fish fry-the day the last fringe of ice is broken up or moves off. But if offal be there under the ice, the advancing army of small fish meet with the poisonous exhalations at the edge of the ice and under it, with the result described.

## Effect on the Habits of Seals.

Let us consider why seals cease to trim the Bays at the present day as heretofore, thus leading to the abandonment of sedentary sealing stations over many hundred miles of coastand further, why do the seals when they have passed the fishing stations on their voyage north, begin to trim the bays again. Formerly, say 30 years ago, at Aillik and Kypokok on the Labrador, the Hudson Bay people took annually 300 seals at either station in the fall of the year, and at Aillik 300 more in the spring. But now, the seals pass north and south, outside, and the average catch does not exceed 30 at each station, so that the officer at Kypokok has this year sent all his nets to Lampson beyond Nain, where the seals again begin to trim the Bays. Instead of attributing this wonderful change of habit to a growing hereditary knowledge of danger on the part of the seal, is it not to be rather attributed to the fact, that the small fish are driven off the headlands, and southern coasts by offal, and that the seals find them again beyond the Missionary Stations on the Labrador near the coasts where no offal has been discharged.

It will not escape notice that the positive necessity of properly ærated water for the sustentation of fish life points in a striking manner to the fact, that herring, and indeed all fish wintering in the deep Bays of Newfoundland, will be found frequently near the edge of the ice, being led there by the want of oxygen.

## The Use of Fish Offal.

It is quite sufficient to state that in Norway, where labor is cheap, they find it profitable to manufacture fish offal into fish guano. In seven establishments in Main, U.S., they manufacture fish guano. On the Bay of Fundy they make fish guano, which goes into commerce under the name of pummy. They export fish guano from Norway to Germany. In Newfoundland the fishermen in the Northern Bays spend many days in the spring in taking caplin, the food of the cod; they carry the caplin laboriously in bags to their gardens and carefully strew them over their potatoe grounds, and they have followed the practice for half ${ }^{*}$ a century or more.

This is burning the candle at both ends, for they throw away the material for excellent.manure which if properly prepared they could put on their potatoe patches at any time when not frozen; they poison cod fry and the young fish which go to support the cod, upon which they are largely dependent, and in addition they give much valuable time to the pursuit and destruction of caplin for manure, which, besides being the lure bringing the cod to the coast, are, it is now alleged, very much on the decrease on the Coasts of Newfoundland.

By adopting a co-operative system, similar to that which prevails in the great cheese manufactories in the United States and Canada, the inhabitants of each fishing hamlet might have their common compost heaps regularly and systematically maintained, and in the spring draw upon them for their supply of manure in proportion to their contributions of work or offal, instead of spending much valuable time in searching for caplin. It would also permit them to have their gardens further back from the shore, on better land, and gradually introduce an improved system of husbandry, and a rational use of the treasures providence has placed within their reach.

Recapitulation.
Briefly recapitulating the substance of the foregoing sketch, it appears probable,-

1st. -That the formation of anchor ice on the coast of Newfoundland contributes largely towards the preservation of fish offal from decomposition during the winter season as well as from the attacks of ocean scavengers.

2nd.-The decomposition begins with every increment of heat which prevents the formation of anchor ice, and goes on continuously under a covering of surface ice, which prevents the sea water from being ærated. As a consequence of this, the sea water all along the coast in the vicinity and at a variable distance from the fish stages holds in solution the gases resulting from such continued decomposition.

3rd.-The gases act upon young and small fish by destroying the oxygen in the sea water necessary for their existence, when they return in the spring, or even occasionally during the summer and winter months. Vast multitudes of young cod fish just issuing from the ova in the summer and fall, are destroyed in like manner by the condition of the sea water on the coasts and especially in the bays and fiords. The same condition of the sea water may also drive away larger fish from coastal waters.

4th.-The changes which have taken place in the migratory movements of seals point to the destruction of the food they were formerly accustomed to find in bays, inlets, \&c.

5 th.-If fish offal be no longer thrown into the sea, the natural increase of the cod will not be disturbed; the young and small fish of other species will also increase and again visit the coastal waters in the early spring, furnishing a supply of food for the cod.

6th.-The utilization of the fish offal is practicable, and if carried out under a co-operative system, it will not only aid the farther developments of the great fishing interests of Newfoundland, but also give rise to a new industry, which will occupy fishermen during a season of the year when they are generally idle.

Intimately connected with the general discussion of the important questions relating to the present condition of the Newfoundland coast fisheries, and which are not even noticed in this brief communication, there may be instanced-
a. The remarkable connection existing between the movements of surface feeders like herring, and changes in temperature and barometrical pressure, which if locally understood would enable fishermen to follow the fish.
b. The tendency of recent observations to establish the fact that the cod like the herring, is a local fish, and that schools of cod, like schools of herring, are local in their habits for very many years.
c. The observed facts connected with the spawning of codfish tend to show that each school has its own spawning season, and that by observation we may arrive at a knowledge of the period when it would be wise not to take fish from any particular school. The schools which frequent the north-east, the south-east, and the western parts of the Island, have each a different season, and in this they seem to follow the law which governs many other species of fish in their spawning seasons.
d. The connection which may exist between the supply of oil-producing food and the condition of the livers of the codprobably the cause why it now seems to require more quintals of fish to produce a tun of oil than formerly-arises from the increasing scarcity of young fish, which, at one time, formed the chief spring or summer food of the cod on the Newfoundland coasts. The Funk's cod are known as a fish whose livers are poor in oil. This school may have suffered from local causes more than other schools. The facts are suggestive and worthy of enquiry.

HENRY Y. HIND.

December, 1876.

## No. 36.

## Forwarding Fishery Report, 1876.

No. 76.

> H. M. S. "" EcLipse,"
> ST. John's, 30 th Oct., 1876 . $\}$

Sir,-
I have the honor to enclose, herewith, my "Fishery Report," in triplicate, for the past season, together with some correspondence connected with the Fisheries, and the Reports of the Navigating and Medical Officers of H. M. Ships under my command.

I have the honor to be,
Sir,
Your obedient Servant,

> JAMES E. ERSKINE,
> Captain and Senior Officer.

Vice-Admiral<br>Sir A. Cooper Key, K. C. B., \&c.,<br>Commander-in-Chief.

## Report on the Newfoundland and Labrador Fisheries, for the year 1876.

First Cruize, H. M. S. "Eclipse."

## SOUTH COAST, FROM CAPE RACE TO CAPE RAY.

Left St. John's, 6 P. M., June 10th; light wind and calm. Sighted Cape Race at daylight.

Trepassey, June 11 th to 14 th. - Good prospect of fish, but no bait; getting some by jigging. Boats gone to Westward, fishing. Many applicants for doctor. Population about seven hundred, and no doctor. No salmon taken yet; saw two in river in Biscay Bay.

Salmonier, June 14th.-Mr. Curtis, (Job, Brothers' schoon= er), returned from the Grand Banks with one hundred and fifty quintals ; best boat at Salmonier, thirty-five quintals for six hands. A few salmon in herring seines; bait scarce.

Colinet, June 14th.-Anchored off Half Island in seven fathoms. Fish and bait scarce. Joy's banker in here for bait. Nine or ten American bankers have been in for bait. No salmon nets out.

Placentia, June 17th. - Caplin struck in here on the 9th June, unusually early. Good signs of fish, but constant fog, much against fishing. Two American bankers supplied with caplin this week. Ice house established for preserving bait. Minia, telegraph steamer, waiting for eight days for a clear day to repair cable, parted about nine miles off.

Burin, June 19th.-Bait plentiful; fish scarce; salmon fair.
Great St. Lawrence, June 19th.-Codfish, average catch nineteen quintals per boat; salmon, six boats employed, average catch eighteen quintals per boat; caplin, very plentiful, struck in 15th June. Much distress here last winter; two deaths from want. People entirely dependent on the fishery.

Fortune Harbor, Fortune Bay, June 23rd.-Fish very scarce ; average catch four to five quintals per boat. Herring bait plentiful ; caplin just coming in; last month continued fog. No complaints against the French. Salmon scarce.

Grand Bank, June 23rd.-Fish scarce, about eight to ten quintals per boat. Bait as at Fortune. Salmon nets doing well; quantities of lobsters here. A Nova Scotian firm has a lobster potting establishment, doing well ; second year. Four thousand lobsters brought in to-day. No complaints against the French. American bankers, in quest of bait, made this port and Fortune. (See report.)

Harbor Briton, June 21 th.-Fish very scarce, about five to ten quintals. Bait also scarce. The people from here fish off St. Lawrence mostly. No salmon.

St. Jacques, June 27th.-Boxey Harbor, eight to ten qtls; herring bait scarce; no caplin. St. Jacques, about forty families; five to six quintals; bait scarce; no salmon; no caplin. No man-of-war here since Alarm, in 1846. Belloram, about seventy families; eight to ten quintals; plenty herrings; no salmon ; no caplin. Herring generally plentiful in Fortune Bay. An ice house here. American bankers call in here in great numbers for ice, and then procure bait.

Hermitage Cove, June 28th and 29th.-Left St. Jacques, 7 a. m., fine clear day. At noon passed Pass Islands; wind strong from south, with thick fog and rain squalls. Anchored in Hermitage Cove; snug anchorage. Fishing at Pass Islands and Bonne Bay good; other places in this neighborhood bad. Caplin plentiful at Pass Islands.

Connaigre Bay.-Twenty to fifty quintals; salmon middling.

Ship Cove, Conn River, Bay Despair, Jure 29th.-Came up through Long Island passage; least water seventeen fathoms; very narrow in parts; heavy rain and thick fog. People here go to other parts to catch bait for French and Americans. Salmon just coming in.

Great Jarvis and Pushthrough, Bay Despair, June 29th.From twenty to forty quintals per boat; no caplin; herring
plentiful; salmon scarce. Received complaints as to barring herring. (See Magisterial Duties.)

Hare Bay, July 1st.-Anchored in West Arm in eight fathoms mud ; first rate anchorage ; regular soundings and good holding ground. No inhabitants; very rocky and preeipitous.

Little River, July 4th.-Six quintals per boat ; salmon scarce; herring for bait scarce; no caplin; no complaints.

La Poile, July 5th-Little Harbor.-Cod fishery a little better than last year; from ten to twelve quintals; salmon fair; eleven days caplin, herring scarce. Neighboring coves much the same; all well; no complaints. Jersey firm here, De Grachy \& Co.

Port-aux-Basques, July 11th.--Cod very scaree; plenty of herring, caplin and squid. Winter fishery has been very bad, and as they have nothing else to fall back on, much poverty expected. Heard here of a public meeting having been held by Major Carpenter,R. A., who has proeeeded in a scheoner withr Rev. Mr. Goode to the West Coast. (See Magisterial Duties.)

Sydney, Cape Briton, July 14th.-Arrived 7 a. m., and went alongside wharf at South Sydney. Took in two hundired tons; hauled off, and anchored at noon. Strike of miners still continuing at North Sydney.

## THAT PART OF THE COAST WHERE FRENCH ENJOY RIGHTS OF FISHING.

Codroy, July 11th.-Average catch of cod forty quintals. Bait (squids) scarce ; fish plenty, but won't take herring. Salmon fair; crops good; no complaints. Rublic meeting held here by Major Carpenter, R. A. (See Magisterial duties.)

Bay of Islands, July 19th.-Little Port.-Average catchs twenty to thirty quintals; salmon good; crops very good. All fishermen at the Labrador. About twelve new settlers since last year. No complaints.

Bonne Bay, July 20th.-Cod from twenty to thirty quintals; salmon scarce; no bait but shell fish. Last October about seventy English and ten American vessels came for herrings.

One French vessel gave $£ 150$ currency for bait in June, passing north. Men at the Labrador. No complaints. Met Major Carpenter and Rev. Mr. Goode off the entrance of Bonne Bay, bound to Sydney. Delivered to Major Carpenter letter from His Excellency the Governor. Public meeting had been held here also.

Hawke's Bay, July 21st.-One French vessel at Kepple Island. Reports of French fishery very bad on west coast. One French vessel belonging here gone north, another with fish to France. Same people here and at Port-aux-Choix as last year. Seventy sail of English vessels came in the fall for herring. Salmon as under:-

North-east Brook. . .... 8 barrels of Salmon.
Torrent............... 12 " "
St. John's Island, July 25th.-Two French vessels here, two less than last year; about two hundred men; fishery bad; no complaints.

Castor's River, July 26th.-Anchored in nine fathoms, off White Island, and visited the river by steam cutter. Jesse Humber fishes the river, and had his net right across from one side to the other, at the entrance of the pond. Warned him against barring, and read the Salmon Act to him. He had already thirty barrels of salmon, and had twenty salmon in his net the night before we arrived.

## THE LABRADOR.

Forteau, July 26 th to $30 t h$.-The accounts of the cod fishery on the Labrador to the north of Indian Harbour, Hamilton Inlet, are good, but to the southward of that very indifferent. The herring season, however, has hardly commenced. Average catch, Forteau, from twenty to thirty quintals; for two codseines, three hundred and eighty quintals. No scarcity of bait; salmon very plentiful along the coast.

Chateau, July 30th.-Anchored in Pitt's Arm. From twenty to thirty quintals hook-and-line; from one hundred and fifty to three hundred cod-seines. From general report I believe the fishermen were too late on the ground, and in con-
sequence lost their chance of a very good voyage. Bait everywhere plentiful, caplin having struck in on 10th June; in fact, they found fish and bait on arrival.

Left Chateau, August 2nd, and having picked up Bullfinch and Zephyr, arrived off St. John's at daylight of 4th, when we observed Bellerophon and Dryad; joined company and proceeded into St. John's harbour.

## Second Cruise H. M. S. "Eclipse."

Left St. John's with His Excellency the Governor 5 a.m., September 5th. Calm and fine moonlight night till off Baccalieu Island, when the wind set in from the eastward, with thick fog and heavy rain. Made the land at daylight off Trinity, and proceeding up Smith's Sound, anchored in Britannia Cove, Smith's Sound, Sept. 6th. Small boats from six to eight quintals; herring plentiful, also caplin ; crops good.

Trinity, Sept. 7th.-Cod-seines one hundred and thirty to one hundred and sixty; small boats from five to seven; crops good; salmon scarce.

Robin Hood and English Bay.-Two hundred to two hundred and fifty for cod-seines; fourteen tierces of salmon best catch; small boats ten to fifteen quintals.

Catalina.-Average from sixty to eighty for cod-seines; small boats ten to fifteen.

Bird Island-From eighteen to thirty quintals small boats.
Greenspond.-Little doing here, all men on the Labrador.
Fogo.-Anchored under the lee of the Penguin Islands at daylight; it came on to blow from the north-east; proceeded through Stag Harbor Tickle, and anchored in Hare Bay, Fogo, September 10th. Blowing a north-east gale; fine anchorage. Small boats from ten to twelve quintals; no seines used ; squid and herring bait plentiful.

Tilton Harbor.-From one hundred and eighty to one hundred and ninety for cod-seines ; small boats from fifty to sixtyone.

Nipper's Harbor, Sept. 13th. -From four to five quintals for small boats. Anchored here for the night, very snug, and the following day His Excellency the Governor visited the copper mines of Bett's Cove and Tilt Cove, Sept. 13th, returning to St. John's at 1 p. m., of 16 th September.

Much enthusiasm and loyalty exhibited at the various Outports on the occasion of the visit of His Excellency the Governor.

## Third Cruise H. M. S. "Eclipse."

September 19th.-Left St. John's at daylight 19th September, strong head wind and sea. Arrived and anchored in Gold Cove, White Bay, having on board His Excellency the Governor, and Mr. Whiteway, Solicitor General, and Staff-Captain Robinson. Dr. Eales, acting Private Secretary, and Mr. Warren, joined us here, having walked across from South-west Arm of Green Bay, Sunday, 24th September. Disembarked His Excellency the Governor and suite, en route across the Island to Bonne Bay.

White Bay, Sept. 22nd.-From four to five quintals; herring plentiful. Six families at the head of the Bay, and several scattered along the shores. Church at Pinbeck Cove.

Cape Rouge, Sept. 24th.-Observed five French vessels leaving for France; they have made an unusually good voyage.

St. Anthony's, Sept. 25th.-Presented Robert Simms, special constable, with $\$ 30$, on behalf of Colonial Government, as a recognition of special services rendered, and swore him in again for one year. No complaints of encroachments this year, which may be attributed in a great measure to the exertions
of Robert Simms, and to the fact of the French having had a good fishery.

Chateau, Labrador, Sept. 26 th.-From four hundred to three hundred cod-seines ; seventy to eighty small boats.

## THE LABRADOR.

October 1st.-Reports of the Labrador fishery bad, owing to the very tempestuous weather during the last six weeks.

Bonne Bay, Oct. 2nd.-Anchored in Indian Cove, a safe and admirable anchorage.

October 8 th.-His Excellency and suite arrived from White Bay, after a laborious journey of fourteen days across the country. Population rapidly increasing here. Numerous complaints of all descriptions brought before us, principally family disputes and quarrels as to land, \&c. Large trade in winter herrings carried on here. Herrings had not yet struck in. Several vessels, including a steamer, waiting for cargoes.

Bay of Islands, Oct. 9th.-Population increasing very fast here, Lumbering operations carried on to a great extent. Left Birchy Cove at $3 \mathrm{p} . \mathrm{m}$. of October 10th, but coming on to blow hard from the westward, anchored in York Harbor.

October 14th.-Sailed at daylight 13th, and calling at Channel on the 14th, proceeded to St. John's, where we arrived at 8 a. m. of the 17 th October, experiencing strong gales from the south-eastward round to south-west on the passage.

## Magisterial Duties, H. M. S. "Eclipse," 1876.

## GREAT ST. LAWRENCE.

Reported by Mr. Vavasseur as follows:-During the months of August and September in each year it have (sic) been very often impossible for the fishermen of the locality to procure squid, as the harbour and adjacent coves are beset with
boats and small schooners catching squid to supply the French ${ }_{3}$ and also French fishing boats frequently visit this harbour and adjacent coves to cateh squid，to the great disadvantage of otur fishermen．

## FORTUNE HARBOURR，FORTUNE BAY゙．

Mr．Simms；Magistrate of Grand Bank，and Mr．Snook，of Fortune，complain of the niumbers of Ameriean schooners who evade the light dues．Mr．Simms estimates that they should amount to about $\$ 12,000$ ，whereas only about $\$ 240$ has been collected．

## GRAND BANK，FORTUNE BAY゙．

Population nine hundred；no doctor．American schooners avoid these places，and go further up the bay for brait and iee：

## HARBOUR BRITON，FORTUNE BAY゙．

Mï．Hubert，Magistrate，pat this question to me，－Aree English fishermen who haul herring or eaplin within one mile of a settlement，and sell it to the Americans for brit，trans－ gressing the law，which provides that no herring，\＆c．，is to be hauled within one mile of a settlement for＂exportation？＂ It appears to me not，and by the Treaty of Washington the Americans might take it themselves．

## ST．JACQU̇ES，FORTUNE BAY゙．

Mr．Snellgrove，Collector of Customs，complains that num－ bers of American bankere coming in for bait evade the light dues；they come into St．Jacques for iee，dodge about under sail to avoid Mr．Snellgrơe，sometimes kaughing at him and often refusing to pay，are picked up by Mr．Burke and go to other bays for bait．At Bay－de－Nord they haul herring in seines and keep them there till wanted．Is this barring？ American trade increasing；they come for frozen herring in the winter and bait in summer．Mr．Snellgrove estimates about two hundred sehooners this year．

While here six Ameriean bankers came in；gave Mr． Snellgrove the steam cutter，and sent him round to Belloram， where he found five others，and was thus enabled to collect $£ 50$ in light dues，which，without our aid，he would have never
seen. It is ridiculous to suppose that the Customs and due\% can be properly collected with the present machinery, or rather absence of machinery; and now that the American trade is so considerable, there should be at least one steam launch in For* tune Bay alone, to collect dues and prevent barring and illegal capture of bait for exportation. (See Correspondence.)

## PORT-AUX-BASQUES.

Found that Major Carpenter, (late R. A.,) had held a meeting at Channel, at which he had recommended our fishermen to retaliate against French fishermen, and that the Magistrate had attended the meeting and supported him. Major Carpenter has hired a schooner, and in company with the Rev. T. Goode, has gone to the West Coast to promulgate these doctrines. Explained to the Magistrate that it was his duty to suppress rather than to encourage such advice. Fishermen from this part go on the West Coast.

William Bennett complained that his dog had been shot by the policeman. He admitted that the dog was at large without clog or muzzle. Read the Aet to him, on which he expressed himself satisfied. On being asked why he did not go to the Magistrate, he replied he liked to get the law from the man*of-war, as he knew he would get it right!

## CODROY.

The principal inhabitants came on board and informed me that Major Carpenter and Mr. Goode had held a meeting similar to the one at Channel, at which they had recommended the same line of conduct on the part of our fishermen, viz.: in the event of their nets being lifted by the French, to retaliate on the few French fishermen temporarily established on Codroy Island. Reported this to His Excellency the Governor. From what I could gather, $I$ do not apprehend that this dangerous advice will be followed, as the French and English fishermen are on the best terms here. I I was gratified to find that certain regulations and decisions made last year, had been respected.

## BAY DESPAIR.

Received a complaint at Great Jarvis Harbor of barring herrings. Steamed up with the informer to Cascade Cove,
where I found a net spread right across, enclosing estimated about 2000 barrels of herring; also a schooner at anchor; lifted the net and brought Geo. Bonsell who was in charge down to Great Jarvis Harbor. Sent Senior Lieutenant on shore to investigate the case. The nets belonged to a Merchant at Saint John's and a Mrs. Bonsell. They had been across about a fortnight, and they had baited an American schooner at $\$ 1$ per barrel. Mr. Boon, agent, did not know it was illegal, and reported that Mr. Camp, collector, had told him if the fishermen complained, to take up the net, not otherwise. Herring thus kept to supply the French at St. Pierre.

Some idea of the money made in this manner may be formed on the statement of G. Bonsell, who estimated that, during the season, about thirty trips might be made to St. Pierre, taking one hundred and fifty barrels a trip; and when it is remembered that the price varies from twenty to twentytwo franc a barrel, until in Angust it would probably reach forty to forty-five francs. A certain Snook Cains had a share in this net. Warned Mr. Boon, and returned his net.

## BONNE BAY.

On returning to this Bay I met Major Carpenter and Mr. Goode in their schooner, becalmed off the port. Having sent tor Major Carpenter, I handed to him a despatch from His Excellency the Governor, addressed under a flying seal. (See Correspondence.)

## BOND'S RIVER, MALL BAY.

Visited this river, and was delighted to find that the French have abandoned their salmon fishery and weir erected across this river, which is one of the most valuable on this coast, and is now entirely in the hands of Jas. Clinnick.

## CASTOR'S RIVER.

Ancther valuable river, formerly fished by the French, but of late years entirely in the hands of Jesse Humber, who, I am sorry to say, bars it. Found a net, barring the river completely, set in the entrance of the pond. Warned Jesse Humber and read the Fishery Act to him.

## FORTEAU, LABRADOR.

The Rev. C. Jeffery requested me to endeavour to settle a dispute with reference to the Parsonage at Flower's Cove, Newfoundland; also to remove the Church at Forteau to the opposite shore. Being pressed for time, unable to comply.

## GENERAL REMARK.

None of the salmon nets are, according to law, with regard to size of mesh. (See Correspondence.)

## BONNE BAY.

Case of Lisle Deane and his son was again gone into, all the witnesses being present, also Mr. Peeble. This case was decided last year, Willis Deane, the son, getting out of the way when the ship came in. Having heard what Willis Deane had to say, we are of opinion that the arrangement made last year was a just one, and it is to be carried out. Willis Deane, during the enquiry, having made use of language reflecting on the judgment given, is hereby cautioned, and if any breach of the peace takes place on his part, he will have to answer the same at his peril.

Case of Joseph Perry versus Nicholas Ash. It appearing that Nicholas Ash had threatened Joseph Perry, and that he and his family were in fear of the said threats being carried out; Nicholas Ash is hereby bound over to keep the peace for one year in the sum of one hundred dollars.

Case of Charles Sellars and family versus Solomon Childs and John Quick.

This appeared to be a case of mutual recrimination and family quarrels.

All parties therefore, viz. : Charles Sellars, Solomon Child and John Quick, bound over to keep the peace for one year in the sum of one hundred dollars each.

Recognizances lodged in Senior Officer's Box, 4th October, 1876.

JAMES E. ERSKINE, Captain and Justice of the Peace.

## CHATEAU.

Philip Gillett versus John and Felix McCarthy.-This was a case in which Philip Gillett sought to recover from John and Felix McCarthy the sum of about nine pounds currency. The Brothers McCarthy also made a claim upon Gillett for compensation for the loss of their voyage in 1875, as they maintain, through the act of Gillett. Having carefully considered the evidence of both parties, I adjudge that Felix and John McCarthy pay to Philip Gillett the amount of two-thirds of the value of stores purchased at Salmon Bay in July, 1875 ; that is to say, two-thirds of the sum of four pounds two shillings currency; and that, in consideration of Philip Gillett having illegally, and without consent of the other parties, sold the vessel at Chateau and thus broken up the voyage, that he shall forfeit the sum of six pounds currency, due to him by the McCarthy's, for the value of the original supplies put into the schooner, as compensation for the loss they sustained by his act.

(Signed) COLIN M. DUNDAS, Lieut. R. N. and J. P.

Charles Butt versus Samuel Parsons.-Butt complained that Parsons had prevented him from erecting a stage for drying fish. Parsons replied that the stage proposed would encroach on ground where he had been in the habit of drying fish for fifteen years. Three respectable inhabitants gave evidence that this was the case.

Ordered Butt to remove his timber and materials; told him he might erect a stage anywhere not less than thirty yards from another man's property.
(Signed) C. M. DUNDAS,
Lieut. R. N. and J. P.

## THE FRENCH QUESTION.

t have much satisfaction in reporting that, with the exception of two complaints which I have received from the French Senior Naval Officer, against certain British subjects at St. Anthony, on the north-east coast, and a doubtful case of threatening on the part of a French man-of-war in Lark Harbor,

Bay of Islands,-(See Correspondence) - that no disputes have been brought to my notice as having occurred between French and English fishermen. Reports of forcible measures on the part of the French reached me, as having taken place at Hillyard's Harbor, on the north-east coast, in July last, and these reports were alluded to in an address presented by the Chamber of Commerce to the Commander-in-Chief on the occasion of his visit to Newfoundland; but, on investigating the circumstances, events assumed a very different aspect. It appears that twenty or thirty English schooners from other ports were fishing off that small harbor, and using codseines, as admitted by the complainant. Under these circumstances no impartial person could come to any other conclusion but that they were "interrupting the French cod fishery during the temporary exercise of their fishery rights on a certain part of our coast" secured to the French by treaty. No forcible measures were taken; they were desired to depart by the officer of the French man-of-war, which they did of their own accord.

With regard to the alleged threats at Lark Harbor, in the absence of any sworn depositions and of any evidence tending to show that any attempt was made on the part of the French to carry those threats into execution, I should be slow to believe that a French naval officer would think of adopting such a line of conduct, especially at a port where no "interruption of the French cod fishery" could have taken place.

I have alluded in another part of my report to the abandonment of the salmon weir erected by the French in Pond's River, Mall Bay, which is a subject for congratulation; and it is most earnestly to be hoped that the appointment of Magistrates to be resident at different ports on "that part of the coast where the French enjoy rights of fishing," may be no longer delayed; and I have ventured to draw up a rough outline of a scheme which would, if carried out, in my judgment, tend most materially to advance the interests of this important Colony, and to prevent the complications and difficulties to which both the Imperial and Colonial Governments are constantly exposed. (See Correspondence.)

## GENERAL REMARKS.

The "Shore Fishery" during the past season has been much below the average, while the catch on the Labrador has been a fair average voyage, notwithstanding that the herring fishery on that coast has been much interrupted by a long continuance of stormy weather. The fishermen also were late in getting to their grounds on the Labrador, at the commencement of the season, and much valuable time was thus lost when both fish and bait were plentiful. The yield of cod oil has been comparatively good. Salmon have been generally plentiful; on the Labrador, particularly so.

The French on the North-east Coast have made a very good voyage, while they have had an indifferent catch on the Western Shore. It is to be hoped that the winter herring fishery, now becoming so considerable a trade, may be the means of relieving the wants of the people in places where poverty might be expected on account of the bad fishery during the summer. The recent visit of His Excellency the Governor to some of the most important Outports, and the opportunity afforded him of observing the complications resulting from the very anomalous position in which so many British subjects are placed, owing to our relations with France, will, I earnestly trust, prove of incalculable benefit to the Colony over which he presides.

The rapidity with which the population and trade is increasing on the West Coast, notably at Bonne Bay and Bay of Islands, involves a serious responsibility on the Government; and the representation and protection of so large a community, viz. between twelve hundred and fifteen hundred at each place, cannot be long delayed without serious consequences.

The ill-advised actions of self-constituted agitators, and the advice given by them to the ignorant fishermen, especially at Bonne Bay, have had its fruits, as shown by the increased number of complaints made to us in our magisterial capacity at that port. I regret to observe that there has been a tendency exhibited this year by a considerable number of the people to act as though they considered they were outside the pale of the law ; and it is not within the bounds of possibility for a captain of a ship of war, during the short period of his
stay, to investigate all the numerous complaints which have accumulated during his absence, or to do justice in the various matters which are brought to him for settlement.

The rich mineral resources of the Colony are being rapidly developed; some idea of their value may be estimated, when it is considered that at Bett's Cove a copper mine visited this year, which only two years ago was apparently a barren waste, fifteen hundred men are now employed, and the mine at the time of our visit producing one hundred and twenty tons of copper a day.

The efforts to revive the important industry of the Bank Fishery on the part of an energetic merchant of St. John's, will, I trust, be successful, and stimulate others to follow his example. The vast importance of using all our energies in competing with the Americans, both on the Banks and on the shores of Newfoundland and Labrador, and especially in the taking and preserving of bait, so important an element in that fishery, must be self-evident, when the advantages now derived by the Americans, by the Treaty of Washington, are considered.

It behoves the people of Newfoundland to bestir themselves, unless they wish to see "the wind taken out of their sails" by the Americans, and the enormous wealth which the proximity of their Island to the valuable fishing grounds on the Banks should afford them, together with the vast supply of bait only attainable on their own shores, diverted into the hands of foreigners.

It might be supposed, on a superficial glance of the treaties, that the Americans have only acquired the same privileges they possessed under the Reciprocity Treaty; but it will be well to remember that this is not so ; they have, for the first time, acquired the right of not only catching fish and bait on our coasts, but also ot using our Island as a basis of operations, together with the additional and important advantages of being able to dry and cure their fish on our shores, as well as to refit and bait their vessels for the prosecution of the "Bank Fishery." They will not be slow in taking every advantage of the privileges thus accorded them; and it appears to me that a much more serious and extensive competition will arise
than the people of this Colony are prepared for, and which may most seriously affect the "shore fishery" of Newfoundland. I trust that this aspect of matters may be well considered when the Newfoundland claims for compensation are laid before the Halifax Commission.

> JAMES E. ERSKINE, Captain and Senior Officer.

Correspondence connected with the Newfoundland Fisheries.

## H. M. S. Eclipse, Halifax, 15th May, 1876.\}

Sir, -

1. I have the honor to acquaint you that I have been selected to carry out the duties of Senior Officer on the Coasts of Newfoundland and Labrador.
2. I am to assure you that it is the Commander-in-Chief's anxious desire to prevent all encroachments, and to suggest that, under existing circumstances, it will be better merely to warn off trespassers and to use our joint endeavours to prevent, by all possible means, collisions between the fishermen of the two nations.
3. In conclusion, I beg to assure you, that it will be my anxious endeavour to co-operate with yourself in the most friendly spirit; and while protecting British subjects in the prosecution of their lawful pursuits, to prevent their encroaching on the just rights accorded to your nation by treaty.
4. I enclose a list of vessels employed in this Division. It is my intention to be at St. John's about the 23rd May.

I have, \&c., \&c.,
(Signed,) JAMES E. ERSKINE, Captain and Senior Officer.
To the Senior French Naval Officer, On the Coasts of Newfoundland.

## $\left.\begin{array}{l}\text { Saint Pierre, } \\ \text { Mai } 20,1876 .\end{array}\right\}$

Monsieur le Commandant,-
Je m'empresse de vous accuser réception de la lettre que vous m'avez fait l'honneur de m'adresser par le commandant du Bullfinch, et de vous remercier des dispositions amicables dont vous me donnez l'assurance; ces dispositions sont celles dont je suis moi-même animè. Appelè par mon Gouvernement à exercer le commandement de la station Francaise sur les côtes de Terre-Neuve, je suis convanicu, monsieur le commandant, que nous nous efforcerons, chacun en ce qui nous concerne, á faire observer les clauses des traités passés entre les deux nations ; c'est dans ce sens que je jonnerai des instructions aux navires placés sous mes ordres, et je suis assuré que comme toujours l'entente la plus parfaite existera enter les batiments de guerre Anglais et Francais.

Empêcher les empiétements, prévenir les delites, respecter les droits réciproques, sont comme vous me faites l'honneur de me le dire, les meilleurs mesures d'ordre pour éviter tout conflit entre nos pêcheurs.

Je joins à cette lettre une liste des navires de guerre Francais affectis a la station de Terre-Neuve.

Veuillez agréer, Monsieur le Commandant, \&c.,
(Signé,) GALLIBER, Le Captaine de vaisseau Commandant de la Place et la station de Terra-Neuve.

## THE AMERICAN FISHERY.

No. 49.

$$
\left.\begin{array}{c}
\text { H. M. S. "Eclipse," } \\
\text { Sydney, C. B., 14th July, 1876. }
\end{array}\right\}
$$

## Sir,-

With regard to your memorandum of 28th April, and the information required for the use of the Halifax Commission, I have the honor to report,-

1. During the cruises on these coasts in H. M. Ship under my command, in the fishery seasons, $1875-76$, I have never observed an American vessel resorting to the territorial waters of Newfoundland for purposes of fishing.
2. Owing to the dense and continued fogs which we have experienced this year, up to this date, I am unable to form any opinion, from personal observation, of the numbers of American vessels availing themselves of the privileges accorded by the Treaty of Washington ; but I visited all the ports in Fortune Bay, the great mart of the bait trade, where Colonial officials reside, and from them have gathered all the information which they could afford on this important subject.
3. The cod fishery carried on by the Americans, as far as Newfoundland is concerned, is, I believe, chiefly, if not altogether, confined to the Banks; but they also do a thriving trade during the winter months by the purchase of herrings, which, preserved in a frozen state, not only find good markets for human consumption in the States, but are likewise used as bait in the fishery off their own coasts in the spring.
4. The schooners employed in this manner, principally from the port of Gloucester, are in every respect thoroughly equipped and well found, and their numbers are yearly increasing. It is impossible from this side to ascertain, with any amount of accuracy, the number of vessels employed, as they make a point of evading the ports where custom-house officers
reside; but our Consul in the States should be in a position to supply this information. The number of American vessels annually resorting to Fortune Bay are variously estimated between 300 and 500 , and I have heard the number of American Bankers put as high as one thousand. They use bultows of enormous length; and when the vast extent of bait thus spread out is considered, it is astonishing that the ground is not speedily cleared of fish.
5. Although, doubtless, by the Treaty of Washington, the Americans might haul their own bait on our shores of Newfoundland, I have never heard of this having been done; they sometimes make a bargain with the owner of a seine and haul the bait themselves with his net; but during a brisk fishery, when fish is on the ground, time is money, and bait must be procured without delay, and they are quite ready to pay for it at the cheap rate of sixty cents a barrel. The Americans chiefly use herring bait in preference to caplin, as it stands better on the hooks.
6. Their manner of procedure is as follows, viz.: During the winter months they bring supplies, \&c., in exchange for frozen herrings. When the Bank fishery opens, they run into Fortune Bay, pick up their ice either at St. Pierre or ports in Newfoundland, when procurable, and are baited by the English fishermen at the rate of twenty or thirty dollars for about sixty or seventy barrels, which lasts them about a month, returning for fresh supplies during the season.
7. To collect the light dues from this extensive fleet, and to regulate the taking of bait for their supply, the Colonial Government have three officials in Fortune Bay, viz. at Grand Bank, Harbor Briton and St. Jacques, but none of these gentlemen have any means of locomotion with a view of carrying out their duties, and as I steamed into St. Jacques, I was mach amused to observe the Preventive Officer in full pursuit of a swift American Banker who had been sailing round the Bay for several hours, while Mr. S. was keeping up an animated but hopeless chase in a small dingy. Fortunately the same day six schooners happened to come in for ice, and five others having passed on to Belleoram, I sent the Preventive Officer round in our steam cutter and enabled him to collect fifty
pounds, not a sixpence of which would he have seen had it not been for our opportune arrival.

I have, \&c.,
(Signed)
JAMES E. ERSKINE, Captain and Senior Officer.

To Vice-Admiral
Sir A. Cooper Key, K. C. B., Commander-in-Chief.

$$
\left.\begin{array}{c}
\text { Government House, Nfld., } \\
\text { July 3rd, 1876. }
\end{array}\right\}
$$

Sir,-
I am directed by Her Majesty's Principal Secretary of State for the Colonies to request that you will, if it be possible, send a ship-of-war to any place on the shore where the French have Treaty rights, where it may come to your knowledge, danger of collision between the fishermen of the two nations may be apprehended in consequence of the supposed intended action of Major Carpenter, and that the Commanders of Her Majesty's ships should exercise their magisterial and other powers in order to maintain order. I have also the honor to request that you will be good enough to cause the accompanying letter, addressed to Major Carpenter under flying seal, to be safely delivered to him, after you have perused its contents and closed it.

I am informed Major Carpenter is at Channel, with the Rev. Mr. Goode. I have, \&c.,
(Signed)

> J. H. GLOVER, Governor of Newfoundland.
Capt. Erskine, R. N., Senior Naval Officer.

H. M. S. Eclipse, Sydney, C. B.,<br>17th July, 1876.

## Sir,-

I have the honor to acknowledge your Excellency's letter of July 3rd, requesting me to send a ship-of-war to any place on the shore where the French have Treaty rights, where it may come to my knowledge danger of collision between the French and English fishermen may arise in consequence of the supposed intended action of Major Carpenter, and that the Commanders of Her Majesty's ships should use their magisterial and other powers to maintain order; also enclosing a despatch under a flying seal for Major Carpenter.
2. I regret that I did not receive your Excellency's despatch at Port-aux-Basque, as I should in that case immediately have proceeded to Codroy, where Major Carpenter was at that time.
3. At Port-aux-Basque I was informed that Major Carpenter had called a meeting, at which, after reading treaties and other documents he had recommended the fishermen to retaliate on the French, in fact to take the law into their own hands. Anything more suicidal or fatal than the adoption of these tactics could not be devised. It is in direct opposition to the orders under which Commanders of Her Majesty's ships are acting, viz.: "To prevent, by all possible means, collisions between the fishermen of the two nations," and it has been chiefly owing to the influence which Her Majesty's ships have exercised in pursuance of this policy that serious disturbances have not hitherto taken place.
4. Being thoroughly aware of the importance of preventing the mischief which such advice to our fishermen is calculated to produce, I shall proceed without delay to visit all the ports where difficulties are likely to occur, and your Excellency may rely on me to use all the powers entrusted to me, to that
end. I will endeavor to find Major Carpenter, in which case I will place your Excellency's despatch in his hands.

I have, \&c.,
(Signed)
JAMES E. ERSKINE, Captain and Senior Officer.
To His Excellency
Sir J. H. Glover, G. C. M. G.,
\&c., \&c., \&c., Governor of Newfoundland.

## H. M. S. Eclipse, St. John's, 4th August, 18-6. $\}$

Sir, -
With reference to your Excellency's letter, of July 3rd, I have the honor to report as follows, viz:-

1. On my arrival at Codroy Roads, on the 18 th July, having ascertained that Major Carpenter had held a meeting at that port, supported by the Rev. T. Goode, in charge of the mission, at which he had recommended our fishermen to adopt retaliatory measures against the French in the event of their interference, and that he had sailed for Bonne Bay, I considered it most important to proceed, without delay, to that port; and I had the good fortune to fall in with Major Carpenter off the entrance of the Bay, he being becalmed in the schooner which he had hired on his return to England via Halifax and Sydney.
2. It affords me the greatest satisfaction to report that his visit to that part of the coast where the French enjoy fishing rights, has been confined to Codroy, St. George's Bay and Bonne Bay. At the Island of Codroy, where only about sixteen Frenchmen are in the habit of resorting, they live, during the temporary exercise of their fishery rights, in the most perfect harmony with the English inhabitants on the mainland; and although the advice tendered by Major Carpenter, with the
support of the Clergyman of the District, whose position should give him considerable influence with the uneducated fishermen of the coast, might lead them to violent acts, I have no apprehension that such will be the case ; on the contrary, I believe that the good sense of the greater number of the people will show them the folly and danger of adopting such measures.
3. At Bonne Bay I was informed that Major Carpenter, probably having received your Excellency's caution, had refrained from tendering his former advice, and had confined himself to reading treaties and other documents; but I took the opportunity of urging on the people in the strongest terms the importance of keeping within the law, and of strictly conforming to the engagements of the several treaties.
4. There are no French rooms in either St. George's Bay or Bonne Bay; it will be therefore evident that Major Carpenter has seen little of the working of the concurrent rights of fishing on this coast. The inhabitants, however, of the ports he visited, do go to the Labrador to fish, and in passing along the shore, both going and returning, are liable to come in contact with the French; and it is on these occasions that violent measures may be apprehended; and it requires but little encouragement to induce our people to take the law into their own hands, and to come to blows with the French.
5. Had Major Carpenter visited sundry other ports on this part of the coast, he could not have failed in bringing about the crisis which has been so long imminent; but it is earnestly to be hoped that the ultimate settlement of this long standing and delicate question may be arrived at by other and more legitimate means.

I have, \&c.,
(Signed)

## JAMES E. ERSKINE, Captain and Senior Officer.

His Excellency
Sir J. H. Glover, G. C. M. G.,
\&c., \&c., \&c.,
Governor of Newfoundland.

## H. M. S. "Eclirpse", $\left.{ }^{\text {r. JoHn's, 4th Sept, 1876. }}\right\}$

Sir,-
I have the honor to report, for your Excellency's information and that of your Government, that during my recent cruise along the coasts of this Island, I have observed that the Act to amend the Act entitled "Of the Coast Fisheries," is in very few instances observed with respect to the size of mesh of salmon nets, viz. : six inches.
2. It appears to me that it is exceedingly questionable whether this alteration in the law is a wise one, having in view the fact that in some places the fish, as is well known, run of a smaller size than in others, and the fact of having to substitute new nets presses hard upon the poor fishermen, whose means are so limited; but as long as the Act stands upon the Statute Book it should be made generally known and enforced.
3. At no places were the owners of salmon nets aware of the alteration in the Act referred to, before our arrival. Under these circumstances I did not carry out the provisions of the Act; had I done so, there would have been few salmon nets remaining. But as by Section VI. the seizure and destruction of illegal nets is compulsory, it is only fair that copies of the Act should be distributed along the coast, and the people cautioned as to the penalty to which they are liable.

> I have, \&c.,
(Signed)
JAMES E. ERSKINE,
Captain and Senior Officer.
His Excellency
Sir J. H. Glover, G. C. M. G., \&c., \&c., \&c.,

Governor of Newfoundland.

$$
\left.\begin{array}{c}
\text { Sydney, Cape Breton, } \\
\text { 21st Sept., } 1876 .
\end{array}\right\}
$$

Croiseur de la Place, station de Terre-Neuve, Commandant.

## Monsieur le Commandant,-

J'ai l'honneur de porter à votre connaissance deux plaintes qui m'ont été addressés par le Capitaine Larny, prud'homme du havre de Saint Antonie. La première concerne les frères Pilgrim, qui, après avoir provoqué une rixe entre quelques uns de vos pêcheurs et nos matelots, ont menacé par deux fois le patron Guillaume de faire feu sur son embarcation. Permettez moi, monsieur le commandant, de vous donner sur la seconde, plus grave dans ses conséquences, des détails qui m'ont été confirmés par le commandant de la Dives dans un rapport que cet officier supérieur m'a adressé après avoir fait à Saint Antoine une enquête minutieuse sur les deux incidents regrettables qui s'y sont passés. La 8 Sept. deux de nos batteaux étaient mouillés sur la côte nord de la baie de Saint Marie, le patron de l'un d'eux nommé Fichon (François) embarqué à bord de l'Eugenie en qualité de maitre de pêche rentrait à l'establissement de Saint Antonie-à 10 heurs du matin-avec une forte plaie au coté gauche de la tête, le sang coulant abondamment. Interrogé aussi que ses deux matelots par le capitaine prud-homme ils ont répondu qu'un Wary Anglais armé de deux hommes les avait accosté vers 9 heures du matin demandant de l'eau et du pain.

Maitre Fichon leur a donné un pain, en leur disant d'en couper chacun un morceau; au lieu de remettre la portion restante qui constituait la ration de ses hommes pour la journée, les marins Anglains ont caché le pain à l'avant de leur embarcation.

Fichon après l'avoir inutilement reclamé s'est penché pour le prendre. Pendant quil était dans cette position il reçut du homme Penny (Joseph) plusieurs coups de gaffe qui le forcèrent à se blottir au fond de la chaloupe; puis, comme ce pain étaient le seul qu'il possédat, il essaya encore de le reprendre et reçut alors un nouveau coup qui lui coupé son chapeau et
lui fit à la téte une large plaie. Fichon fut ramané dans cet état à Saint Antonie où les premiers soins lui furent donnès par un médecin Français du havre; plus tard le médecin de la Dives constate que par suite de la blessure ce maitre garderait le lït probablement pendant un mois.

Penny, interrogé par le commandant de la Dives, a reconnu qu'il n'avait été ni frappé ni menacé par ancun de nos hommes.

Je regrette, monsieur le commandant, d'avoir à vous entretenir de ces plaintes, mais mon devoir m'oblige à le faire. Comme j'ai la plus entière confiance dans votre esprit de justice, je me borne à vous signaler les faits, et à les livrer, pour la suite à leur donner à votre equitable appréciation.

Veuillez agréer, Monsieur le Commandant, la nouvelle assurance des meilleurs sentiments de votre obéissant serviteur.

Le capitaine de vaisseau,
Commandant la station navale Française, Sur les côtes de Terre-Neuve,
(Signé,) GALLIBER.

$$
\left.\begin{array}{c}
\text { H. M. S. " Eclipse," } \\
\text { St. JoHN's, 11th October, 1876. }
\end{array}\right\}
$$

Sir,-
I hasten to acknowledge your communication of 21 st Sept., which reached me yesterday, on my arrival at this port.

I regret that the lateness of the season will prevent my investigating, myself, the complaints which you have brought to my notice, as it is my duty, in the exercise of my magisterial functions, to prevent, and if necessary, to punish, anything like violence on the part of our fishermen.

I will forward a copy of your letter to the Colonial Government, with a view to a full investigation into the circumstances 38
therein detailed, in order that the offenders may be brought to justice, and the general good feeling which exists between the fishermen of the two nations, during the temporary exercise of your fishery rights on these coasts, may be continued and preserved.

I have, \&c.,
(Signed)
JAMES E. ERSKINE, Captain and Senior Officer.

The Senior French Naval Officer, On the Coasts of Newfoundland.

\author{
$\left.\begin{array}{c}\text { H. M. S. " Eclipse," } \\ \text { St. JoHn's, } 19 \text { th October, 1877. }\end{array}\right\}$

}

Sir, -
I have the honor to forward, for your Excellency's information, a copy of a letter which I have just received from the Senior French Naval Officer on this Station, bringing to my notice two complaints against British subjects at the port of St. Anthony, on the North-east Coast, together with my reply. Being under orders to return to Halifax, I regret that I am unable to assist in investigating the circumstances.

I have, \&c.,
(Signed)
Captain and Senior Officer.
His Excellency
The Governor of Newfoundland.

## RELATIVE TO FISHERIES.

No. 77.

H. M. S. " Eclipse," St. Joнn's, 19th October, 1876.

Sir, -
I venture to submit the following rough outline of a Scheme having for its object the more efficient carrying out of the delicate and important duties connected with the protection of the Newfoundland fisheries, which would in my judgment, if adopted, tend most materially to advance both Imperial and Colonial interests. I trust that you will not consider this suggestion out of place, coming from me at the conclusion of my second season on the fisheries.

> I have the honor to be, Sir, Your obedient Servant,

## JAMES E. ERSKINE, Captain and Senior Officer.

## Vice-Admiral

Sir A. Cooper Key, K. C. B., \&c., Commander-in-Chief.

## SCHEME PROPOSED.

1. That there should be six schooners of about one hundred and fifty tons burthen, with complements of fifteen seamen each, having a steam cutter attached, necessitating one engineer and assistant, and one stoker in addition.
2. That these schooners should be stationed at intervals round the coasts of Newfoundland and Labrador, preserving a cordon, and communicating occasionally with each other.
3. These vessels to be under the orders and control of the Senior Naval Officer; but in addition to their duties in connection with the protection of the fisheries, to be charged with the duties of assisting in the enforcement of Colonial laws, and aiding in the collection of revenues, light dues and the like, in those ports and along the shore where the French have Treaty rights.
4. Every opportunity to be taken by these vessels of ascertaining and supplying hydrographical information, and making more complete surveys of the numerous ports and anchorages of the coast. A medical officer to be attached to each, to give medical aid along the coast.
5. In consideration of the important services thus rendered to the Colonial Government, that Government to pay a proper proportion of the expenses.
6. The advantages gained would be as follows :

Firstly, an authority would be always at hand to settle the constantly recurring squabbles between the fishermen, as to encroachments, interruption, \&c.

Secondly, the revenues and light dues, at present almost entirely evaded, would be collected.
7. The number of seamen, stokers, \&c., required to man these schooners, with their steam cutters, would not exceed the complement of one of the Bullfinch class, and they might be either borne on the books of the Senior Officer's ship, when leaving Bermuda for Newfoundland, or lent from the supernumeraries of the flag ship. These schooners might either be laid up at St. John's or Bermuda for the winter, or detached during that season to the West Indies, affording a good school both for young officers and seamen.
8. Such is a mere outline of a scheme which, after two years' experience on this coast, I am convinced would advance both Imperial and Colonial interests in Newfoundland. The importance of shewing the pendant continually at those ports where the French have Treaty rights, and where there are constant chances of collision, cannot be over-estimated. The fact of an authority being at hand, would tend most materially
to prevent complications arising, which may at any moment involve us in serious difficulties.
9. With a Senior Officer in a ship of Eclipse class, and a Bullfinch, together with the six schooners as proposed, a much more effectual and efficient force would be afforded for the protection of our important fisheries, than by the addition of a third ship-of-war, the visits to the various ports of these vessels being necessarily short and hurried. In view of the results of the Treaty of Washington, and the rapidly increasing competition which the Americans are beginning to exercise on these coasts, together with the difficulties arising from the French question, it becomes of the utmost importance that the machinery and force necessary for the protection of our rights should be adequate and sufficient.

## Reporting a doubtful Complaint against a French Man-of-War.

> $\left.\begin{array}{l}\text { H. M. S. Bullfinch, } \\ \text { John's, } 10 \text { th Oct., } 1876 .\end{array}\right\}$

Sir,
I have the honor to bring to your notice a statement that was made to me by George Shepherd, fisherman, of Lark Harbor, when I called off that port on the 19th September, 1876.
2. I had stopped the ship off the harbor and gone ashore, to make some inquiries as to the loss of a schooner on the coast, when in course of conversation with George Shepherd, he stated that a French man-of-war (from his description the Laplace) had called in at Lark Harbor about one month previously, and sent an officer ashore, who, through an interpreter, a young man called Legge, the son of the guardian of the French rooms at Little Port, who happened to be there, told him " they must stop fishing there and take down their buildings, and if this was not done when they came round again, they would do it for them."
3. As I was detached from the ship, I was unable to take this man's deposition, but his statement was made in the presence of Michael Esmond, the permanent pilot of the Bullfinch, and was confirmed by the man's brother, J. Shepherd. The other witnesses were absent, as was also the boy Legge, on whose story and interpretation the whole case hinges.
4. Being fully alive to the necessity of making anything that might take the form of a case or complaint against the French authorities, as definite and incontrovertible as possible, and as this man's statement does not appear to me to be so, I have thought it better to inform you of the matter apart from my other reports.
5. I communicated the substance of this rumour to Mr . Carter, the resident Magistrate at the Bay of Islands, with a view to his obtaining further information when practicable.
6. I respectfully submit, that I do not consider any charge could be brought against the French on this man's story, whether sworn or otherwise; but I have thought it my duty to give you full information of such a statement having been made, as, in any case, the officers on this station next season, could be forewarned of this rumoured interference on the part of the French, in a harbour where their people neither have rooms, nor exercise their rights of fishing.

I have, \&c.,
(Signed,)
R. M. LLOYD,

Commander.
Capt. J. E. Erskine, R. N.,
Senior Officer H. M. S. Eclipse.
JAMES E. ERSKINE, Captain and Senior Officer.

# Report on the Pilotage of the Coasts of Newfoundland. 

$$
\left.\begin{array}{c}
\text { H. M. S. Eclipse, } \\
\text { St. John's, October, 18;6. }
\end{array}\right\}
$$

SIR,- -
In making this report, I have, to avoid repetition, confined myself to those places alone where but scanty information is furnished.

## SOUTH COAST, LONG ISLAND PASSAGE.

This pasage, connecting Hermitage Bay with north-east arm of Despair Bay, may be taken by vessels of the heaviest draught with safety, and in doing so the shore of Long Island should be kept, leaving the small islands (four in number,) on the eastern hand. Steaming through at a speed of five knots no soundings were obtained except between the northernmost of the islands and Long Island, where seventeen and a half fathoms was the least, with speed reduced to slow.

## HARE BAY.

The entrance and run, north north-east three and a half miles, is about one-third of a mile wide and steep to on both sides. It then expands into a magnificent basin. Excellent anchorage will be found in the north-west portion, in about eight fathoms soft mud, with gradual soundings as you approach off a green woody point, which forms the eastern side of the entrance of an inner and smaller basin, into which a river falls. Do not pass this point (without personal examination) as a spit extends off it towards the opposite shore.

## LA POILE BAY.

The Day-Mark at Ireland Island now exists, but is liable to be washed away.

## WEST COAST, CODROY ROAD.

A good guidè for anchoring here on a sandy bottom, where it is generally rock, is to have the Beach Point of the mainland

## APPENDIX.

just over or touching the Beach Point or eastern side of Codroy Island, north and south point of Codroy Island west to northwest.

## BONNE BAY.

The anchorages in this Bay in the south arm, at Woody Point in Deer Brook, have been considered undesirable, owing to the depth of water, twenty to twenty-two fathoms, the proximity to the shores, and extreme caution required in taking up a suitable berth. Vessels of this size and even larger, may be relieved of any anxiety by knowing that few better anchorages exist on the coast than that offered at Indian Cove. This Cove seems never to have been used by our vessels and is apparently unknown. As may be seen by the chart it is conveniently situated at the entrance of the three arms. In it there is room to moor with ample scope, or lie at single anchor in any weather. It is securely sheltered from all winds (except south-east) and sea. The general depth is from seven to nine fathoms good holding ground, sand and stiff mud. There is deep water, four fathoms, close to the shore all round, except the north-east bight, which is fringed with shoal water. To enter, borrow on the western side of Mud Channel, there being a shoal spit with boulders off the eastern point of the entrance. The eye is the only guide, and anchor in the centre of the basin. Small vessels may use the arm which extends to the north-west; but at the head of this arm the water becomes shallow. This cove seems better known as Wild Cove about here.

## DEER BROOK.

If intending to anchor here avoid the north-east corner or mouth of the River, which is easily discernible, as a bank extends off some distance, and can only be seen at low water when it nearly dries. This bank breaks down rapidly from two to ten, fifteen, and twenty fathoms, and is dangerous to approach. The north-west side of the head of the arm is clear and shoals gradually towards the shore, and is pretty steep to with room to swing; but you must anchor in eighteen to twenty fathoms. Much deeper water will be found than represented in the chart; and the lead must be rapidly used.

The anchorage in the South Arm is much of the same character. Keep rather on the North side of the Arm, and
anchor on getting $20-22$ fathoms. Woody Point is very undesirable even in day time, and is frequently occupied by schooners.

ST. JOHN BAY,

of which there is only the general chart, should be navigated with great caution and attention to the lead, as the soundings laid down are few, and the bottom seems irregular. The anchorage off Castor's River is not good, the bottom being coral, and is exposed to all winds from westward. There is a prominent beacon on White Island, but the beacons on Yellow Point are in a very shaky condition and can scarcely be seen.

## EAST COAST, ST. MEIN BAY.

When making for this Bay from the southward, struck soundings twelve, eleven, and eight fathoms, about three quarters of a mile east (true) from Wolf Point with Fox Point north half east, and Cape St. Anthony, east half north. This patch appears of small extent.

## WHITE BAY.

appears seldom visited. The only anchorage at the head of the bay is in Gall Cove, and only fit for temporary use. This is on the north side of Miller's Island in front of a beach of blue gravel, just within the eastern point of the Cove. Great caution is required anchoring, as you must not get within twenty fathoms, which is rather close to the shore. The soundings rapidly deepen outside this. The shore is clear and steep to all round carrying four fathoms close in. The bottom is of a loose gravelly nature.

About two and a half miles south-east by south from Coney Arm Head, a sunken rock is reported by the fishermen, having only six to eight feet water on it, and is of small extent. Avoid the passage east of Grandby Island, as it appears to contain several ledges, some of which show even with a slight swell.

## NIPPER'S HARBOR

affords good shelter for smaller vessels and may be used by one vessel of this size as a summer or temporary anchorage, and even in bad weather if sure of finding it clear of other vessels. The holding ground is good. Vessels waiting to load at Tilt
and Bett's Coves remain here. They use stern hawsers, and moor to the north shore. As the mineral exports increase, this harbor will probably become more frequented from its handiness and safety. The plan is correct and reliable, and the eye is the only guide for anchoring.

A light-house has recently been erected on or near the north end of Toulinguet Island. Have seen the light from Tilt Cove, thirty-three miles distant, on a clear night, and the light-house, twenty-three miles, in day time. The light is a revolving white.

Round the eastern coast shoals of 11-13 fathoms should be avoided with a heavy easterly swell, as they frequently break. It is said that the sea sometimes breaks in seventeen fathoms. I furnish these remarks for the guidance of strangers, especially when in the vicinity of Fogo Island and Cape Bonavista, where outlying shoals are numerous.

Round north from Greenspond, a steamship may take the inside run north of Greenspond Island to Gull Island with safety. The charts, two hundred and ninety-three, Fogo Island to Cape Bonavista, and two hundred and ninety-four, to Greenspond, are thoroughly reliable. The leading marks given are clear and conspicuous, but become distant, and could scarcely be relied on if bound in, except by persons of local experience. The Change, Cobbler, Middle and Margery rocks shew with a moderate sea, which renders the pilotage easier, but avoid John Gill rock, which does not shew readily, owing possibly to its being overgrown with kelp.

If wishing to pass inside Fogo Island or into Hamilton Sound, a safe, and I think the best channel will be found in daytime north of the Penguin Island and between Edward's Reef and Hennessey and South rock. The Muddy Shag rock can easily be seen from the north Penguin, and is a good leading mark.

## CATALINA.

On the hill above Courage Point is a small church with spire, which makes a good leading mark into the harbor after passing Burnt Point.

An enlarged chart of the coast from Burin to Devil's Bay, (including Fortune, Hermitage and Despair Bays) and also of St. John's Bay, I think would be found of service.

I have the honor to be,
Sir,
Your obedient Servant,
FREDERICK HIRE.
Approved-
JAMES E, ERSKINE,
Captain and Senior Officer.

## Medical Report on the Newfoundland and Labrador Fisheries-First Cruise, 1876.

## Sir,-

I have the honor to make the following Medical Report of the fishing stations visited by H. M. S. Eclipse on the Newfoundland and Labrador coasts, between the 10th of June and the 4th August, 1876.

The Eclipse sailed from St. John's on the 10th of June, arriving on the 11th at Trepassey.

Here forty-one patients were prescribed for, viz. :-



Sailed the Fourteenth, arriving same day at Colinet. Five applicants for medical aid, viz :-


Sailed the 18th, arriving on 19th at Great St. Lawrence. Fourteen applicants, viz. : -

| Rheumatism | 2 Cases. |
| :---: | :---: |
| Sciatica | 2 " |
| Pthisis Pulmonalis | 1 " |
| Hemeralopia | 1 " |
| Bronchitis | 1 " |
| Pleurisy |  |
| Dyspepsia |  |
| Gastrodynia | 1 " |
| Pyrosis | 1 |
| Hæmorrhoids | 1 |
| Erysipelas |  |

Sailed the 21st, arriving on 23rd at Grand Bank. Five applicants, viz.:-


Sailed the 24 th, arriving same day at Harbor Breton. Seven applicants, viz. :-

| Syphilitic Psoriasis | 1 Case. |
| :---: | :---: |
| Curvature of Spine | 1 |
| Rheumatism | 1 |
| Dyspepsia | 1 |
| Hæmorrhoids | 1 |
| Acue |  |
| Scrofulous disease |  |

Sailed the 27 th, arriving the same day at St. Jacques. One applicant, a case of Hæmatemesis.

Sailed the 28th, arriving same day at Hermitage Cove, Hermitage Bay. No applicants.

Sailed the 29th, arriving same day at Ship Cove, Despair Bay. Thirteen applicants, viz. :-

| Neuralgia | ....... | . . . . | ...... | Case |
| :---: | :---: | :---: | :---: | :---: |
| Scurvy | .. ${ }^{\text {da }}$ |  |  | $1{ }^{1}$ |
| Palpitation |  |  | ...... 1 | 1 |
| Cataract |  |  |  | 2 |
| Headache |  |  | - | 2 |
| Chronic Bronchitis |  |  | ...... | 1 |
| Dyspepsia |  |  |  | 1 |
| Hæmoptysis |  |  |  | $1{ }^{1}$ |
| Hæmatemesis |  |  |  | 1 |
| Tooth extracted |  |  |  | 1 |
| Scalp wound |  |  |  | $1{ }^{\prime}$ |
| Dysmenorrhæa |  |  | . . . . ${ }^{\text {a }}$ | 1 " |

Sailed 1'st 'July, arriving same day at Hare Bay. No apcants.

Sailed the 4th, arriving same day at Little River. No applicants.

Sailed the 5th, arriving same day at LaPoile Bay. Four applicants, viz: :-


|  |
| :---: |
|  |  |

Sailed the 11th, arriving same day at Port-aux-Basques. Twelve applicants, viz.:-


Sailed the 13th, arriving on 14th at Sydney, Cape Breton Island. No applicants.

Sailed the 17 th, arriving on 18 th at Codroy. One applicant, viz. :-
Teeth extracted .... .... .... 1 Case.
Sailed the 18th, arriving on 19th at Bonne Bay. No applicants.

Sailed the 20th, arriving on 21st at Hawke's Bay. One applicant, viz.: -
Head-ache, Masturbation and tendency to Mania.... 1 Case.
Sailed the 25 th, arriving same day at Mall Bay and at Castor's Bay. In the former were three applicants, viz. :Hæmoptysis .... 1 Case. Ecthyma Wound of Foot .....

In the latter, none.
Sailed the 26th July, arriving same day at Forteau Bay, Labrador. Twenty-three applicants, viz.:



Sailed 30th July, arriving same day at Chateau, Labrador. Seventeen applicants, viz.:


Sailed August 2nd, arriving on the 4th at St. John's, complating the first cruise.

A resident medical man is much required at Forteau and at Chateau.

Total number of applicants, one hundred and forty-seven.
I have the honor to be,
Sir,
Your most obedient Servant,

> C. J. DEVONSHIRE, M. B., Staff Surgeon.

Capt. James E. Erskine, R. N., \&c., ... \&c., \&ce.,
H. M. S. Eclipse.

## MEDICAL REPORT

On the Newfoundland and Labrador Fisheries-Second and Third Cruises of H. M. S. "Echpse," 1876.

> H. M. S. " Eclipse," St. John's, 17 th October, 1876.$\}$

Sir, -
I have the honor to send in a Medical Report of the 2nd and 3rd cruises of this ship on the Newfoundland and Labrador fisheries.

The Eclipse sailed from St. John's on the 5th September, and arrived on the 6 th at Trinity. Three applicants for medical aid, viz.:-

| Pthisis Pulmonalis | $\ldots .$. | $\ldots .$. | $\ldots .$. | 1 |
| :--- | :--- | :--- | :--- | :--- |
| Scrofula | $\ldots .$. | $\ldots$ | Case. |  |
| Morbis Cordis | $\ldots .$. | $\ldots .$. | $\ldots .$. | 1 |

Sailed the 7th, arriving same day at Catalina. Seven applicants, viz.:-


Sailed the 8th, arriving same day at Greenspond. One applicant, a case of neuralgia.

Sailed the 9th, arrived on the 10th at Fogo. Four applicants, viz.:

| Ganglion (left knee).... | $\ldots .$. | $\ldots .$. | 1 | Case. |
| :--- | :---: | :---: | :---: | :---: |
| Inflamed Bone (right elbow) | $\ldots .$. | $\ldots .$. | 1 | $"$ |
| Cebacious Cyst (right nipple) | $\ldots .$. | $\ldots .$. | 1 | . |
| Anchylosis (left middle digit, hand | $\ldots .$. | 1 | " |  |

Sailed the 13th, arriving the same day at Nipper's Harbor. Two applicants, viz.:
Paralysis ...... .............. 1 Case. Scrofula of left hip and pelvis, with anchylosis of hip joint

Sailed the 14th, arriving on the 16th at St. John's, terminating the second cruise.

Sailed from St. John's on the 19th, arriving on the 22nd at White Bay. Six applicants, viz. :

| Opthalmia | $\ldots .$. | $\ldots$ | $\ldots$. | 1 | Case. |
| :--- | :--- | :--- | :--- | :--- | :--- |
| Dyspepsia | $\ldots .$. | $\ldots$. | 2 | $"$ |  |
| Scrofula (right hip) | $\ldots .$. | $\ldots$. | $\ldots$. | 1 | $"$ |
| Dysuria | $\ldots .$. | $\ldots$. | $\ldots$. | 1 | $"$ |
| Paralysis | $\ldots$. | $\ldots$. | $\ldots$. | 1 | $"$ |

Sailed the 24th, arriving on the 25 th at St. Anthony. No applicants.

Sailed the 26 th, arriving the same day at Chateau. Fortythree applicants, viz.:
Pertussis .... ...... 11 Cases.
There was and had been an epidemic of this disease in the vicinity of Chateau Bay.



One case congenital, oblique, strangulated, inguinal hernia of left side, descending into the scrotum, accompanied with stercoraceous vomiting, extreme pain, cold clammy skin and feeble pulse. The patient, Wm. H. Bassey, at 26, was brought on board at Chateau, no medical aid being obtainable on shore. The medical men of this ship (Mr. Whately and myself) represented to the Captain (Capt. J. E. Erskine, R. N.) that the symptoms being so urgent an immediate operation was the only means of giving the man a chance of living, and that we could not undertake the responsibility of performing it, unless the patient were allowed to remain on board, and that the man would not consent to an operation unless he were permitted to be kept under our care.

We tried taxis, both without and with chloroform, to no purpose; so, having obtained the captain's consent and the man's sanction to the operation for strangulated hernia, we put him under the influence of chloroform, drew off the urine with a cathetar, and operated at 11 P. M., on 30th September, in the usual manner, by an incision along the axis of the rupture. On the sac being opened recent adhesions were found connecting the gut to the neck of the sac. By gentle manipulation these were broken through, and the knuckle of intestine was then easily returned into the abdomen; stitches, compress, and bandage were applied, and pulv. opii, grains two, administered. I may here remark that the sac was found to be black and gangrenous in front, and firmly adherent at the back of the canal and scrotum. The gut was ehocolate colored, elastic, and glistening; but although much congested from the six day's constriction had not lost its vitality. The testicle was situated at the lower part of the rupture, which was evidently of old standing and probably congenital, as the patient states he had it from a baby, and that the testicle always returned into the abdomen with the rupture, and remained there. The testicle is now in its normal place.

October $3 \mathrm{rd}, 9 \mathrm{p} . \mathrm{m}$.-The patient has had no bad symptoms. The vomiting ceased immediately after the operations,
and flatus was passed per anem; his appetite became good; light diet did not satisfy him ; he craved for solid food. Today the bowels have been copiously relieved (first time) by enemata of castor oil, turpentine and gruel, and he feels easy both in body and mind. Opiates have been given, and the urine has occasionally been drawn off by the cathetar when requisite. Poultices were applied the second day, because the wound and parts adjacent were tender and inflamed, and the upper stitch was removed to give exit to the discharge from the gangrenous part of the sac. Lotions of carbolic acid and of Condy's fluid have been also used.

October 5th.-Progressing very favorably; tongue quite clear and moist; appetite good; temperature and pulse normal ; no tympanitis; sleeps well, and has passed urine naturally for the last two days. All the stitches but one have been removed.

October 6th.-A part of the gangrenous sac is coming away in the poultices. Ordered preserved chicken and one gallon port, \&c.

October 7th.-Going on well; the wound is granulating; an enema given to-day; responded quickly and satisfactorily.

October 9th.-Wound clean; stop poultice, and apply Condy's fluid; bowels moved naturally and freely; four ounces port wine daily.

October 15th.-Wound only open at the ends; doing well.
October 17 th. -The patient got up for a while, but soon had to lie down again.

Sailed 1st October, ariving on the 2nd at Bonne Bay. Nineteen applicants, viz. :-

Incomplete General Paralysis
Case.
Infantile Palsy (left side)
Ophthalmia
Bronchitis
Gastrodynia
Dyspepsia
Anemia


Sailed on 10th October, arriving same day at Bay of Islands. Six applicants, viz.:

| Rheumatism | ...... ...... | Ca |
| :---: | :---: | :---: |
| Ophthalmia | ...... $\quad . . .$. | ...... 1 " |
| Catarrh |  | ...... 1 " |
| Lachrymal fistula |  | 1 " |
| Dysmenorrhæa |  | ...... 1 " |

One case disorganisation and gangrene of ring finger (right) with abscess of palm from allowing a whitlow to open of itself. Finger amputated on board under chloroform on 11th October, through the head of the metacarpal bone. Stitches and bandage applied ; ordered to keep it wet and to go to the resident surgeon. He was given lint, plaster, Condy's fluid lotion, and two powders of opium, one grain each h. s. 11th and 12 th.

We sailed the same day, but had to anchor again near the mouth of the Bay of Islands, and did not get clear till the 13th, arriving at St. John's on the 17th October, thus completing the third cruise.

> I have the honor to be, Sir, Your most obedient Servant,
C. J. DEVONSHIRE, M. B.,

Capt. James E. Erskine, R. N., Staff Surgeon. \&c., \&c., \&c., H. M. S. Eclipse, St. John's.

Approved-JAMES E. ERSKINE, Captain and Senior Officer.

## Fishery Report.

$$
\left.\begin{array}{c}
\text { H. M. S. Bullfinch, } \\
\text { ST. Joнn's, 10th October, 18-6. }
\end{array}\right\}
$$

## Sir,-

I have the honor to forward for your information the following report of the recent cruises of H. M. S. Bullfineh, under my command, on the coasts of Newfoundland and Labrador, in the fishery interests :-

Catalina Bay, June 9.-A few schooners in, bound North. Only enough herrings taken for home consumption. Magistrate and Minister.

Gander Bay, June 12 to 15.-Passed field-ice three miles off Cape Freels yesterday. No salmon yet; a few sea trout. A school-house building on north side. Six inhabitants; no complaints; wooded here. Buck moose landed here last year, dead ; Doe not seen for ten days.

Seldom-Come-By, June 15 to 23. -Left Gander Bay at 3 A . M. Found field-ice everywhere. A clear lane to this harbor, so anchored here. South-east wind nexi day; harbor filled. Schooners and other vessels ice bound; some thirty days in the ice. Cod and herring very scarce; caplin not in till the 16 th; can walk ashore in any direction. French reported to have been fishing three weeks.

23rd.-Cod striking in ; no bait. One schooner in ice at Hall's Bay since October last. (See Magisterial Duties.)

Canada Bay, June 24 to 27.-Salmon running in North River. One man (Matthews) fishing it; has caught three tierces since the 19th. Meshes all one inch too small; warned him. No French. The West River here is very fine ; plenty of salmon running ; is not fished.

Inglee Harbor, June 27.-(See Magisterial Duties.) Plenty cod; bait scarce. No trouble with French. Salmon nets five inches and a half in mesh; warned.

Canada Harbor, June 27.-One French room. Salmon scarce. No sickness or complaints.

Conche Bay, June 27.-Great salmon fishery ; fish scarce at present.

Rouge Harbor, June 27.-Found here nine French brigs and a schooner. Only seven French rooms this year. French arrived on coast middle of May. Cod very plentiful; bait had been scarce ; caplin just in. Two English families get on well with the French, who do not interfere with the salmon fishery.

Croc, June 27 to 29.-(Irish Harbor.) Two French rooms. Cod very plentiful. Caplin just in. French captain of rooms told me he had already caught half a voyage. Had a good passage out, twenty days. Little ice.

St. Julien.-Seven English families. Cod and salmon plentiful.

Fishot Islands, June 29.-Passed French store ship Dives, bound south. Twenty English families. Five French rooms. No complaints, but not on good terms. Cod and salmon scarce. Caplin not in, but taken in deep water. French will not allow cod seines, and try to prevent salmon nets.

Southern Brook, Hare Bay, June 29 to July 1.-Anehored at $6 \mathrm{p} . \mathrm{m}$. Wooded. (See special report to Sir J. Glover, and Magisterial).

Cremaillere, July 1.-Cod plenty ; more up to present time than was taken all last season. Plenty caplin; no salmon. Three English families. No French rooms.

St. Anthony's, July 1 to 2.-Plenty cod and caplin. Hook and line. French will not allow cod seines, and would stop salmon nets, too, if they could. Two French rooms; three last year. A Wesleyan minister; no school. Robert Simmons special constable, not resworn. (See/magisterial duties.)

Shemaire, July 2 and 3.-No French. Cod very plentiful; forty quintals per boat, two men. Salmon very scarce. No complaints.

White Cape Harbor, July 3.-Cod plenty. No salmon.

Griguets, July 3.-Same report. Fifty quintals per boat, (two men.)

North (Fortune) Bay, July 3.-Cod plenty; salmon scarce. No complaints ; speak well of French. Icebergs in all harbors.

Quirpon, July 4 to 5.-Cod plentiful. French well spoken of, and doing very well. Three French rooms here and one brig. (Frederick Plynn, special constable. See Magisterial duties.)

Visited Little Quirpon. Cod plenty; hook and line. Five English families; one French brig; one room.

## The Labrador.

July 5.-Started for the Labrador at 10 a. m. Fine and clear with north-west wind ; numerous icebergs. North-east wind on the coast, but tolerably clear ; plenty of ice and icebergs, but a good moon.

Ciorlew Harbor, July 6.-Steaming to the Northward; many icebergs; occasionally patches of field and broken floe ice. Anchored in Curlew Harbor at $7 \mathrm{p} . \mathrm{m}$. ; very desolate ; two or three huts and a brigantine.

Cartwright Harbor, Ju7y 7.-Sent a boat to arrange mails at Long Island Post Office, and proceeded for Sandwich Bay; field ice within two miles all round; no sign of cod. Detained by grounding in Favorite Tickle.

## Sandwich Bay, July 8.-Anchored off the Eagle River at sunset.

Eagle River, July 9.-Visited the Hudson's Bay Company Station by boat, four miles. A splendid salmon river; bar very shoal.

Paradise River, Hinchinbrook, July 9.-Anchored off this river at sunset; a fine river, but salmon less plentiful; wooded here.

Cartwright Harbor, July 11.-Came here this forenoon; Mr. Dawe, manager, is a magistrate; he says they are getting more salmon than they know what to do with, and are taking their nets up.

Curlew Harbor, July 12.-Anchored here to see about our mail.

Long İsland, July 12-CCod have struck in, but are not plentiful. One seine boat, six hands, sixty quintals.

Gready and Cape North, Ju7y 13.-Cod very scarce ; salmon getting slack; hear that the steamer Labrador struck the ground near the Sisters, going into Gready.

Indian Tickle, July 13 to 17.-Found here thirty*eight schooners, one brig, and one brigantine. Schooners chiefly Nova Scotian, bound north. Caplin plenty ; cod scarce ; numerous icelergs; schooners passing through in great numbers. Two brothers (Brown), masters of schooners Cousins and the Unicorn, asked for assistance, having sprung their foremasts. Sent to repair them.

Sunday, 16th.-Mail arrived, but no letters. (See Magis* terial Duties.)

Domino Run, July 17 and 18.-Arrived here under sail at 11.30 a. m.

Griffin's Harbor and Farmer's Cove.-Average, twenty quintals per boat for a fortnight, hook and line. Say they were too late on the coast. Caplin were almost over.

Spotted Island, Black Tickle, and Batteaux--Salmon have been fair, but are now scarce. The same cod report as above. Many schooners passing north.

Occasional Harbor, July 19, 20.-At this, Square Island Harbour, Scrammy, Ship Harbor, and Fishing Ships Harbor, the average catch ten quintals a boat (two men, hook and line) since the 15 th June. Seine boats (seven men), average eighty quintals. Bultows in use, but taking little. Caplin still in; no salmon.

Deer Harbor July 20, 26. Communicated with Battle Harbor, and anchored here at $9 \mathrm{p} . \mathrm{m}$., blowing hard. Plenty
of salmon running in the river here, but it is not fished. No inhabitants. Wooded here. Detained by bad weather and fog.

Fog and Petty Harbor:-Average, one hundred and twenty quintals of cod. One seine boat, seven hands.

Spear Harbor.-Fishing very bad. Harbor blocked with ice.

Battle Harbor, July 26.-Called here passing. Cod indifferent; seines, fifty quintals. Caplin plenty; herring just in.

White Point, Cape St. Charles, Antle's Cove- - Same take with seines. Hook and line boats twelve quintals for whole season. Plenty of icebergs.

Islet Bay, (Niger Sound), July 26, 28.-No vessel or signs of life. Good water. Wood scarce. At Chimney Tickle, cod fair, three hundred and fifty quintals per cod-seine (twelve boats); forty for hook and line. Salmon good; both scarce now. Here, as further north, they say they came on the coast too late. Caplin had come in, and cod, and moved out again. The former were lying on the beach.

Tempe Harbor, Henley, Chateau Bay, July 28 to August 1.Forty quintals a boat; salmon plenty.

At Camp Islands, cod scarce; average thirty-five quintals per boat; about seventy quintals per seine. Here no cod just now, except with seine; say they arrived too late.

30th July.-Eclipse arrived.
Forteau, August 1.-Came here for our mails and left for St. John's on the 2nd August.

## Second Cruise.

Left St. John's at sunset, 21st August, against a freshe sorth-east wind and heavy sea. Fog in the morning.

Trepassey, August 22, 24.-Having been unable to land at Cape Race, visited fog whistle, \&c., by land (special report.) Cod, four hundred quintals a boat.

Burin, August 24.-Arríved here at 7 p. m. Cod, twenty quintals per hook-and-line boat; two hundred quintals others, a flourishing settlement.

Lamaline, August 25.-Called here to inquire into the alleged encroachments of the French in our waters. (See special reports.) Fishing very bad; eighteen quintals since May. Magistrate and speeial constable.

Burgeo, August 26 to September 1.-Brought Inspector Carty and four constables here from St. John's; inquiry into the alleged murder of H. Nelson, wharfinger to Jersey Company. Detained by Magisterial duties and bad weather.

La Poile, Little Harbor, and North East Arm, Sept. 1 to 5.Fishery poor, twenty-five quintals for two men, hook-and-line. Detained by westerly gale.

Port-aux-Basques, Sept. 5 to 7.-Passed the mail steamer in thick fog. Fishery bad, not more than one hundred quintals for two hands, hook-and-line, whole season; about ninety boats; a few halibut worth about six shillings per hundred weight; caplin very rare here ; chief bait, herring.

Cape Ray, Sept. 7.-Anchored under the Cape to visit the light-house and fog whistle for the information of the Governor. (Report forwarded.) Blowing hard from N. N. W.; left at sunset.

Sydney, Cape Breton Istand, Sept. 8 to 12.-Arrived at North Sydney at $10 \mathrm{a} . \mathrm{m}$. Took in forty-eight tons of coal and anehored off South Sydney, the French ship La Place lying there; three days hard blow from northward.

Hawke's Bay and Keppel Harbor, Sept. 14 to 16.-A hard blow from southwest. One French room, one brig and two schooners; French catch, one thousand quintals; one English family, 50 quintals; no complaints; French man-of-war Dives called off the port 15th instant.

Bonne Bay, Southern Arm, Sept. 17.-Herring poor; blowing hard from northwest to west; no complaints; Governor expected.

Little Port, Wild or Bear's Cove, Sept. 18, and York Harbor, Bay of Islands.-Called off Little Port for information as to the wreck of Ridout's schooner, Christmas, 1874. French left on the 14 th ; one thousand quintals for each brig, six in all. Went on to scene of wreck, Bear's Cove, five miles scuthwest. (Special report.) Returned to York Harbor at dark.

Larle Harbor and Birchy Cove, Sept. 19.- Put into Humber River for further information about wreck. Bad season ; taking now six quintals, hook-and-line. (See remarks.) Communicated with Mr. Carter, magistrate; weather very fine. Mr, Petre has a fine herring and timber business. Road making here very creditable. Saw mills in full work. Good hay made up the river.

St. George's Harbor, Sept. 21 and 22.-An agricultural settlement chiefly. Men away at Labrador. No magistrate, clergyman, or doctor, and all are much needed. Diptheria had been very bad, still exists. A wreck commissioner required here and two or three constables.

Codroy, Sept. 23.-Here one night. Fishing reports poor ; average seventy quintals for hook and line, two men. Two French rooms on the island; bad season.

Great Harbor, LaPoile Bay, Sept. 24.-Arrived here at four p. m., having picked up our mail at Channel. A good anchorage, but very deep. Fish very indifferent; average twen-ty-five quintals; next to nothing. Same reports from West Point, Indian Cove and Platt. Harbor ; about forty-two boats; herrings very scarce.

White Bear Bay, Sept. 25 to 28.-A small turbot fishery here. At Deer Island, seven families; average, about sixty quintals for hook and line and bultows.

Hare Bay (Hermitage), Sept. 29 to Oct. 1.-A good anchorage. Very squally from the westward. No fishing news.

Harbor Briton, Oct. 2.-Mail arrived at 3 p. m. Fishing poor ; forty-five quintals, hook and line boats. Some cod about now, but no bait; herring scarce.

St. Mary's, October 4 and 5.-A better agricultural district. Plenty of cattle, sheep and poultry. A magistrate, but no Protestant clergyman or doctor. Fish indifferent; hook and line boats, thirty quintals; seine boats, three hundred quintals (outside average.)

Trepassey, October 6 to 9 .-The most promising settlement I have seen. Houses better built and kept; clearings more extensive ; plenty of stock. Fish above the average, viz.:Seine boats, three hundred and fifty quintals; hook and line boats, one hundred quintals. Thirteen thousand quintals of fish have already been shipped away from here. No clergyman or doctor, the latter much needed just now. Left for St. John's at 5 p . m. on the 9th inst.

St. John's.-Arrived at 9 a. m., on the 10 th.

## REMARKS.

Reviewing the work on this coast for the first season, I find little that I can set forward that might be useful to the public service, that has not already been fully treated with in former reports.

## The French Question.

1.-The difficulties arising from the vague wording or shortsightedness of the treaties and declaration of Verzailles (1783), present the same features as formerly. The French claim the exclusive right of fishing, and to a certain extent exercise it, inasmuch as they prevent our own fishermen using cod-seines, and make them move their salmon nets. I might
remark here on the anomaly of this latter case, for I fail to see how there can be "competition" (the fatal word) between the takers of salmon and cod.

The French do not appear to lay any claim to the salmon fishery on the coast where they are allowed to fish (the Southern River in Hare Bay excepted), and our fishermen are clearly in their own waters and fishing with moored nets. If, therefore, there is any "interruption," it must be on the part of the French, who, with ample water elsewhere, insist on shooting their seines in the salmon runs, and having the nets moved. It seems to me it is merely required that we should assert our position in this respect, to remove any soreness existing between the fishermen, and without detriment to either party.

While on this subject, and without presuming to expound or interpret treaties, which have already been under the consideration of the highest authorities, I may, perhaps, be permitted to say, that the use of the expression in the declaration of Versailles, " fishermen of the two nations," seems to disallow at once any such thing as "exclusive" right to the French, otherwise the word "fishermen" would not have been used, as the framers of the treaty could scarcely expect persons following that calling to visit or remain on the coast where they were not allowed to fish; and this granted, the "competition" (which I see is "concurrence" in the French, and does not at all convey the same meaning) seems to be admitted and provided for. Evidently they may compete, but must not interrupt. I can see no contradiction here, and the word molest further on, seems to supply the intention of the whole declaration.

The general tendency of our past action seems to have been to strengthen the French view; and it is surprising to me that our having failed to assume the rights of the salmon rivers in our own territory has not been attended with more unsatisfactory results. Having had the opportunity of perusing the treaties, documents, and former reports, bearing on this intricate case, and also of personally observing the effect of the existing system, I have ventured to make the foregoing remarks, which I trust will not be thought misplaced.
2. Excepting on the north-east coast, I believe the French have had a poor season. I am aware of several instances where their vessels have sailed for home with only one-third of a "voyage ;" but I do not see, nor do I hear of any intention on their part, to reduce or give up their fishing stations. I have been unable to detect the line of conduct taken by the commanders of their men-of-war; but I think it has amounted to occasional warnings and threats to our settlers and fishermen without even the intention of action.

## The Fisheries, \&c.

1. The takes of salmon has been good nearly everywhere, and in Sandwich Bay, on the Labrador, it was something fabulous. I was too early on that coast to witness the height of the cod fishing; but from the number of fishing schooners I passed, it must be greatly on the increase. The settlements at present are very sparse, and of a most temporary nature. Here, as on the north-east portion of Newfoundland, if settlements could be erected, and the fishing craft winter on the coast, they would get about their fishing much earlier, and not lose the first run of bait. The vessels were all late getting to their stations this year. The reports of the fishing on the Western and Southern Shore are the most unfavourable, and I fear there will be great destitution in places.
2. The evils of the truck system are very apparent, but it would be unfair to lay the blame at the large merchants' doors, for the men are too poor to start themselves with plant, and with two or three indifferent seasons, must of necessity be in debt. If they were paid in cash for their fish they would be no better off under existing circumstances. I think, however, the badness of the times will drive them into paying more attention to agriculture, and the advance of education, and the gradual development of the resources of the coast, will tend to lessen, if not remedy, this poverty and dependence.
3. I have found the Newfoundlanders, as a rule, to be a law-abiding and a sabbath-observing people. They see the value of education, and are willing to advance it as much as lies in their power.
4. The French fishery throughout seems to be carried on in a better style than our own. Their rooms are better and larger, their boats are better, and more efficiently manned and equipped. On the western portion of the south coast, for instance, I noticed a great want of enterprise in the fishing. They go about the business in a half-hearted sort of way ; their boats are small and ill found ; their plant generally indifferent, and the very hands in the boats are often mere children.
5. I have not fallen in with any American schooners, nor have I obtained any information as to the working of their trade. I understand their great attraction is the purchase of the winter herrings on the west coast. I have heard no complaint against them.
6. The evil of the want of settlement as to titles to land was most conspicious, on the Humber River, Bay of Islands. Here a road has been almost completed, (mainly due to the liberality and energy of Mr. Petre) and numerous applications have been made to Mr. Carter, the resident Magistrate, for grants of land for building. Having no authority, he has been obliged to put them off, and as a consequence the people have taken it for themselves, and houses are springing up on either side of the road.
7. I think it would be well if some restriction could be placed on the indiscriminate slaughter of cariboo. The num* ber of them killed on the coasts in the winter is beyond belief. It would be of the greatest practical utility if some of these animals could be taken and tamed. A reward offered for a team of domesticated cariboo might prove a stimulus to this end, and help to rid the country of the obnoxious curs whose presence prevents the keeping of sheep, \&c., in many places, and which all through the summer are useless.
8. I have found the last year's accounts of the state of the country, \&c., applicable alike at the present time. I am glad to be able to report there is still a tendency to advance, in many parts of the coast, notwithstanding the depression caused
by the bad season, and I think the rumor that roads are to be made whererer useful and practicable, and the French question settled, has thrown new life into the coast community.

> I have the honor to be,
> Sir, Your obedient Servant,

RODNEY M. LLOY゙D,<br>Commander.

## Magisterial Duties, H. M. S. "Bullfinch," 1876.

## SELDOM-COME-BY.

The light-house keeper of Cann Island came off to know whether there was anything against his setting a trap-net for cod, on a portion of the island where they could not be taken by any other means, and there was no salmon run. Nothing against it in fishing laws, but advised his referring to local magistrate at Fogo. Complaints about strangers cleaning cod on bank and driving fish away. See no law about it.

## CANADA BAY (NORTH BROOK.)

Matthews fishes for salmon ; meshes too small; warned.

## CANADA BAY, INGLEE HARBOR.

Henry Handcock applied for the guardianship of his late son-in-law's (Jas. Parsons) three infants and property. Granted subject to decision of Supreme Court. Mother dead; Parsons killed by accident, intestate. Salmon nets five and a half inches; warned.

## HARE BAY, SOUTHERN BROOK.

James Cobb and Eli Elliott complained that they were prevented taking salmon in the river by James McGrath, who said the captain of French rooms had given him leave. Gave J. McGrath an extract from fishery laws, and arranged for all
the parties fishing the river without interfering with each other (see special letter to His Excellency the Governor), and warned them as to size of meshes and one-third clear middle water.

## FISHOT'S BAY.

James Broumlay and others appealed as to whether he and other English settlers have the right, with the French, of taking cod in the waters of their own coast. Informed them that as long as they did not interrupt the French by competition, they could do so. French try to stop all fishing here by English.

## \$T. ANTHONY'S.

Robert Simm applied on the old question, as to remuneration for doing duty as special constable. All quiet here, not resworn. (See special letter.) French will not allow cod-seines and interfere with salmon nets. John Pilgrim, of St. Anthony's Bight, complained on oath of French having robbed him of a seal. Witnesses being absent, handed case over to Lieutenant Commander Hamilton when about to leave in August. Tried to explain treaties to Pilgrim.

## QUIRPON.

Frederick Pynn applied as to duties and remuneration as special constable ; not resworn. (See special letter.) Reported also the death, by accidental discharge of a gun, of Martin Riggs, April 9th, 1876. Produced attested evidence.

## THE LABRADOR-INDIAN TICKLE.

Eli Stanley, of Hawk Harbor, Trinity Bay, came to complain of Patrick Colbert, of Carbonear, having taken his codseine skiff from Little Harbor and gone north with it. Produced proof of ownership. Sent a warning to P. Colbert to give it up. Dispute between Samuel Bartlett and Michael Rose, as to the right to a piece of beach and an old room here, originally belonging to Rose's father. Rose says, has placed the matter in hands of Mr. Whiteway, to whom I referred it on return to St. John's. Ordered Bartlett to have use of ground for curing his fish.

## TEMPLE HARBOR, CHATEAU BAY.

Moses Clarke appealed as to property of late brother intestate. Widow has no children and married again (now Mrs. Kennedy) ; claims whole. Commander Drummond having: given judgment in the case last year, which could not be produced, was unable to settle, but gave extract of the law.

## Second Cruise.

## LAMALINE.

French appear to encroach on our waters, and fish with bultows, \&c., off Port Mary. Our fishermen do not complain. Small preventive force required. (See special letter.)

## BURGEO.

Brought Inspector Carty here, an inquiry being held into supposed murder of H . Nelson, wharfinger to Jersey company. Assisted the loeal magistrate (Mr. Jordan) by request.

## BONNE TO ST. GEORGE'S HARBOR.

Inquiring on this part of coast into circumstances of loss of Ridout's schooner, Christmas, 1874. (See special report)。 Strong suspicions of foul play as to the loss of ships, and also ${ }^{*}$ of the presence of wreckers, on this coast.

RODNEY M. LLOYD, Commander:

To Capt. James E. Erskine, Senior Officer, H. M. S. Ectipse,

## Hydrographical Remarks.

$$
\left.\begin{array}{l}
\text { H. M. S. Bullfinch, } \\
\text { OHN's, } 11 \text { th October, } 18 ; 6 .
\end{array}\right\}
$$

$\mathrm{Sir}_{2}$ -
I have the honor to submit the following remarks on the undermentioned places visited during the season.

I have the honor to be, Sir, Your obedient Servant,

GEO. W. HENDERSON, Naval Sub-Lieutenant.

To Commander Robney M. Lloyd, H. M. S. Bullfinch.

## LABRADOR.

Chart No. 251, " Curleq Harbor."
A rock with only six feet of water on it is said by the fishermen to exist half-way between White Point and the east bill of Cape North, two cables distant from the shore.
2.-No. 263, "Cape St. Charles to Sandwich Bay."

A small islet, locally known as Iron Island, situated off Hare Island, is dangerous to vessels passing in thick weather, as it attracts the needle very considerably even at the distance of one and a half miles.
3.-No. 133, "St. Lewis Sound and Inlet."

A ledge extends from Low Islet into the channel between it and St. Charles Island, for one cable, which breaks with a moderate swell.

## NEWFOUNDLAND.

1.-No. 293, "Fogo Island to Cape Bonavista."

The position of either Dog Point and Island or Duck Island (Gander Bay), is incorrectly laid down, as course from the latter, for the fairway, Change Island run, north-east onequarter east, leads to the point inside Dog Point.
2.-No. 272, "Burgeo Island."

A conspicuous white beacon has been built on west Flat Island, which shows out very distinctly from the west or southward. Also a small beacon on the half-fathom rock, south of Small Island.

> 3.-No. 292, " Harbor Briton."

A large mooring buoy is laid down in the centre of fairway, secured by a heavy anchor to the shore, which is very convenient for any ship to make fast to. It is one cable distant from the harbor rock.

## CAPE BRETON.

## No. 2042, Sydney Harbor.

The bar is now marked by a black buoy on the east edge, and a red buoy on the western edge.
> "Bullfinch," Sr. John's,
10th October, 1876. $\}$

Forwarded for the information of Captain Erskine, Senior Officer, H. M. S. Eclipse.

RODNEY M. LLOYD,

Commander.

## Medical Report on the Labrador and Newfoundland Fisheries.

$$
\begin{aligned}
& \text { H. M. S. "Bullfinch," } \\
& \text { oHn's, Nfld., 10th October, } 1876 .\}
\end{aligned}
$$

Sir, -
I have the honor to make the following medical report on the fishing stations visited by H. M. S. Bullfinch, between the 9 th of June and 10th of October, 1876.
H. M. S. Bullfinch sailed from St. John's, Newfoundland, June 9th, arriving at Catalina Bay, June 9th.

The following cases were prescribed for :-
Catalina, June 10.


Gander Bay, June 12.
Ulcer ....... ...... ...... 1 "

Seldom-Come-Bye, June 15.



Canada Bay, June 23. No applicants.
Rouge and Croque Harbors, June 27. No applicants. Hare Bay, June 29.

| Vertigo |  |  |  |
| :---: | :---: | :---: | :---: |
| Dyspepsia |  |  | 1 |
| St, Anthony's, July 1. |  |  |  |
| Sprain |  |  | 1 |
| Laryngitis |  |  | 1 |
| Dyspepsia | . |  | . 1 |
| Bronchitis | . . . . . | - | 1 |

St. Lunaire, July 3.
Rheumatism
...... $2^{\text {" }}$
Griguet, July 3.


Kirpon, July 4.


Curlew Harbor, July 6.-No applicants.
Favorite Tickle, July 7.


Eagle River, July 8.
Phlegmon
Paradise, Juity 9.

APMENDIXX.

Paradise, July 9.
Strumdus Opthalmia
Carturight Harbor, Juily 11, and Cirleen Harbor, July 12. Catarrhal Ophthalmia ................ 1 " $\begin{array}{ll}\text { Hæmoptysis } & \ldots . . . . \\ \text { Sprain } & \ldots . . . \\ \text { Indian Tickile, July } 13 .\end{array}$

| Phthisis | :..... |
| :---: | :---: |
| Pleuritis | ...... -...... 1 |
| Catarrhal Ophthalmia | \%..... $\quad . . . . .{ }^{1}$ |
| Gunshot wound of the eye | ...... |

Domino Run, July 17.


Occasional Harbor; July 19.

| Strumous Ophthalmia |  |
| :--- | :--- |
| Sciatica | $\ldots \ldots .$. |
| Morbus Coxæ | $\ldots \ldots .$. |
| Diarrhoea | $\ldots \ldots$ |
| Deer Harbor, July 20. |  |

Hæmoptysis
Rheumatism: ......

Istet Bay, July 26 . - No applicants. Chateau.

| Rheumatism | \%о...\% | $\therefore 1$ |
| :---: | :---: | :---: |
| Ulcer |  | 2 |
| Phlegmon, |  | 2 |
| Hooping Cough |  | 1 |
| Sprains |  | 2 |
| Dyspepsia |  | 4 |
| Ophthalmia |  | 46 |


| Cancrum Oris | .... | ..... | .... | 1 | Case. |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Gastrodynia |  |  |  | 4 | " |
| Rheumatism |  | . | . | 2 | " |
| Anasarca |  | .... |  | 1 | " |
| Worms |  |  | .... | 4 | " |
| Sprain |  | . . . | . . . | 1 | " |
| Amenorrhœea |  |  | . . . . | 1 | " |
| Synovitis |  |  | . $\cdot$. | 1 | " |
| Hysteria | -... | .... | .... | 1 | " |
| Catarrh | . . | . . | .... | 1 | ${ }^{6}$ |
| Neuralgia | . . . |  | . . | 2 | " |
| Scurvy |  | . . . . | -... | 3 | " |
| Paronychia |  | . . . |  | 1 | \% |
| Erysipelas |  |  |  | 1 | " |
| Diarrhoea |  | \%.. |  | 1 | 6 |
| Hæmoptysis |  |  |  | 1 | " |
| Wounds |  |  |  | 1 | " |
| Hæmorrhoids |  |  |  | 1 | " |
| Bronchitis |  |  |  | 1 | " |
| Pleuritis |  |  |  | 2 |  |

Forteait.
Catarrh .... .... .... 1 "
H. M. S. Builfinch arrived at St. John's; Newfoundland, August 4th.

Sailed from St. John's, August 21st, arriving at Trepassey August 22nd.

Trepassey, August 22.

| Phthisis |  |  |  | 2 Cases. |
| :---: | :---: | :---: | :---: | :---: |
| Bronchitis | .... | .... | 2 | 2 |
| Ulcer |  |  |  | 2 |
| Morbus Cordis |  |  | 1 | 1 |
| Dyspepsia |  |  | 4 | 4 |
| Gunshot wound of | the thigh |  | 1 | 1 |
| Pleurodynia |  |  | 1 |  |
| Hysteria | . |  |  | $1{ }^{\prime \prime}$ |
| Ascarides |  |  |  | 2 |
| Inguinal Hernia |  |  |  | 1 " |


| Synovitis | $\ldots .$. | $\ldots .$. | $\ldots$. | 1 |
| :--- | :--- | :--- | :--- | :--- |
| Teeth extracted | $\ldots .$. | $\ldots$. | $\ldots$. | 2 |

Lamaline, August 25.

| Morbus Coxæ | $\ldots .$. | $\ldots .$. | $\ldots .$. | 1 | " |
| :--- | :--- | :--- | :--- | :--- | :--- |
| Diarrhoea | $\ldots .$. | $\ldots$. | $\ldots$ | 1 | " |
| Inguinal Hernia | $\ldots$. | $\ldots$ | $\ldots$. | 1 |  |

Burgeo, Aagust 26.


There is a medical man stationed here. He informed me that the place is very healthy.

La Poile, September 1.
Phthisis
Orchitis
Channel, September 5.


Cape Ray, Sept. 7.-No applicants; only remained a few hours ; weather very stormy.

Sydney, Cape Breton, Sept. 8.-No applicants; several medical men here ; place healthy.

Hawke's Bay, Sept. 14.-No applicants.
Bonne Bay, Sept. 17.-No applicants.
Bear Cove, Sept. 18.
Bronchitis
...... 1 Case.
Birchy Cove, Humber River, Sept. 19th.-There is a medical man here.

St. George's Bay, Sept. 21.-No applicants. There is a doctor here.

Codroy Roads, Sept. 23.

## Phthisis

...... ...... 1 Case.
La Poile Bay, Sept. 24.
Bronchitis .... .... .... 1 "
White Bear Bay, Sept. 25.
Incontinence of urine
1 "
Hare Bay, Sept. 29.-No applicants.
Harbor Briton, October 1.-No applicants. There is a medical man here.

St. Mary's Harbor, October 4.

| Bronchitis | ...... |  | ...... | 3 Cases. |
| :---: | :---: | :---: | :---: | :---: |
| Hæmoptysis * |  |  |  | 2 |
| Dyspepsia |  |  |  | 8 |
| Sprains |  |  | . | 2 |
| Neuralgia |  | ...... |  |  |
| Rheumatism . |  |  |  | 3 |
| Morbus Cordis. |  |  |  | 1 " |
| Strumous Ophtha | mia |  |  | 2 " |
| Synovitis |  |  |  | 2 |
| Phlegmon |  |  |  |  |
| Sciatica |  |  |  | 1 |
| Tonsilitis |  |  |  | " |

No medical man here.
Trepassey, October 6.

| Dyspepsia | ...... |
| :---: | :---: |
| Phlegmon |  |
| Rheumatism | .. . ..... ${ }^{\text {81 ..... } 4 \text { " }}$ |
| Bronchitis | 6 " |
| Worms | 6 " |
| Neuralgia | 3 " |
|  |  |



Sailed from Trepassey, October 9th. Arrived at St. John's, Newfoundland, October 10th.

No epidemic disease prevailed at any of the fishing stations visited during the cruise.

Total number of cases, two hundred and thirty-two.
At St. George's Bay I was informed by the medical man that several cases of diphtheria had occurred previous to our arrival, some of them of a very severe nature.

No case of venereal disease came under observation during the cruise.

> I have the honor to be,
> Sir,
> Your obedient Servant,

EDWARD W. DOYLE, Surgeon, R. N.

Commander R. M. Lloyd,
H. M. S. Bullfinch.

$$
\left.\begin{array}{l}
\text { H. M.S. "Bullfinch," } \\
\text { ST. Johis's, 10th October, 1876. }
\end{array}\right\}
$$

Forwarded for the information of Captain Erskine, Senior Officer, H. M. S. Eclipse.

RODNEY M. LLOYD,<br>Commander.

## FISHERY REPORT.

## First Cruise, H. M. S. "Zephyr," 1876.

## FROM CAPE RAY WESTWARD TO CAPE ST. JOHN.

Codroy, June 12.- Fisheries reported fair up to the present time ; caplin just struck in. There are about fifty English families and six families of French extraction who reside here all the year. Cod, average catch for punts, eight quintals; for skiffs ten quintals. One complaint that a French schooner, name unknown, ran over and carried away three nets belonging to Caplin and Gale; took their depositions. General complaint against the French residents that they are lazy and dishonest. Read treaties to W. Collier, who stated that he had been ordered out of Roche Harbor by the French.

Codroy River, June 13.-Visited the salmon fisheries; found nets all correctly placed; fishery reported fair.

St. George's Harbor, June 15.-Cod fishery good; caplin just struck in; salmon middling; season not far enough advanced to form an opinon as yet. (See magisterial duties.)

Port-au-Port, June 17.-Landed at isthmus; seven families scattered over the bay; herring fishery was very poor. Cod promises better; caplin just struck in. No complaints.

Bay of Islands, July 21.-Herring fishery was rery good during the winter; cod scarce; salmon promises well. Humber is fished by a family called Brake, who have fished it for years; nets set correctly. (See magisterial duties.)

Bonne Bay, July 29.-Cod about fifteen quintals per boat. Salmon scarce, and no caplin. Herring fishery was very good; six hundred barrels per boat, two men.

Cow Head Harbor.-Ten families; no French. Ten boats on cod fishery; no salmon; cod scarce ; plenty of caplin.

Roche Harbor--Four English families; no French now; one brig left on 20th June. Very good feeling between the

French and English. Cod scarce. Eight boats on fishery; two boats on salmon fishery; salmon scarce.

Port Saunders, July 3.-One French brig; one schooner; eighty men. Cod scarce ; caplin had left. Fair season as yet, but weather had been unfavorable. No complaints.

Hawke's Bay, July 4.-Salmon fishery doing well; same men as last year.

Port-au-Choix, July 5.-Four French rooms ; three hundred and twenty men; three vessels; about seven hundred quintals per room. Seven English families ; about fifty quintals each. Two families in Barbace Bay; two salmon fishing; plenty of cod and bait, but weather has been bad. Good feeling between the French and English.

St. John's Island, July 5.-One French brig ; one brigantine; four rooms-only two in use; eighty men; six hundred quintals; fish plenty, but weather bad. Two English families in the Bay; no complaints. No salmon. Good feeling between the French and English.

New Ferrole, July 5 .-Nine vessels at anchor.
St. Barbe's, July 6.-Two English families. Cod scarce; seine about one hundred quintals; fifteen quintals per hook and line boat. No French, and no complaints.

Flower Cove, July 8.-Seventeen families. About forty to fifty quintals per seine.

Savage Cove, July 8.-Four French vessels.
Nameless Cove, July 8.-Sixteen families; no French. Thirty to forty quintals per seine. Complaint of elergyman about parsonage ; declined to act.

July 8.-Crossed to Forteau.
July 9.-Went on to Lance-au-Loup for coals. One case of assault.

Cook's Harbor, Pistolet Bay, July 11.-Fifteen families in the Bay; no French. Seine fifty quintals per day; hook and
line about twenty quintals; seventeen schooners from southward. Settlers complain that schooners splitting on the ground disturb the fish.

Quirpon, July 12.-Five English families. Nine boats fishing; only one seine, as the men are doubtful as to whether the French would allow them to use the seine. Catch about fifty quintals per boat. Thirty English schooners; three French rooms; two vessels.

Noddy Harbor, July 13.-Two English families, who speak warmly of the kindness of the French. One seine; about one hundred quintals; two French rooms; hook and line fifty quintals; sixty men in French rooms and one barque.

Commodore Galliber, of the LaPlace, sent an officer to inform me that numerous English vessels were fishing off Noddy Bay and Lance-a-Mudow and interfering with the French. I asked the French prudhomme if he had any complaint to make against the English; he said no! on the contrary. I also questioned him and the crews of several boats, both English and French, who were fishing on the coast, and they seemed to be on very good terms, except one French boat, who complained that an English boat close by caught more fish than he did, but admitted that the English boats always got out of his way when asked to do so; all said the same between Quirpon and Lance-a-Mulow. Thirteen schooners from Newfoundland fishing here. As the French on the spot did not complain, I did not consider it necessary to order the English to leave, but I warned them not to interfere with the French in any way.

Degrats, July 14.-One English family. Good fishing up to present time; three men two hundred and twenty quintals. One French room; two vessels; eighty men; have done well. No complaints.

Fortune, Griguets and White Cape, July 14.-Forty to fifty families. Few salmon; cod fishing good. No French; no complaints. Asked by several about right to fish on this coast ; read treaties and warned them not to interfere with the French fishermen.

St. Lunaire Bay, Amelia Cove.-Five or six English families; no French. A good season with cod; no salmon.

St. Anthony's Bay, St. Mein's Bight.-Seven families; ten boats; forty quintals a boạt; very good; salmon fishery fair; salmon have been scarce but are getting better now; ten fleets of nets working about one hundred barrels. Complaints of French robbing salmon nets; no evidence.

St. Anthony Harbor.-Fifteen English families; cod fishing very good, better than for many years. Two French rooms, two vessels; about three thousand quintals reported in each room ; very good. Many complaints about the French, many of them several years standing. One or two recent cases, robbing of nets by French, but not substantiated. French have given less trouble this year than usual about the salmon nets, which is accounted for by the good cod season. One French room, sixty men, three hundred thousand fish; second room, sixty men, four hundred and twenty thousand fish.

Goose Cove.-Fifteen families; best fishing for twenty years; all hook-and-line; salmon scarce. No French.

Three Mountain Harbor.-One French room, twenty-two men. From LaScie very good season; was far above the average. One English family, and that the guardian.

Hare Bay, S. Brook.-Salmon fishery; two men fish this brook; one man has done well, the other not so well.

Croque.-Several English families; fifty quintals per boat. Two French rooms, two hundred and twenty thousand fish. No complaints.

St. Rouge.-Two families; eight French rooms; ten vessels ; five hundred men; three hundred thousand fish per room, the best season for many years; two English boats about sixty quintals per boat. No complaints.

Conche, July 16.-About thirty-five families; three seines about two hundred quintals per seine ; thirty to sixty per boat; salmon very scarce; no nets out. Seventy French from La Scie and Fleur-de-Lis ; sisty more coming ; good feeling between English and French.

Hillier's Harbor:-Two families; twenty quintals each boat; no French. Twenty-one English schooners from the southward.

Canada Bay, Canada Harbor.-Two families (guardians) ; fifty quintals; one French room ; thirty-eight men ; one huns dred thousand fish. I heard that the prudhomme had turned several English schooners out of the harbor. I spoke to him about it; he would not allow any seines. Steamed up Chimney Arm to visit N. E. Brook ; got aground.

Inglee Cove, Ju7y 20.-Eighteen families ; twenty-one boats; twenty quintals per boat. Thirty-five French; one room; one brig from LaScie. Several complaints about French not allow: ing them to fish; read treaties to several. One magisterial case.

LaScie, July 21.-One family ; four French rooms, sixty in each; two hundred quintals. French wont allow salmon nets. I saw the prudhomme; had no complaints as no one was fishing.

Pacquet, July 23.-Two French rooms; men all away on the coast; one English family. No complaints.

Ming's Bight, July 24.-Two families; bad season ; few salmon ; no complaints. Andrew Matrew complained that the French schooner had warned him not to fish in Coachman's Cove, or on the coast.

F'leur de-Lis, July 25.-Seven families; no fish; French all gone north. No complaints.

Hooping Harbor, July 26.-Twelve English schooners from the southward, complained that the French prudhomme from Cat Cove had ordered them to leave the harbor or he would turn them out. Forty French from Pacquet who camp on the rocks; they do not complain at all about the English.

Cat Cove, July 26.-One English family ; one French room; gent a letter to the prudhomme asking him by what authority he ordered English vessels out of harbor. He said he had no authority, except custom, and that he always understood that the English had no right to fish on the coast. Fishery fair.

Canada Bay, Inglee Cove, July 27.-Complaints about French robbery and cutting nets, but I could get no direct proof. No caplin ; some herring; average one and a half qtls. of cod per day; prospect of a good season. I saw the French

Captain, who seemed to be anxious to keep on good terms with the English, but said it was impossible for him to get any fish, if the whole ground was occupied by English boats, and though as a rule the residents removed their salmon nets when asked to do so, yet they often leave their wooden anchors down, which did various damage to his nets. I think he is willing to act fairly.

Hillier's Harbor, July 27.-FFour English captains complain that the French have stopped their fishing here for some days. Asked me if they might fish; told them yes! if you do not interfere or interrupt the French. Eighteen English schooners all complain that the French threaten them. I saw the French mate in charge of the rooms who complains that the English boats crowd him off his ground, and that he cannot get any bait or cod. I told them to clear out before I returned, in two days, or that I should be obliged to make them.

Conche, July 28 and 29.-Several English vessels have been ordered out by the prudhomme, but refused to go. One hundred and twenty French here; they seem on very good terms with the English. I saw the French captain in charge from La Scie; his men are some here and some at Bulliton. He complains that the number of English boats at Bulliton is so large that he cannot either get bait or fish. I read treaties to several fishermen and tried to explain them to the fishere men, butit was very difficult to make them understand.

Hillier's Harbor, July 29.-Only eight schooners here now, and three going to sail; the captain told me that everything had been peaceable since my last visit.

Cremaillere, July 31.--Ten families; five schooners. No French this year. Sixty quintals of cod per boat.

St. Anthony's Harbor, August 1.-Fishing very good; about sixty quintals per boat; French have done very well. The disputes with the French appear to me to have decreased, as I have heard none this time. I think Robert Simms (constable), is a great deal the cause of this improvement, as he does his duty thoroughly, as far as I can find out,

Arrived at St. John's, August 4th, 1876.

Second Cruise, H. M. S. "Zephyr," 1876.

## FROM CAPE ST. JOHN TO SACRED BAY, \&

Canada Bay, Inglee Cove, August 24.-Cod scarce, about one quintal a day per boat; few herrings for bait. French have left here for some days. No complaints since last visit.

Hillier Harbor, August 25.--Seven schooners; cod scarce; no bait; punts about half a quintal of cod a day; Freneh have left some time ; no coinplaints since my last visit; took deposition of M. Roberts (guardian), J. Dempsey (resident), and F. Forward, master of a schooner from Green Bay; (depositions enclosed).

Conche, August 25.-Cod scarce; one qǜintal a man per day. No complaints. French have returned to LaScie. Plenty of squids; no herring. The season has been good here; ave ${ }^{-}$ rage catch per man for the season from sixty to seventy quin tals; salmon has been scarce, largest catch seventy quintals.
st. Julien, August 26 .-No cod here now, and no bait. Catch for the season about thirty quintals per man. Salmon scarce ; about seven barrels a house. French, two rooms. No complaints; English and French get on well together. One magisterial case settled.

Goose Gove, August 27.-Fish searce now ; season has been good; average about forty quintals a man for the season. No French in the cove. No complaints.

Three Mountain Harbor, August 27 .-One French room; sixty men; very good season, about two hundred and thirty thousand fish. No English except the guardians. No complaints.

Howe Harbor, Hare Bay, August 28.-No inhabitants; has been surveyed this summer by the French schooner; the marks ${ }_{j}$ \&c., are still up. Good anchorage; well sheltered.

Rock Cove, Hare Bay, August 29.-Twenty-three English; five boats; cod scarce, about thirty quintals per boat, two men. Sisty quintals of salmon in South Brook. No French. No complaints.

St. Anthony, August 29 to September 1.-No cod lately; no bait; good season, about sixty quintals a boat for the season. Salmon have been scarce. No disputes lately. French have done well, about nine hundred and forty thousand fish between the two rooms. Detained here by the weather, strong gale, much rain, and fag; heavy sea outsids. Several robberies have been commitied both on tha English and French lately, supposed to have bean done by the boats passing from the Labrador coast, but ao proofs. Found that Captain Larnbey, of the outer French room, moored his batteaux across the entrance of the harbor. As it interfered sariously with vessels entering and leaving the harbor, I spoke to him about it, and ordered R. Simon, constable, to see that de tept the channel clear. Two children baptized. One magisterial case.

Fortune, Griquets Bay, September 1.-No fish now; catch for the season about twenty quintals a man. No French here this year.

Quirpon, September 2, 3, and 4.-No fish here now of any sort. Weather has been very bad lately; much rain and fog and strong breezes. French have not done very well this season, about one thousand quintals per room. No complaints this year, The French have sent most of their fish home. The French have not interfered in any way in this neighborhood since we were here in July.

## Magisterial Report.

## FROM CAPE RAY WESTWARD TO CAPE ST. JOHN.

St. George's Bay, June 15.-Case of Pierre Lizagar, for stealing several barrels from the store of Mr. C. Bishop. Lizagar acknowledged having assisted to steal the casks, and
pleaded being in liquor and not knowing what he was doing. Mr. Bishop not wishing to press for punishment, I ordered Lizagar to be kept under surveillance as much as possible by the special constables, and his conduct reported to any magistrate who might arrive, and warned him that he was liable to imprisonment and would not escape a second time.
W. Seeward and J. Castill, special constables, re-sworn in, their former period having expired.

Bay of Islands, June 22 to 29.-Case of Benjamin Brake for shooting John Carter on the 18th December, 1875. Reports forwarded to His Excellency, with letter.

Burning of the house of Benjamin Brake on the 20th, by some person or persons unknown, reported to His Excellency.

Complaint of George Pynn, that a bale of nets was left on board the schooner Maracoybo, of Boston, and that the said nets were given to James Greennex, as payment of wages, by James Mackay, of Boston, master of said schooner, and that James Greemex was aware at the time that the nets belonged to Pynn, and had openly boasted of it, and thai a small boat and seine net belonging to Mackay were at present lying in the house of Greennex, who was absent fishing, and he, Pynn, had reason to believe that these articles were to be sold by auction for Mackay. Statements corroborated by several witnesses. Ordered W. Bagg, special constable, to take possession of and keep net and boat in his custody until he received orders to relieve them from proper authority.

Swore in W. Bagg and C. Pennel, as special constables.
Bonne Bay, June 29,-Case of A. Brow versus R. Lewis for debt of thirty pounds since last year. Lewis has paid all but nine pounds, for which W. Raikes gave security to A. Brow.

Mrs. Lewis complains that Charles Corman was indebted to her eighty-one dollars, of which he had paid twenty dollars by bill (which she could not get cashed), and that she had a watch in her possession belonging to Corman. I told her to keep it as security, Corman having gone to Halifax.

Charles Taylor complains that James Holland had robbed his herring nets of twenty-eight barrels of herring. Case dismissed ; not the slightest proof.

Joseph Simms accused Joseph Landrigan of having taken his salmon net from where it was drying and then keeping it as his own. Both parties swear to the net and produced witnesses, but the evidence was decidedly on the side of Landrigan, and Simms, not bearing a good name, I ordered the net to be given to Landrigan.

Albert Childs bound to keep the peace himself in fifty dollars, and two in twenty-five dollars each for twelve months, towards all, and especially towards C. Sellars.

Several other minor cases, which could not be settled, some of the parties being absent on the fisheries.

Flower's Cove, July 5.-The clergyman at this Cave asking to investigate and settle dispute between Church of England and Wesleyan inhabitants about the parsonage, Declined to interfere.

Lance-a-Loup, Labrador, July 10.-Counter cases. Threatening and abusive language and stone throwing. Charles Ryland and family and 'r'homas Linsteed and family. Bound Linsteed and Ryland over in twenty pounds each, themselves and iamilies, to keep the peace.

Canada Bay, Inglee Cove, July 24.-Having received information that there was a grave suspicion that Anne Hancock had recently given birth to an illegitimate child, and that the child had been made away with, I investigated the case. Mrs. Hancock and her mother acknowledged to the fact of the birth, and stated that the child had only lived a few minutes. Surgeon of the ship made an examination and corroborated their statement.

Conche, July 29.-Mary Flynn complains that John Hunt bit her hand on the 18th March, while she was trying to separate him from fighting with her son, and that she was in dread of her life or that of some of her family, Hunt being a man of very violent temper. Hunt bound to keep the peace for twelve
months, himself one hundred dollars, and two securities one hundred dollars each.

St. Anthony Harbor.-W. Lacey versus H. Moore for a debt of nine pounds fifteen shillings and seven pence, currency. H. Moore acknowledged debt, but objected to pay, except in goods, or unless allowed one shilling in the paund discount. Moore ordered to pay in thirty days, or answer at his peril.

Hillier's Harbor, August 25.-Took depositions of Matthew Roberts and James Dempsey about a boat's crew from French schooner of war Canadienne, having sunk their huoys about the 20th July.

Also the deposition of Roberts, Dompsey, and F. Forward, master of a schooner from Tizzard's Harbor, Green Bay, about the occurrence which took place during the visic of the French schocner Canadienne, about tho 18th to 24th July. (Depositions enclosed).

St. Julien's, August 26.-Complaint between John Whelan and J. McGrath about rights of land and alleged tresspass. I refused to give any decision as to the rights of land, and dismissed the case.

Complaint of Alfred Davis, that John Keough had not paid him according ia verbal agreement made ist May, that Alfred Davis was to fish for Keough from then to the 20th September; to be fed and lodged, and founci in boat̀ and lines, etc., by Keough, and to receive as payment one fixh of salmon and one half catch of cod. Keough states that Davis aas not worked since end oî July, and that up to that time he did noe work satisfactorily, being Iazy, and shirking as much as he could. He had paid him for the salmon according to agreement, but not for the cod he had caught, as he (Davis) had not attempted to assist in the cleaning or sureading of his own share, and had put Keough to a considerable damage and inconvenience by his idleness, as well as by leaving his service in the middle of his term. Ordered Keough to pay Davis for two thirds of his share, and to retain the balance to make good his loss.

St. Anthony's Harbor, August 30.-Investigated case of John Pilgrim, who complained to Capt. Lloyd that his seal net
was cut on June 11th by a crew from the room of Captain Harmonet, of the French brig La Marie. The depositions taken by me are forwarded herewith. I decided that Captain Harmonet was to keep the balance of the skin and fat of the seal brought when sold, to make good the damage done to his seine. In the evidence it will be seen that there is a difference of fourteen days between the date when Pilgrim swears that his net tras cut (11th of June) and the date given by Captain Harmonet; the 25 th , and sworn to by the seine master who was in charge of the boat and crew which broughe the seal in to the room. I sent an officer, sub-lieutenant Stewart, to examine the official log book kept by Captain Harmonet, who found by the eatries that the seine boats were fishing on the south side of the bay up to noon on the 25th, when they crossed to the north side. Pilgrim's net was set the north side, under Cape Anthony. I therefore came to the conclusion that the seal had not been taken out of his aet at all, but out of some other, or else that he had made some great mistake in the date ; but he persisted in swearing that he was certain of the date; that he heard it on the 13th and went to his net and found it cuit, and that his net was in his house on the 14th, and that he had no witnesses to produce. I therefore decided as above. Complaint of Mark Pilgrim, that a seine boat belonging to Harmonet's room, had stolen salmon out of his and other nets (deposition forwarded herewith.)

> August 31.-Baptized Andrew Randall Simons and Elias Patey, both two months old.

## Medical Report of the Newfoundland Fisheries, 1876.

## H. M. S. Zephyr left St. John's on 9th June, and arrived at Codroy on 12th. Two cases treated here, viz. :-



St. George's Bay, between 14th and 17th June.-Six cases; viz.:-

| Tabes Mesenterica |  | Case. |
| :---: | :---: | :---: |
| Diptheria ...... |  | 2 " |
| Burn |  | 1 |
| Chronic Ulcer |  | 1 |
| Amputation of right fore finger | .... | 1 |

Bay of Islands, between 19 th and $20 t h$ June.-Ten cases.

| Fistula Lachrymatis | .... | 1 Case. |
| :---: | :---: | :---: |
| Teeth extracted |  | 1 |
| Division of Frænum Jinguoe |  | 1 " |
| Amenorrhœa |  | 1 " |
| Papular eruption of skin, due to excessive use of |  | $1{ }^{\prime \prime}$ |
| Psoriasis | ..... . | $1 . "$ |
| Ulcer |  | 1 |
| Suppurating Bursa |  | 1 |
| Enlarged Bursa |  | 1 " |
| Otorahcea |  | $1{ }^{1}$ |

Bonne Bay, between 20th June and 2nd July. Nine cases,
$\left.\begin{array}{lllll}\text { Inflamed wound } & \ldots \ldots . & \ldots . . . & \ldots . . . & 1\end{array}\right)$ Case.

Roche Harbor, July 2nd. Two cases, viz. :


Cow Bay, July 2nd. One case, viz. :
Strumous Disease of knee joint. ..... ...... 1 "
Hawke Bay, July 5th. One case.
Insanity ............................... 1 "

St. Barbe's Bay, Juty 7. One case.
Dyspepsia ......................................... 1 Case.

Flower Cove, July 7. . One case.
Strain of back ................................... 1
Loup Bay, Labrador, July 9. Nine cases.


Quirpon Bay, July 11 and 12. Four cases.


St. Lunaire Bay, July 14. Two cases.
Rheumatism . ....................... 26
St. Anthony's Harbor, July 15. Three cases.
Incipient Paralysis $\qquad$
Phthisis
$1 \quad 6$
Strumous disease of tarsus 1.6

Goose Cove, July 15. Four cases.


Hare Bay, July 18. One case.
Dyspepsia .......................... 15

Canada Bay, July 20. Seven cases.

Phthisis
Sprain
Neuralgia
Parotyd Tumour
Inguinal Hernia
Dyspepsia

...... 1 Case.
...... ......
...... ......
......
.......
.

LaScie, July 25.-Two cases.
Chronic Bronchitis
Fistula Lachrymalis
Ming's Bight, July 25.-Two cases.
Ague
Leuchorrhœa
Inglee Cove, July 26.-Five cases.


Conche, July 27.-Nine cases.


Croque Harbor, July 30.-Three cases.
Tooth extracted
Phthisis
Cremaillere, July 31.-Three cases.


Tooth extracted

St. Anthony's Harbor, August 1.-Three cases.


Inglee Cove, August 22.-Four cases.
Bronchitis


Anœmia
Congestion of liver
Hillier's Harbor, August 25.-Three cases.

| Sprain | $\ldots .$. | $\ldots .$. | $\ldots$ | 1 |
| :--- | :---: | :---: | :---: | :---: |
| Asthma | $\ldots .$. | $\ldots$. | $\ldots$ | 1 |
| Whitlow | $\ldots .$. | $\ldots$ | 1 |  |

Conche, Auquest 26.-Four cases.

| Sprain | $\ldots$. | $\ldots$. | $\ldots$ | 1 | 6 |
| :--- | :--- | :--- | :--- | :--- | :--- |
| Uterine disease | $\ldots .$. | $\ldots .$. | 1 | $\ldots$ | 1 |
| Inguinal Hernia | $\ldots .$. | $\ldots$. | $\ldots$. | 1 | 6 |
| Palpitation | $\ldots .$. | $\ldots$ | $\ldots$. | 1 | 6 |

wiv Str Juliens, August 27.-One case.
Gastrolgia
Goose Cove, August 27.-Two cases.

| Rheumatism | $\ldots$ | $\ldots$ | $\ldots$ | $\ldots$ | 1 |
| :--- | :--- | :--- | :--- | :--- | :--- |
| Dyspepsia | $\ldots \cdots$ | $\ldots$. | $\cdots$ | 1 | " |

How Harbor, August 2.-One case. Abscess

Quirpon' Sept. 2.-Five cases:.


WILLIAM PEARSON, M. D.,
Approved,
Surgeon H. M. S. Zephyr.
CHAS. R. W. HAMILTON.

## Hydrographical Remarks on the Coast of Newfoundland.

There is no anchorage at all off the bar of river Humber. At one cable off there is forty fathoms, and at half a cable dist tant twenty-five fathoms.

The cross on Kepple Island is in very good condition, and is a first-rate land mark.

## ON STONEY POINT,

At the entrance of St. Barbe's Harbor, there are three beacons, which were erected by the French men-of-war in 18i3. They are white-washed every year by the ships calling in there. The three in a line lead straight up to the entrance of the harbor clear of all dangers, visible five miles distinctly on a clear day.

## QUIRPON HARBOR.

Upon Morn Fontan hill there is a conspicuous beacon with a black ball surmounting the staff, which, on with the northeast point of Jacques Cartier Island, leads into the bay and harbor, clear of all damages south $4^{\circ}$ east Mag.

## CANADA BAY.

Above Weymouth Point there are several rocks and shoals with little or no water over them at low water, one of which this ship, Zephyr, grounded on, No vessel ought to proceed above the Point without a plan of the place.

## TILT COVE

May be readily recognized by two flag staffs, one upon the top of each cliff, on either side of the cove; also a round white house, used as a magazine for the copper mine, on the south point. This ship anchored in seven fathoms in the cove, and hauled her stern into the wharf, where she coaled and remained thirty-six hours. There is always plenty of coal to be obtained here.

## MING'S BIGHT.

There is a cross on the port hand entering, and vessels proceeding to the head of the bight should anchor in not less than fifteen fathoms, and there they will have just room to swing round clear of the five fathom line.

There is a rock with only eight feet upon it, lying nearly a cable from the western point at the entrance to Hillier's Harbor, in the direction of the eastern point of entrance.

Bonavista Light bore W.N. W., distant 91 9 miles, according to Admiralty list of Lights of British North America, 1876, and Admiralty Charts 232 (a) and 296; this light is a revolving one every 45 seconds, but it is really a revolving light every 90 seconds, alternate red and white.

There is a revolving light apparently exhibited from Toulinguet Island, or thereabouts; it is a revolving light every half minute; visible about twenty miles (approximate).

JAMES CUDDY,
Sub-Lieutenant.
H. M. S. Zephyr, 15th Sept., 1876.

Approved-
CHAS. R. W. HAMILTON, Lieutenant and Commander.

## No. 37.

## Report on the Protection of the Fishery at Cape John, 1876.

Frenchmen came to Cape the 27 th of June ; hauled no fish until the 5th of July. One seine took 10 quintals. Two copper loaded vessels passed the Cape from Bett's Cove.

July 6th.-Very little fish at the Cape; caplin scarce; Frenchmen not pleased with the appearance of the voyage. Temperature $73^{\circ}$.

7th.-Frenchmen hauled 5,000 fish at the limit; told me: 4 seines were gone North in search of fish. At noon, copper loaded brig passed the Cape. Ther. $72^{\circ}$.

8th.-Wind East; Frenchmen doing well at the South bill of the Cape. Ther. $54^{\circ}$.

9th.-Strong Wind N. E., with heavy sea; six French boats came to Brinies Cove for shelter; told me fish was plenty on the North side of White Bay; one ship at Canada Bay had 15;000; best seine in La Scie had only 3000 fish. At 4 p. m., French ship-of-war passed close to the Cape, going North. Frenchmen asked liberty to catch fish for their soup. Ther. $56^{\circ}$.

10th.-Wind N. E., with heavy sea. Frenchmen remained. in Brinies Cove atl day. Ther. $49^{\circ}$.

11th.- Wind north. At daybreak French left for the Cape ; one seine hauled 5,000 and one 4,000 fish. Ther. $55^{\circ}$.

12th.-Wind S. W. Eight French boats at the limit, did very little for the day. Copper ship passed for Tilt Cove. Ther. $57^{\circ}$.

13th.-At 4 a. mistrong wind from the South, with rains and thunder. At noon, wind West, fine; no fish at the Cape; 5 p. m., copper ship passed out. Ther. $55^{\circ}$.

14th.-Several Frenen boats at the limit; very little fish hauled for the day. Ther. $59^{\circ}$.

15th.-Three seines at the limit all day, hauled about 20 quintals. Two copper loaded vessels passed the Cape, bound East. Ther. $61^{\circ}$.

16th.-Wind N. E. Two seînes and 8 batiteaux in Brinies Cove for shelter; sea very heavy; 3 p. m. copper ship passed in the Bay. Ther. 54,

17th.-Wind S. W. French boats left Brinies Cove for the Cape; did little for the day; 6 batteaux went out to Gull

Island in search of fish; sent boat there with two hands; as soon as the boat arrived, Frenchmen left. Ther. $76^{\circ}$.

18th.-Three seines at the limit; spoke seine master, told me fish was plenty on the North side White Bay; one vessel called the Judge had 5,000 quintals, one 4,000 , and others well fished. Ther. $74^{\circ}$.

19th.-Three seines and seven batteaux at the limit, took for the day about 2,000 fish. Ther. $67^{\circ}$.

20th.-Frenchmen in very low spirits; no fish all day; five seines gone north. Copper brig reaching out the bay. Ther. $67^{\circ}$.

21st.-One seine and twelve batteaux at the Cape; no fish all day ; four batteaux started for Gull Island-too much wind to send boat after them. Ther, $63^{\circ}$.

22nd.-Wind East. Two French seine boats in Brinies Cove for shelter; sea heavy ; caplin scarce. Ther. $52^{\circ}$.

23rd.-Calm. Frenchmen left the Cove ; did little for the day. At noon, man-of-war ship passed the Cape with schooner in tow, yoing north. Ther. $61^{\circ}$.

24th.-Wind East. French boats did nothing with the fish for the day. Two copper laden brigs beating out the Bay; Ther. $58^{\circ}$.

25th.-No French boats at the Cape; all north; fish very scarce. Ther. $59^{\circ}$.

26th. -Calm, with fog. Sent guard boat and two men to Gull Island; at 6 p. m. returned, reported no French boats at the Island ; at $7 \mathrm{p} . \mathrm{m}$. war steamer passed for Tilt Cove. Ther. $58^{\circ}$.

27th.-Nine French boats at the limit all day; took 3,000 fish ; at 6 P. M. War steamer passed out the Bay, went North. Ther. $59^{\circ}$.

28th.-One seine boat and 6 batteaux at the limit; fish scarce; great many small crafts coming from the North; spoke one man, told me the French Man-of-War towed him and

17 others out of the harbor of Criquet, would not allow them to fish ; none of the boats going South had fish. Ther. $63^{\circ}$.

29th.-Six Batteaux at the limit fishing with hook and line; told me 3 French schooners had come from the North loaded with fish, used all their salt; these craft were hired from men on the French Shore to bring the fish to LaScie. Ther. $57^{\circ}$.

30th.-Strong Wind S. W., very little fish at the Cape; 4 Batteaux at the limit fishing with hook and line; several small craft coming from White Bay which were Salmon catching; spoke one man, 20 Tierces. No Cod Fish. Ther. $60^{\circ}$.

31st.-Five Batteaux at the limit doing little with hook and line; Caplin very scarce. Ther. 630.

August 1st.-One Seine and four Batteaux at the Cape; took to-day from the limit about 30 quintals. Ther. $66{ }^{\circ}$.

2nd- -No Frenchmen at the Cape to-day; Caplin gone from the Shore, Herring plenty; 22 small craft passed South, some loaded and more very little fish; spoke one man, said he had 60 barrels, said there was plenty of fish but no bait. Ther. $68^{\circ}$.

3rd.-Strong wind from the Westward; French boats in Cape Cove looking for Caplin; caught no fish for the day; no bait. Ther. $72^{\circ}$.

4th.-No seines at the Cape; 6 batteaux at the Middle Bill; fish scarce. Ther. $69^{\circ}$.

5th-Wind East with sea at the Cape; no boats on the fishing ground. Ther. $61^{\circ}$.

6th.-Wind South; 6 batteaux at the limit; fish scarce; to caplin. Ther. $64^{\circ}$.

7th.-Wind West; 8 batteaux at South point of Cape; did well with hook and line; one seine at North Bill. Ther. $73^{\circ}$.

8th.-Wind West; 9 boats at Middle Bill; hook and line doing well. Ther. $76^{\circ}$.

9th - Wind North-west; 43 craft passed the Cape bound South ; some well fished. It appears a great many craft were too late on the Shore; the caplin not remaining long. Ther. $74^{\circ}$.

10th.-Several boats fishing at the limit with Herring, did very well to-day; at noon Leopard passed the Cape going North. Ther. $69^{\circ}$.

11th.-Wind North-east; very strong lightning with thunder and heavy rain. No French at the Cape. Ther. $54{ }^{\circ}$.

12th.-Wind East. Saw several boats at the limit doing well with hook and line. Ther. $66^{\circ}$.

13th.-Wind S. W.; several batteaux at the limit doing well ; fish very large. Ther. $74^{\circ}$.

14th.-Wind South. Great forest fire in the Bay ; Frenchmen took from the Cape to-day 4,000 fish; seines landed in La Scie. Ther. $68{ }^{\circ}$.

15th.-Gale from the N. E.; very heavy sea ; no boats at the Cape ; forced to haul up guard boat on the beach. Ther. $60^{\circ}$.

16th.-Wind S. W.; heavy sea on; nothing done at the Cape. Ther. $60^{\circ}$.

17th.-Wind South, launched guard boat; no French at the Cape all day; 1,100 ton ship from Bett's Cove passed the Cape at noon ; sent guard boat to Gull Island. Ther. 610.

18th.-Wind S. E. ; some fish at the Cape; no Frenchmen in sight. Ther. $58^{\circ}$.

19th.-Calm. No fish at the Cape. Ther. $59^{\circ}$.
20th.-Wind E. S. E.; fish scarce ; heavy sea at the Cape; three batteaux at Middle Bill. Ther. $57^{\circ}$.

21st.-Wind east; strong gale with heavy sea; no boats at the Cape ; forced to haul up guard boat. Ther. $54^{\circ}$.

22nd.-Wind E. N. E.; blowing strong with heavy sea; one boat drove ashore in Brinies Cove, lost fish and clothing and two herring nets. Ther. $52^{\circ}$.

23rd.-Wind east; sea abating; no boats at the Cape. Ther $55^{\circ}$.

24th.-Wind N. E., with sea ; only four batteaux at the limit; fish very scarce. Ther. $50^{\circ}$.

25th.-Wind S. S. E., with rain ; at noon the Mail Boat passed the Cape, going North; no Frenchmen in sight; fish scarce ; a great many Labrador craft going south. Ther. $54^{\circ}$.

26th.-Wind east; fine weather; several French boats at the limit, did well; took from the Cape to-day about 60 qtls; herring plenty; two copper ships passed. Ther, $57^{\circ}$.

27th.-Wind east; fine; fish scaree at the Cape; six batteaux at the limit; at noon Mail Boat came round the Cape bound for Tilt Cove. Ther. $63^{\circ}$.

28th.-Wind N. E. No boats at the Cape; © p. m. large brig passed in the bay. Ther. $52^{\mathrm{a}}$.

29 th -Wind E. N. E., with heavy sea on; no boats at the Cape. Ther. $52^{\circ}$.

30th.-Wind N. E.; blowing a gale with rain ; no boats at sea. Ther. $49^{\circ}$.

31st.-Wind north; blowing strong ; no boat ont. Ther. $49^{\circ}$.
September 1st-Wind N. N. E., with heayy sea on. Ther. $49^{\circ}$.

2nd.-Wind E. N. E., with heavy sea; impossible to get to sea. Ther. $49^{\circ}$.

3rd-Wind S. S. W., with rain ; at 10 a. m. wind West ; fine; no boats at the Cape. Ther. 54.

4th.-Wind N. W.; only three batteaux at the limit ; fish scarce. Ther. $55^{\circ}$.

5th.-Wind forenoon N. W.; at noon N. E., with rain ; six batteaux at the Cape; took but little fish to-day. Ther. $47^{\circ}$.

6th-Wind east; blowing a gale with rain ; heavy sea on; no boats at sea. Ther. $48^{\circ}$.

7th.-Wind S. S. W.; only 4 French boats at the Cape ; most of the LaScie batteaux on the north of White Bay. Ther. $49^{\circ}$.

8th.-Wind N. E., with rain ; tremendous sea; at 9 a. m. Leopard passed the Cape bound to Labrador, going into it head foremost; no boats out. Ther. $47^{\circ}$.

9th.-Wind N. E.; blowing gale with rain and heavy sea ; no boats at the Cape. Ther. $46^{\circ}$.

10th.-Wind N. E.; blowing, with rain and sea; two batteaux at Brinies Cove. Ther. $45^{\circ}$.

11th-Wind N. N. E, gale and sea. Spoke to French Officer about towing the fishermen out the harbor: he said it was their own fault-our men were not satisfied to fish, but they must cut the French armament and take fish out of the bags.

12th.-Wind forenoon North; afternoon N. W.; Frenchmen left Brinies Cove; told me their voyage was over for the season, I would not be troubled with them any longer; said it was the worst voyage in La Scie for the last 30 years. I One ship had for 66 men 1,500 quintals; the other averaged 1,100 ; the last vessel left on the 25 th inst.

13th.-Wind N. N. W. ; blowing strong. Ther. $49^{\circ}$.
14th.-Wind S. S. W.; fine, with heavy sea; no boats at the Cape. Ther. $52^{\circ}$.

15th.-Wind N. N. E.; blowing a gale ; mail boat passed going East. Ther. $51^{\circ}$.

16th.-Wind North with heavy sea; Man-of-War went into Shoe Cove; no boats at the Cape. Ther. $49^{\circ}$.

17th.-Strong Wind N. W.; at noon, East gale with rain. Ther. $48^{\circ}$.

18th.-Wind North, gale; no boats out. Ther. $48^{\circ}$.
19th.-Wind N.N.E., with rain and sea; no boats. Ther. $47^{\circ}$.

20th.-Wind N.W., fine, but heavy sea. Ther. $46^{\circ}$.
21st.-Wind N.N.E., heavy sea ; no possibility to launch; lost landing place and one boat; remained in Brinies Cove until the 4 th October.
(Signed,) HENTT KNIGHT.


No. 38.
Notes on the Northern Labrador Fishing Grounds, 1876, By H. G. Hind.

$$
\left.\begin{array}{l}
\text { Sr. Joнn's, } \\
\text { November, } 1876 .
\end{array}\right\}
$$

Sir, -
I have the honour to submit, for the information of His Excellency, the enclosed "Notes on the Northern Labrador Fisheries."

Since the Sketch Charts illustrating these Notes were sent to you in September last, I have had the opportunity of seeing and studying Commander Maxwell's Chart of the Labrador from Sandwich Bay to Nain, published during the past summer. This most valuable and timely addition to our knowledge of the Labrador Coast will serve to illustrate the accompanying Notes respecting its Fisheries, and form to a certain extent the basis of future enquiry into the resources of these Northern Seas.

I am convinced that investigations extended over another season, and having the study of the Fisheries as far as Cape Mugford or Cape Chudleigh in view, would lead to the acquisition of information of great value to the commercial interests of Newfoundland, if pursued in a scientific manner, and the deductions compared with the known results of similiar enqui-
ries on the Coasts of the United States, the Dominion and Northern Europe.

I have the honour to be,
Your obedient servant,
HENRY G. HIND.
The Hon. F. B. T. Carter, M. E. C., Attorney General.

## NOTES ON THE NORTHERN LABRADOR FISHING GROUNDS.

The Fishing Grounds on the Atlantic Coast of the Labrador, as far North as Sandwich Bay, have been occupied to a greater or less extent, for one hundred and twenty years. Those extending from Sandwich Bay to Cape Harrison or Webeck, have also been visited by Fishing Craft for a generation or more ; but north of Aillik, about 40 miles from Cape Harrison, the Coast has only been frequented by Newfoundland cod-fishing craft, during the last fifteen years. A Quebec and a London House have possessed detached Salmon Fishing Stations as far north as Ukkasiksalik or Freestone Point, (Lat. 56, Long. 61,) for about 30 years, but these have all passed into the hands of the Hudson Bay Company. Until the recent publication of Commander Maxwell's Surveys, our knowledge of the Labrador Coast has been chiefly derived from the Moravian Missionaries, and the surveys of certain harbours, far removed from one another, by the officers of Her Majesty's vessels.

A glance at Commander Maxwell's Charts, when compared with any document published previous to 1876, shows how little is known respecting the Geographical outlines of this extended coast line, which, from its amazing fish wealth, promises to become a very important commercial adjunct to Newfoundland.
bue The leading characteristics of the coast north-west of Aillik are as follows :-

1 st.-The shore line is deeply serrated by a constant succession of profound and narrow fiords stretching from 30 to 50 miles into the interior.

2nd.-It is fringed with a vast multitude of Islands, forming a continuous archipelago from Cape Aillik to Cape Mugford, averaging twenty miles in depth, from the mouth of the fiords seawards.

3rd.-Outside of the Islands and about 15 miles seawards from them, are numerous banks and shoals, which form the great autumnal summer and spring feeding grounds of the cod, while outside of the shoals there appears to be a second range of banks, which are probably their winter feeding-grounds.

4th.-The island-studded area forms an immense cod-fishing ground, which covers between Cape Harrison (Webeck) and Cape Mugford, a boat fishing ground exclusive of the shoals and banks outside, nearly as large as the combined area of the English and French boat fishing-ground on the coast of Newfoundland.

For the sake of distinction I have styled the area under review, "The Northern Labrador Fishing Grounds," beginning at Cape Harrison (Webeck) and, for the present at least, terminating at Cape Mugford.

## Area of the Northern Labrador Boat Fishery.

The following table shows approximately the area of the boat fishing-grounds about the Island of Newfoundland, and the Northern and Southern Divisions of the Labrador. From this table it will be seen that the area of the Northern Labrador fishing grounds alone, exclusive of the Banks, amounts to about five sixths of the entire area of the British and French boat fishery on the coast of Newfoundland. The area of the inner range of banks cannot be even approximately stated:

Comparative Table of Newfoundiland and Labrador Fishing Ground Areas:

Areà of Fishing Ground ${ }^{\text {d }}$. Geo. Sq: Miles:

Northerin Labrador Boat Fishery-Cape Harrison to Cape Mugford, 260 miles averaging 20 miles deep 5200
Newfoundland Boat Fishery - Frencib Shore-Cape St. John via Cape Bauld to Cape Ray, 696 miles, by three miles deep-Shore Boat Fishery

2088
South Shore of Newfoundland Boat Fishery - Cape Ray to Cape Race, 573 miles, 3 miles deep-Shore Fishery 1719
East Shore of Newfoundland Boat Fishery -Cape Race to Cape Bonavista, 294 miles, 3 miles deep-Shore Fishery.

882
North East Shore of Newfoundland Boat Fishery-Cape Bonavista to Cape St. John, 225 miles, 3 miles deep-Shore Fishery ....... 675
North East Shore of Newfoundland Boat Fishery-among islands in Bonavista Bay and Bay of Notre Dame, 120 miles, 7 miles deep.

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Area of British Newfoundland Boat Fishery ..... 4116
Area of French Newfoundland Boat Fishery.. ..... 2088
Total area of Newfoundland Boat Fishery ..... 6204
Area of Northern Labrador Boat Fishery- Cape Harrison to Cape Mugford ..... 5200
Area of Southern Labrador Boat Fishery- Cape Harrison to Blanc Sablon, estimated five miles deep ..... 1900
Total area of Labrador Boat Fishery ..... 7100

## Physical Outlines of the Coast.

As in Norway so on the Labrador, the whole coast from the Straits of Belle Isle to Hebron is deeply cut by profound Fiords penetrating the land from 30 to 70 miles. These Fiords have been mapped as far as Hamilton Inlet by the officers of Her Majesty's vessels, but beyond that point no surveys have been made and published, with the exception of those before mentioned. As an illustration of one of the unsurveyed Fiords, I append a sketch plan made this summer of Kypokok Bay, the next Bay north of Aillik. It is fifty-three miles deep, and has an average breadth of three miles. Opposite the Hudson Bay Company's Post, 35 miles from Aillik Head, the water is more than fifty fathoms deep, although not above a mile across. This Bay or Fiord has been excavated by glaciers, like all the other Fiords on this coast, and the innumerable Islands off the coast are rocky eminences which have escaped the general glacial denudation. But the glaciers of Labrador have probably left even more valuable records in the form of moraines, of their early existence here, than deep Fiords or innumerable Islands. These are the shoals or banks which lie some fifteen miles outside of the Islands, and on which icebergs strand in long lines and in groups. I have styled them the Inner Range of Banks, to distinguish them from a supposed Outer Range in deeper water, and where larger icebergs also sometimes take the ground. The inner banks, as far as they are known, are stated by fishermen to have from twenty to forty fathoms of water on them.

## Absence of Islands on the Southern Labrador.

The Admiralty Chart portrays a very important confirmation of the Labrador Coast line from St. Lewis Sound to Spotted Island. The tread between the Battle Islands, South of St. Lewis Sound, and the Spotted Island, (Domino Run), a distance of 65 miles, is due North, and with very few exceptions there are no Islands off the coast throughout this distance, but as soon as the Coast Line begins to turn North-west, Islands are numerous and continually increase in number as far as Cape Mugford, and even towards Cape Chudleigh. Between Cape Harrison and Cape Mugford the Island again may be estimated as being a depth of twenty miles from the mouth
of the Fiords seawards. The cause of the general absence of Islands south of Spotted Island, can probably be traced to the never ceasing action of Northern ice, driven on the Coast Line, where it suddenly makes its Southerly bend, by the influence of the rotation of the earth upon the Arctic Current. This current sweeps past the Labrador with a speed of from $1 \frac{1}{2}$ to 2 knots an hour, and a Westerly pressure, due to the earth's rotation, estimated at about eleven inches. That is to say, the mean level of the sea on the Coast of Labrador is about eleven inches above the level it would assume if uninfluenced by the earth's rotation. As soon as the ice-ladened current reaches the Spotted Island it is in part relieved from this pressure by the trend of the coast from South-east to due South, hence the current changes its course Southerly and on to the land. But the effeet of this sudden change in this direction of the current near the shore is to throw the icebergs on to the coast from Spotted Island to Cape St. Lewis, where they may be seen stranded each year in great numbers. The Islands which doubtless once existed here, have been removed by constant abraision acting uninterruptedly for ages, and with the 1slands the moraines lying seawards. We may thus trace the cause of the vast difference between the distribution of stranded icebergs south of Spotted Island and north-west of it. In one case they are stranded on and near the coast line, wearing it away and deepening the water near it, assisted by the undertow; in the other case they are stranded some fifteen miles from the Island fringe, and continually adding to the Banks the debris they may bring, in the form of mud streaks, from the glaciers which gave them birth in the far north and north east. It is more than probable that this distribution of icebergs has a very important bearing upon the food and feeding grounds of the cod, which justifies me in referring here with so much detail to the action of glacial ice.

## Relation of the Codfish to Stranded Icebergs,

Upon what forms of life do the cod feed on the Northern Labrador coast, where the summers are so short, the caplin, the herring, the squid, and even launce, comparatively scarce, and where icebergs continually abound? The answer may be expressed in one word-crustaceaus. These are infinite in number, from the minute sea-lice of the fishermen to a large crustaceau resembling a prawn; crabs, too, are very numerous,
as well as mollusks. Although the caplin ceases to appear on the coast in large schools above the latitude of Nain, the herring is not numerous beyond Ukkasiksalik, the squid is not found beyond Domino Run, and the launce is the only known Southern Labrador fish which visits the Northern coasts in great numbers, yet crabs, prawns and "herring bait" with medusæ occur in vast numbers and form with mollusks the chief food of the cod. The officers in charge of the Hudson Bay Co's Post at Ukkasiksalik informed me that at the more Northern Hudson Bay Posts, if seals were left in the fall of the year for a single night in the nets, the head was sure to be cleaned to the bone by prawns. He also stated that in the Northern waters opposite Hebron, Lampson and Nachwack, the cod feed on a small fish bearing a great resemblance to the ordinary tommy-cod, but that crustaceaus were their chief food. The connection existing between ice and the food of the cod is not apparent at the first blush, but when it is borne in mind that infusatorial forms abound in sea-water in the immediate vicinity of arctic ice, and that on these minute creatures, larger forms of life find sustenance, which again become the food of crustaceaus and different species of fish upon which the cod are nourished, the chain is complete, and the relation of stranded icebergs to fish life on the Labrador becomes apparent. It has been shown by the labours of the United States Fishery Commission, that the cod, which once existed to a large extent on the New England Coast, has been starved out by the destruction of its food, and valuable fisheries ruined, but not beyond the power of restoration, if the remedial measures suggested are faithfully carried out and sufficient time allowed. But on the Labrador, particularly the Northern portion, through the unfailing advent of Arctic ice, a perennial supply of food is indirectly supplied to the cod, forbidding the idea of starvation on these coasts.

## The Inner Range of Banks.

The foundation of the inner range of banks consists very probably, as already stated, of glacial moraines. In their present state they may reasonably be assumed to be formed in great part of remodelled debris brought down by the same glaciers which excavated the deep Fiords.

The absence of deposits of sand in the form of modern .Weaches on every part of the Labrador Coast this season, except
one, was very marked. The exceptional area observed lies between Sandwich Bay and Hamilton Inlet, Cape Porcupine being the centre. It is protected from the Northern swell of the ocean by the Indian Harbor Islands and promontory. Here large deposits of sand are seen covering many square miles in area. The reason why sandy beaches are not in general found on this Coast, notwithstanding that enormous quantities of rock are annually ground up by coast ice, and ice pans driven on the shore, arises from the undertow carrying the sand seawards and depositing it on the shoals or banks outside of the Islands. The undertow on this coast is remarkably strong, and it aids the formation and extension of the inner range of banks and consequently of the feeding and spawning grounds of the cod to a very great degree.

It may be advisable here to advert to a popular error which assumes that the depth of water in which an ice-berg grounds is indicated by the height of the berg above the level of the sea. It is commonly stated that while there is oneninth above, there will be eight-ninths of the berg below the sea level. This is approximately true only with regard to volume or mass of the berg, not with regard to height and depth. A berg may show an elevation of one hundred feet above water, and yet its depth below may not exceed double that amount, but its volume or mass will be about eight times the mass it shows over the surface. Hence, while icebergs ground in thirty and forty fathoms of water, they may expose a front of one hundred or one hundred and fifty feet, the broad, massive base supporting a mass about one-ninth of its volume above the sea level.

## Movements of the Cod on the Labrador.

The following tables show the periods of first arrival and last catch of Cod on the Newfoundland and Labrador coasts. In framing these tables I have been careful to eliminate extreme seasons, for the Cod have been known to approach the shore during an exceptionally early season, a fortnight or three weeks sooner than during the average of years. Early and late springs occur in the movements of fish just as irregularly as in the movements of migratory birds, or in the leafing and flowering of plants. The salmon and the cod generally come within a week of one another, and the Eskimo of Ukkasiksalik
have a tradition that the salmon may always be looked for on the day of the first spring tide after the 16th July. In 1875, a very late season, codfish were not taken before the 7th Aug.; this year they came in on the 20th July, and this accords with the experience on other parts of the coast.

An impression prevails among fishermen that the caplin are "moving North," and that the cod are following them. This opinion is not shared by the missionaries who have occupied the coast for a century. They have known the caplin as far North as Nain for many years. On the Admiralty Chart of Port Manvers (lat, 57, long. 62.7) thirty miles north of Nain, constructed by Capt. Manby in 1808 and published in 1871, Caplin Bay is the name given to an anchorage at Port Manvers, from which it is manifest that caplin were seen there sixtyeight years ago, or half a century before the fishermen passed Aillick Bay, or even Cape Harrison, nearly 200 miles to the South East. The caplin, however, is not known to the officers of the H. B. Company's Post, or to the missionaries, beyond Cape Mugford.

Table shewing the approximate mean date of arrival, mean date of closing Fishery, and mean length of the fishing for Cod in North Eastern Newfoundland, Southern and Northern Labrador.

| Lat. | Locality. | Mean date of arrival. | Mean date of close of fishery. | Mean length of fishing season. |
| :---: | :---: | :---: | :---: | :---: |
|  | Newfoundiand. |  |  |  |
| 47.30 | Conception Bay | 1st June., | 20th November |  |
| 48.20 | Bonavista Bay ........... | 10th " | 10th " |  |
| 48,30 | Notre Dame Bay | 20th " | 10th " |  |
| 50 | Cape St. John to Par. Pt. | 20th " | 1st | 143 daye. |
| 49.80 | White Bay | 10th " | 1st " |  |
| 51 | Cape Rouge Harbour...... | 10th " | 1st |  |
| 51.80 | Cape Bauld to C. Onion... | 20th " | 20th October |  |

TABLE.-(Continued.)

| Lat. | avoscr Locality. | Mean date of arrival. | Mean date of close of fishery. | Mean length of fishing season. |
| :---: | :---: | :---: | :---: | :---: |
| $52.0$ | Southern Labbador. Chateau Bay $\qquad$ | 20th June . | 1st October | 17 |
|  | Batteaux ..................... | 12th | "9 | - 87 days. |
| 54.30 | Indian Harbour ............ | 15th " | 6 | th |
| 54.54 | Cape Harrison ........... | 18th " | \% |  |

Over three Degrees of Latitude.

| $55.9$ | Northern Labrador. ${ }_{\text {Aillik }}$.................... | 20th July... | 1st October. |  |
| :---: | :---: | :---: | :---: | :---: |
|  |  |  |  | - |
| 55.12 | Kypokok .................... | 20th |  |  |
| 55.27 | Hopedale.................... | 20th " | " |  |
| 53.30 | Double Island Harbour... | 22nd " | " |  |
| 56 | Ukkasiksalik .............. | 28th | " | 52 days. |
| 56.30 | Nain |  | " |  |
| 57.80 |  |  |  |  |
|  |  |  |  |  |
| 58.30 | Hebron | 15th Aug'st | 25th Sept. |  |
| 58:46 | Lampson | 15th " | 15 th " |  |

Over Three and a Half Degrees of Latitude.
From this Table, imperfect as it is, we may deduce the following law: "Over an area extending northerly from Conception Bay for seven hundred miles, the cod approach the shore about one week later for every degree of latitude we advance to the north."

These Tables show also that for a period of about forty days the cod fishery goes on simultaneously during August
and September, throughout the length of a coast line extending from latitude $47^{\circ}$ to lat 58.30 , or more than seven hundred statute miles in one continuous line. Hence it appears that the migrations of the schools of this fish are merely from deep water winter feeding grounds to the nearest coast spawning grounds, and from the coast to the nearest deep water feeding grounds again.* The coast migrations during the summer months appear to be of equally limited extent, and schools of cod frequenting any particular coast, may be said to be indigenous to it.

On the Labrador, especially in well-known deep Bays, sueh as Hamilton Inlet, the coast movements of the fish appear to be very regular and determined to a large degree by the tidal currents. The caplin generally precede the cod by a few days, and these fish are known to approach the coast and enter the sandy coves for the purpose of spawning. The same law which guides the movements of the cod affects also the periods of spawning of the caplin. I saw numerous schools of fish spawning in Trinity Bay on the 27th June, a month later they spawn in Kypokok Bay, and still later further to the north.

## Present Status of the Northern Labrador Fishery.

About four hundred fishing craft, from eighteen to ninety tons burden, are supposed to have passed Cape Harrison this season. Taking the average of the entire fleet, they carried each eight men, three fishing boats and one shore boat. Out of the 3200 hands, we may assume that 2400 were actually engaged in fishing. The estimated catch was 60 quintals per man, or in the aggregate 144,000 quintals. This work was accomplished in an average aggregate of twenty-four fishing days, and to a large extent with the jigger, $\dagger$ that is, without the use of bait. Allowing 130 fish to the quintal the number taken would be about eighteen millions, the number wounded and lost about four and a half millions, although : some fisher-

[^5]men consider that one fish out of three is wounded by the jigger and lost, when the fish are very numerous.

During the gale of the 11th and 12th September there lay next to us in Indian Harbor, off Hamilton Inlet, a small craft of 30 tons burden, just arrived from off Nain. She had been fishing about the Islands near the Missionary Station in lat. 56.40, about 600 miles north-west of St. John's, and in three weeks had taken three hundred quintals. Her complement consisted of six men and two fishing boats. She arrived, like all the fishing fleet this year, too late to take advantage of the season. The cod had "struck in" many days before she commenced fishing. Had she arrived a fortnight earlier, she might easily have taken 80 quintals to the man in place of 50 , but she had used all her salt, and the crew were satisfied with the result. Her fishing days were eighteen in number, excluding Sundays, which are always observed by fishermen on this coast.

Another craft, also lying alongside and hailing from Notre Dame Bay, was of sixty tons burden, her complement 12 men and 4 boats. She reached the Islands off Hopedale (lat. 55.27) on the 22nd July, fished for six weeks and took 700 quintals of fish or about 60 quintals per man. She takes her green fish direct to Notre Dame Bay to make there. No fish are made or cured on this shore, as yet, north of Long lsland Tickle, some twenty-five miles north-west of Cape Harrison.

Hitherto on the Northern Labrador Coast, the jigger, as already stated, has been almost exclusively used; it is only lately that launce have been tried as bait, and with marked success. But it is well known that only the smaller sized cod come into shallow water, the larger fish remaining to feed and spawn on the banks outside and in deeper water. Very few attempts have been made to fish on the Labrador Banks, but when tried, I have been assured by trustworthy persons, that large fish have always been taken with bait.

Larger boats than those used about the Islands are required for this kind of fishing ; indeed a totally different organization and equipment will be necessary for the Northern Labrador Bank Fishery, which appears destined to become, under proper encouragement and management, the fishery of the future.

## THE CLIMATE.

Experience, now extended over twelve years, shows that the seasons are sufficiently late and long to permit Newfoundland fishermen to come from their homes after their spring fishing is over there, and their garden work attended to. They may arrive on the Northern Labrador Fishing Grounds from the Tenth to the Twentieth of July, or even later if they go north beyond Nain. They may return in general by the Tenth to the Twentieth of September, to Southern Labrador rooms; or even to their homes, with full fares of green fish.

The extremities of many of the deep Fiords from Cape Harrison to Ukkasiksalik or Freestone Point, a distance in ant air line of 120 miles, contain timber fit for spars, for the construction of "fore-and-afters" and for all ordinary building purposes. The climate there, namely, at the bottom of many of these deep Fiords, permits of the cultivation of potatoes and other garden vegetables. Between Aillik and Ukkasiksalik, there are at present about sixty resident settlers in the deep Fiords, most of whom have been in the service of the Hudson Bay Co., or the fishing firms already named, and some of them are married to Eskimo women.

There are several other points of great interest in regard to the Northern Labrador which are worthy of notice, but the details would swell this paper to dimensions far exceeding those of a brief descriptive outline sketch of a comparatively new field for that kind of enterprise and industry in which Newfoundland is so distinguished, arid from which she ammally derives so much wealth.

The expansion and preservation of her fishing grounds for the use of her own people appears to claim, however, thoughtfül and liberal considerations, not only from those who may profit by it, but from those also who may be able to assist in lessening the difficulties with which it is beset, in ameliorating the hardships inseparable from its pursuit, and in aiding in developing the resources of the vast area it may yet be made to occupy.

HENRY G. HIND.

St. John's, November 8th, 1876.

## No. 39.

## Report on the Protection of the Herring Fishery for 1876.

Journal S. S. "Greyhound," April 1st to 11th, Inclusive.

Aprit 1.-Wind West ; weather, snow ; squally.-Joined Steamer at Gaultois. Friday left Gaultois 6.10 a . m. for St. Peter's, having Mr. R. Bradshaw and wife on board, taking the former to the French Hospital. He being dangerously ill and requiring more attendance than could be obtained at Gaultois, I considered it my duty to take him where he would be well cared for and get good professional attendance. Arrived at Saint Peter's 3.30 ; got a doctor on board. Put Bradshaw on shore, and Captain went with him to the Hospital.

April 2.-Wind N. N. W.; weather, fine. Sunday, went on shore to enquire about Bradshaw, but could not see him or hear anything about him until 10 a . m., Monday.

April 3.-Wind strong, N. W.; weather, squally. Left St. Peter's at 3.30 a. m ; too much wind to call at Grand Bank or Fortune. Hauled to the north; got to St. John's Bay $10 \mathrm{a} . \mathrm{m}$. At 10.45 rounded Boxey Point; saw a seine out with about 150 barrels herring. Rained in; told Thomas Tibboe, of Grand Bank, he had forfeited his seine, but as he was hauling for Americans I would merely capsize it; capsized the seine; he then hauled it in the skiff, and shortly made sail for Grand Bank.

Wind moderate ; weather, fine.-N. B.-Some seine masters supposed they could haul at any time if the herrings were not for the French. Mose Ambrose came up with Jeremiah Petitte; seine in skiff; cautioned him not to haul. William Yarn had seine partly out; saw steamer coming and hauled it in again; cautioned him; also James Evans with seine ; cautioned him. 2 p. m., English Harbor West, 2 American vessels, P. L. Whiton, Halley, master ; Bonanza, Smith, master, both of Gloucester, U.S.; former, with many horrible oaths, swore he would have herring at any time he wanted them ; both said they

## APPENDIX.

could haul at any time. Read part of Herring Act to them, and sundry seine masters, on the deck of Steamer. Cautioned them all. St. Jacques, 1 American vessel beating in, Cornelius Stokeham, Salem, Kirby, master ; cautioned seine masters. Wind N. N. W.; snow squalls; 4 p. m. for Belleorem.-Cautioned seine masters; 16 seines here. People here had no intention of hauling until 12th. Americans offering only fifty cents per barrel. Belleorem men were of opinion that if the Americans were kept without herring until the legal time, they would give one dollar at least per barrel. It being now 5.45 p. m., brought up for the night.

April 4.-Wind N. N. E., strong; weather squally.-Left Belleoram at 6.15 a. m., for Barrow. Hickey, Brothers, joint owners of seines (2), very abusive, especially Patrick Hickey; cursed the Government, all and sundry Steamers, N. \& Co., self included. Halley, of the P. L. Whiton, was here also, and hurled the most blasphemous language I ever heard at me, Government and all concerned, in which he was joined by another man from the same vessel. I cautioned the Hickey's, also the Americans, who with one voice declared they would haul the first herring they came up with. I think these socalled Americans are Newfoundland men, as they appeared to know the names of all those gentlemen at present in the Government. Corbin Bay and English Isles Bay, no craft here. Bay-de-North; cautioned seine masters, (Williams's), who were very civil, and expressed a wish the Act may be carried out in toto. Brook,-cautioned Farrell's, also; very civil men. William Hickey, a brother of those before-mentioned, would haul when he saw his own time. Rencontre, two seines; four American vessels here. Cautioned G. and Wm. Keepin. Hare Harbor, 1 seine; cautioned owner. Long Harbor, Stone's Cove, no seine here this year. Anderson's Cove, two seines, Coady and Thornhill ; cautioned them; saw here the hull of a brig wrecked during winter. Chief, Halifax Tickle, 3 Western crafts here, (they say for bait); cautioned Samuel Flander, the only seine here. Advised the skippers of the crafts from Burgeo and La Poile to go out of the Bay to English Harbor, West, where herrings were to be eaught in nets at the rate of 1 and $1 \frac{1}{2}$ barrels per net. From Long Harbor to English Harbor, East, brought up at 6.30 p. m.; cautioned seine owners, (2).

April 5.-Wind N. E. to East.-6.15 a. m., left English Harbor, crossed to South Side of the Bay. Harbor Mille, one seine. Bay L'Argent, two seines ; cautioned masters. Jacque Fontaine, one seine. No crafts trimmed on this side; hauled to the north again; looked around Hare Harbor, Corbin and Barrow. St. Jacques, two Americans. E. Harbor, West, six Americans, two Grand Bank crafts with seines. Boxey, one Grand Bank craft; cautioned them all. Crossed St. John's Bay, nothing to be seen. Miller's Passage, one seine. Little Bay, three seines. Harbor Briton, one seine; cautioned masters at these places. Brought up at Harbor Briton, 7 p.m.

April 6.-Wind East; weather, squally; snow.-Received 44 bags coal on board, and started for West, at $8 \mathrm{a} . \mathrm{m}$. Crossed Connaigre Bay, no crafts arrived. Bonne Bay, Hen Bay, two seines; cautioned masters; fish here, but no bait to be had in nets. Goblein, no crafts. In Lamble's Passage, one seine; cautioned master, who informed me that four miles in the Passage there was another seine; went to the edge of the ice and found a craft with a seine; cautioned the skipper not to heave it out. Ran out of the Passage towards head of Bay Le Espaire, locally known as Bay Despair. Twelve miles further in, found Morgan Foot and Samuel Harris; cautioned them, and brought up at the entrance of Little River, 7.15 p. m.

April 7.-Wind E. S. E., strong breeze to S. S. E., heavy breeze; Weather, muggy; snow - Left Little River for Great Jervis, 2 seines, (Messrs. Bowring's); cautioned Agent and started for Connaigre Bay ; ran 14 miles; Wind freshening fast at $11 \mathrm{a} . \mathrm{m}$., scarcely any head way; 11.15 bore back for Great Jervis; blowing hard and snow ; made the head and moored for the night.

April 8.-Wind S. S. W.; Weather, thick and cold.-Left Great Jervis, 5.40 a. m., for Fortune Bay (proper); looked in St. John's Bay, no crafts ; Boxey, 3 schooners; Mose Ambrose, 5 or 6 crafts on the Beach, painting, \&c. E. Harbor, W., 2 American vessels, and a number of local crafts. Heard the Hickey's, before mentioned, had been here, and the $P . L$. Whiton, American, had left with them. On to St. Jacques, 4 Americans under sail; 1 at anchor. Took 5 American Captains on board for Belleorem, they wishing to arrange with the Seine Masters to haul for them after the 12th instant. 1 American vessel at

Belleorem. On to Barrow and Corbin in search of Hickey and the P. L. Whiton, American. Found the one at Barrow, the other at Corbin; overhauled every creek, but found no seine out. Ran back to Belleorem, and brought up alongside Cornelius Stokeham, American, at 6 p. m.

April 9.-Wind E. S. E., to S. W.; Weather, snow.-Sunday, heavy snow till 2 p. m.; from thence clear, and at $6 \mathrm{p} . \mathrm{m}$., fine.

April 10.-Wind S. E.; Weather, fine--5.45, a. m., left Belleorem, Barrow, Corbin. P. L.Whiton, American, here still; but no Herrings on board. English Isles Bay, Bay-de-North, Mall Bay, Pinkeys, Cann Harbour, Southern Harbor, Long Cove, Long Harbour, Anderson's Cove, found seines all still. Returned West to Corbin Bay, 3 Burin schooners; on to Belleorem, and brought up at $6.10, \mathrm{p}$. m.

April 11.-Wind E.; Weather, slobby.-Left Belleorem at 6.15 , a. m., for Bay-de-North. Fell in with 8 local crafts, and 3 seines, going out of the Bay. A large expanse of broken ice all round here. Wore ship, and returned to Corbin Bay and Hatcher's Arm. Had a last look at Captain Halley, and out to Belleorem. Passing this, saw several crafts bound East and West, to be ready for the 12 th. At St. Jacques a large fleet, local crafts from Lamaline, and sundry outside settlements, 5 Americans, 4 for Salt Herrings, 1 for Fresh, (Bait for the Banks.) English Harbor, about 20 local crafts; 3 Americans for Salt Herrings. Passed Mose Ambrose and Boxey; rounded Boxey Point, and hauled in to St. John's Bay. Saw 4 crafts at anchor in Herring Cove, also a seine skiff; lowered boat and went in shore; found a seine with Herring, owned by Samuel Flander, who had been cautioned in Long Harbor, 4th inst. ; seized the seine, and took it off to the steamer ; also took the owner on board, crossed Bay LeHune to Little Bay, nothing stirring; from thence direct to Harbor Briton ; went at once to H. T. Holman, Esq., J. P., Acting Stipendiary; made deposition as to time and place of seizing seine. Samuel Flander called in, admitted having hauled, fined $\$ 20$ and expenses, and seine returned to him again. It being now near 6 p. m., I considered it too late to start again, and released

## APPENDIX.

Steamer from further service on account Herring Fishery Protection.

## Respectfully submitted,

HENRY CAMP, Superintendent Herring Fishery Protection.

To Hon. E. D. Shea,

H. M. Colonial Secretary, St. John's, Newfoundland.
N. B. -9 American vessels in the Bay, requiring at least 15,000 barrels Salted Herrings. 1 American requiring 30 to 50 barrels Fresh Herrings for bait; and the latter reports 30 more on the voyage to Newfoundland, to take from 30 to 50 barrels Fresh Herrings each, for bait on the Grand Banks.

No. 40.

## Report of Salmon Warden at Salmon Cove, in the



Salmon Cove, November 7th, 1876.



No. 41.
Report of Salmon Warden at Greenspond, in the


Certified,-
Greenspond, September 17, 1876. J. T. OAKLEY, J. P.


No. 42.
Report of Salmon Warden at Pushthrough, Hien Bay,


## in the District of Fortune Bay, for the Suminer of $\mathbf{9 \%}$.



No. 48.

## Report of Preliminary Survey and Explorations of 1875.

## GENERAL REMARKS.

The quantities and estimates in this Report are,-1st.-For a single line, first class road, of the ordinary or four feet eight and a half inch gauge, with a width of roadbed of seventeen feet on embankments, and twenty-two feet in cuttings and masonry structures.

2ndly,-For a similar road with timber structures.
These estimates embrace the construction of the road up to formation level.

## Newfoundland Railway.

## Office of the Chief Engineer, Ottawa, April 11th, 1876.$\}$

The Hon. E. D. Shea, Colonial Secretary, Newfoundland,
Sir,-
In March, last year, I had the honor to receive from you a communication requesting me to take in hand the preliminary surveys for a Railway across Newfoundland, from the east to the west.

I wrote you on the 26 th April last, expressing my regret that I could not, on account of onerous official duties here, give
my personal supervision to the work you had in view; but that I had been fortunate enough to obtain the services of Mr. A. L. Light, an engineer of long experience and high standing, to visit Newfoundland in my stead, and see the survey properly commenced.

At the same time I informed you that I had organized a staff of engineers to accompany Mr. Light, and to carry out such directions as might be given to them through him.

On the 24th April, 1875, I furnished Mr. Light with instructions respecting the survey, pointing out generally my views with regard to the mode of conducting it.

Mr. Light, after commencing the survey, was obliged to return to his duties at Quebec. His report on the organization of the various surveying parties, together with copies of the detailed instructions which he furnished the engineer of each party to guide him in his work, I transmitted to you on the 10th August last year.

It was intended that Mr. Light should return to Newfoundland sometime during the summer or autumn, to give farther attention to the survey, but he was unable to leave, and the duty fell upon Mr. Alexander Murray, the provincial geologist, to communicate farther instructions to the engineers in charge.

The field work of the several surveying parties was completed before the close of the year. The engineers in charge furnished Mr. Murray with a good deal of information, to enable him to submit to the Government reports of a preliminary character with respect to the survey in the interior, and also with regard to the survey through the peninsula of Avalon.

Having finished the work of survey in the field, the parties were disbanded, and the staff proceeded to Ottawa, in order that they might prepare their plans and other documents under my supervision.

The office work is now completed, and I forward to you complete plans and profiles of the whole line surveyed.

The engineers in charge have prepared full reports, giving a detailed description of the country passed through, having
regard not alone to its adaptability for railway construction, but also for lumbering, farming and other purposes.

These documents, together with the interesting reports of Mr. Murray, already laid before the Government, render it unnecessary for me to dwell on the subjects alluded to.

The engineers in charge have prepared very full tables of distances, grades, quantities and estimates, in connection with the work, on each respective section. From these summaries have been compiled for the whole line from St. John's to St. George's Bay, which I herewith submit.

The estimates of quantities and cost must of course be taken as only approximate, as the data obtained from a preliminary exploration, although of great value, is not sufficient to base exact calculations on.

This much may, however, be confidently stated; the survey has established that there are no serious obstacles in the way, and that a Railway may be constructed from one side of Newfoundland to the other at a moderate cost.

The prosecution of the survey was, as you are aware, attended with difficulties of various kinds. These, however, were overcome by the perseverance and exertions of those concerned.

I feel confident that the greatest economy, consistent with the vigorous prosecution of the work in hand, has been exercised by those under my directions, both in the field and in the completion of the office work; and I believe the people of Newfoundland will have no reason to regret an expenditure which has so largely added to the knowledge of the country they irhabit, and which, as a forerunner of a great public undertaking, is, I trust, the harbinger of an era of progress.

The general advantages which would result from the opening of Railway communication across Newfoundland, in connection with transatlantic traffic, are generally understood, and my own views with respect to them are so well known, that it is unnecessary for me to repeat them. The local advantages which the construction of Railways confers, would be especially felt in Newfoundland.

I am justified in commending the gentlemen whom I selected to carry out the survey. They were each previously well known to me, and I felt well assured that they would allow nothing to prevent them carrying out the important service in as satisfactory a manner as possible. In this I have not been disappointed.

It is only due to Mr. Alexander Murray that I should express my high appreciation of his services in connection with the survey; but for his knowledge of the country and his advice with regard to the best means of reaching the interior with men and supplies, it would have been impossible to have done so much, so satisfactorily, and within so short a time. I feel under personal obligation to Mr. Murray for his able assistance in directing the work of survey during the absence of $\mathbf{M r}$. Light and myself from Newfoundland.

I regret that circumstances prevented me from visiting the island last season. I trust, however, to be able to do so at some future period.

I have the honor to be,
Sir,
Your obedient servant, SANDFORD FLEMING.

## NEWFOUNDLAND RAILWAY.

## Exploratory Survey, 1875.

The accompanying Reports are as follows:-
Report of Survey, Division A.
(1.) Western Interior.
(2.) Central Avalon.

Report of Survey, Division B.
(1.) Central Interior.
(2.) West Avalon.

Report of Survet, Division C.
(1.) Eastern Interior.
(2.) East Avalon.

## NEWFOUNDLAND RAILWAY.

## Exploratory Survey, 1875.

List of Plans and Profiles furnished :-

1. General Plan, with report.
2. General Section.
3. (No. 1) East Avalon Plan.
4. $\{$ " East Avalon Section on traverse line.
5. (No. 2) Central Avalon Plan.
6. " Central Avalon Section on traverse line.
7. " Central Avalon profile of approximate location
8. (No. 3) West Avalon Plan.
9. " West Avalon Section on traverse line.
10. " West Avalon profile of approximate location.
11. (No. 4) East Interior Plan.
12. " East Interior Section on traverse line.
13. " East Interior profile of approximate location.
14. (No. 5) Central Interior Plan.
15. " Central Interior Section on traverse line.
16. " Central Interior profile of approximate location.
17. (No. 6) West Interior Plan.
18. " West Interior Section on traverse line.
19. " West Interior profile of approximate location.

## NEWFOUNDLAND RAILVAY.

General Tables.
No. 1. Statement of distances.
2. Statement of grades.
3. Average earth and rock quantities per mile.
4. Statement of masonry structures.
5. Statement of timber structures.
6. Approximate total quantities with masonry.
7. Approximate total quantities with timber.
8. Estimates for one average mile, masonry and timber.
9. Total estimates, with masonry and timber.
10. Total quantities and estimates,
11. $\}$ List of principal bridges.
13. Table of bridge openings.

## NEWFOUNDLAND RAILWAY.

ST. JOHN'S TO ST' GEORGE'S BAY.
Statement of Distanges.

|  | Name of Dis | trict. |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | ... | Miles. <br> 50.39 <br> 41 . 02 <br> 21.00 <br> 85.22 <br> 85.53 <br> 67.89 | Miles. <br> 50.83 <br> 37.75 <br> 20.60 <br> 80.68 <br> 16.00 <br> 87.31 <br> 67.30 | Miles. <br> 33.73 <br> 28.09 <br> 18.03 <br> 68.75 <br> 15.00 <br> 72.48 <br> 59.26 | Miles. <br>  |
|  | Totals | ... | 367.05 | 360.52 | 295. | 275. |
| Approximate location |  | longe | air line | ... ... | Miles. $85.52$ | Per cent. <br> 31 . 09 |
|  |  |  | an traverse |  | 6.53 | 1.78 |
|  |  | length <br> length | tangents <br> urves |  | $\begin{aligned} & 229.48 \\ & 131.04 \end{aligned}$ | $\begin{aligned} & 63.68 \\ & 36.35 \end{aligned}$ |

## NEWFOUNDLAND RAILWAY.

ST. JOHN'S TO ST. GEORGES BAY.
Statement of Grades.


Per Centage of each Grade to whole Line.

| Per cent ... | .. | ... | ... | ... | 24. | 20. | 11. | 19. | 23. | $\mathbf{3}$. |
| :--- | :--- | :--- | :--- | :--- | :--- | :--- | :--- | :--- | :--- | :--- |

## NEWFOUNDLAND RAILWAY.

ST. JOHN'S TO ST. GEORGE'S BAY.
Average Earth and Rock Quantities per Mile.

|  | Name of District. |  |  | Number of miles. | - әоपू jo 'quəo xәd |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  | 0.0 | c. yds . | c. yds. |  |  |
|  |  | 24,098 | 10,804 | 50.83 | 14 |
| 2 | 2 Central Avalon... ... ... ... | 34,000 | 4,000 | 37.75 | 11 |
| 8 | 8 West Avalon ... ... ... ... ... | 34,660 | 14,213 | 20.00 | 6 |
|  | 4 East Interior ... ... ...... | 13,860 | 6,168 | 80.68 | 22 |
|  | Incomplete $\quad$... 88. | 13,860 | -6,168 | $\cdots 16.00$ | 4 |
|  | 5 Central Interior $\quad . .0$ | 13,250 | 1,000 | 87.31 | 24 |
|  | 6 West Interior $\quad . .1$ | 20,000 | 5,000 | 67.30 | 19 |
|  | Average on whole Line ... ... | 21,881 | 5,492 | 360.00 | 100 |

## NEWFOUNDLAND RAILWAY.

ST. JOHN'S TO ST. GEORGE'S BAY.
Statement of Masonry Structures.


## NEWFOUNDLAND RAILWAY.

ST. JOHN'S TO ST. GEORGE'S BAY.
Statement of Timber Structures.


[^6]Tुopura Approximate Quantities with Masonry Structures.


## NEWFOUNDLAND RAILWAK．

ST．JOHN＇S TO ST．GEORGE＇S BAY．
Approximate Quantitles with Timber Structures：

| No. of District. | Name of Dis－ trict． |  |  |  |  |  | Rock Excavatio |  | $\begin{aligned} & \text { 䜬 } \\ & \text { 突 } \end{aligned}$ |  |  |  |  |  | $\begin{gathered} \text { 営 } \\ \text { 家 } \end{gathered}$ |  <br>  <br> 曾 <br> H <br> 0 <br> 0 <br> 0 |  | 莒 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | Acres | Acres | Acres 1 | L．feet． | C．yds． | C．yds． | L．feet． | C．yds． | L．feet． | B． |  | Lbs． |  | ．yds． |  | \＄ | C．yds． |
|  | 1 East Avalon． | 0 | 51 | 101 | 25，415 | 1，225，000 | 549，167 | 50，830 | 1，525 | 282，200 | 41，370 | 6，450 | 23，790 | 3，670 | 1，016 |  | 500 |  |
|  | Cent＇l Avalon | 300 | 38 | 56 |  | 34，400 | 151，000 | 56，600 |  | 132，000 | 29，000 | 6，000 | 14，200 | 2，250 |  |  | 5 |  |
|  | 4 East Interior． | 49 | 81 | 202 | 8，068 | 1，118，225 | 497，634 | 121，020 | 2，420 | 357，400 | 80，680 | 10，085 | 44，374 | 7，261 | 8，552 | 640 | 2259 |  |
|  | Incomplete |  | 15 |  | 1，500 | 207，900 | 64，764 | 22，500 | 450 | 63，000 | 15，000 | 1，875 | 8，250 | 1，350 | 1，590 |  | 420 |  |
|  | Cent＇Interior |  | 265 |  |  | 1，170，000 | 88，000 | 44，000 | 6，160 | 190，880 | 44，000 | 4，400 | 22，550 | 3，450 | 8，800 |  |  | 4，000 |
|  | 6 West Interior |  | 67. |  | 113，000 | 2，019，000 | 336，500 | 101，000 | 2，350 | 136，840 | 50，000 | 8，000 | 20，000 | 3，100 | 5，000 | 980 |  | 8，400 |
|  | ls． | 4562 | 518 | 654 | 365，499 | 7，888，525 | 1，979，853 | 416，550 | 14，517 | 1，324，160 | 254，370 | 39，725 | 147，240 | 22，750 | 30，740 |  | 4596 | 12，400 |

## NEWFOUNDLAND RAILWAY.

ST. JOHN'S TO ST. GEORGE'S BAY.

## Estimate per Mile.

|  | Name of District. |  | Cost with Masonry. |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 1 | East Avalon ... ... ... | 14 | 27,988 | 25,988 | 50.83 |
| 2 | Central Avalon ... ... ... | 11 | 25,217 | 22,804 | 37.75 |
| 3 | West Avalon ... ... ... | 6 | 42,503 | 40,406 | 20.00 |
| 4 | East Interior ... ... ... | 22 | 23,607 | 20,899 | 80.68 |
| 4 | Incomplete ... ... ... ... ... | 4 | 23,607 | 20,899 | 16.00 |
| 5 | Central Interior ... ... ... | 24 | 13,198 | 10,257 | 87.31 |
| 6 | West Interior | 19 | 26,862 | 23,872 | 67.30 |
|  | Mean cost per mile |  | \$28,589 | \$20,937 | 360. |

By use of timber the reduction is $\$ 2,652$ per mile, or 11.24 per cont. of the whole cost.

## NEWFOUNDLAND RAILWAY.

ST. JOHN'S TO ST. GEORGE'S BAY.
Total Estimate.

|  | Name of District. |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 1 | East Avalon |  | \$1,422,223 | \$1,321,070 | 14 |
| 2 | Central Avalon ... ... | ... | 951,942 | 860,850 | 11 |
| 3 | West Avalon ... ... |  | 874,562 | 832,363 | 6 |
| 4 | East Central Interior |  | 1,904,612 | 1,686,121 | 22 |
| 4 | Incomplete ... ... ... |  | 377,712 | 334,384 | 4 |
| 5 | Central Interior ... ... |  | 1,165,515 | 905,805 | 24 |
| 6 | West Interior |  | 1,803,812 | 1,607,632 | 19 |
|  | Total ... ... | ... ... | \$8,504,378 | \$7,548,226 | 100 |

The use of timber would on the entire line cause a reduction of $\$ 956,152$, or $11-24$ per cent.

## NEWFOUNDLAND RAILWAY.

ST. JOHN'S TO ST. GEORGE'S BAY.
Total Quantities and Estimates.


## NEWFOUNDLAND RAILWAY.

ST. JOHN'S TO ST. GEORGE'S BAY.
Statement of Bridges over 45 Feet Span.

|  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |

## APPENDIX．

## NEWFOUNDLAND RAILWAY．

ST．JOHN＇S TO ST．GEORGE＇S BAY．
Statement of Bridges．－（Continued．）

|  |  | Name of Stream． | \％ig | ＋゙® |
| :---: | :---: | :---: | :---: | :---: |
| $\begin{aligned} & \text { 这 } \\ & \text { 品 } \\ & \text { Z } \end{aligned}$ | 宸 |  | 訔 | 号 |
|  |  | Central Interior． |  |  |
| 10 | B． | Noel Paul＇s Brook，S．Branch ．．．．．．．．．．．．．．． | 1 | 60 |
| 11 | ＂ | Helen＇s Pond Brook ．．．．．．．．．．．．．．．．．．．．． | 1 | 60 |
| 12 | ＂ | Morrison River ．．．．．．．．．．．．．．．．．．．．．．．． | 1 | 60 |
| 13 | ， | No Name Brook ．．．．．．．．．．．．．．．．．．．．．．．． | 1 | 50 |
| 14 | ＂ | Noel Paul＇s Brook ．．．．．．．．．．．．．．．．．．．．． | 1 | 80 |
| 15 | ＂ | Victoria River ．．．．．．．．．．．．．．．．．．．．．．．． | 1. | 200 |
| 16 | ＂ | Cook＇s Brook ．．．．．．．．．．．．．．．．．．．．．．．． | 1 | 200 |
|  |  | Western Interior． |  |  |
| 17 | A． | Red Indian River ．．．．．．．．．．．．．．．．．．．．． | 1 | 180 |
| 18 | ＂ | Otter Brook | 1 | 50 |
| 19 | ＂ | Bottle Brook | 1 | 60 |
| 20 | ＂ | Paddle Lake Narrows．．． | 1 | 60 |
| 21 | ＂ | Cache Brook．．．．．．．．．．．．．．．．．．．．．．．．．．． | 1 | 60 |
| 22 | ＂ | St．George＇s River | 1 | 180 |
| 23 | ＂ | St．George＇e River，S．Branch ．．．．．．．．．．．．．．． | 1 | 60 |
| 24 | ＂ | Barachoix River ．．．．．．．．．．．．．．．．．．．．．．．． | 1 | 160 |

## NEWFOUNDLAND RAILWAY.

ST. JOHN'S TO ST. GEORGE'S BAY.
Statement of Spans of Bridgegs.

| 16 | Spans with an opening of | 20 feet. |
| :---: | :---: | :---: |
| 10 | Matbmutwok " | 30 |
| 5 | " | 40 |
| 5 | " | 50 |
| 9 |  | 60 |
| 2 |  | 80 |
| 7 | ni ${ }^{\circ}$ | 100 |
| 1 |  | 160 |
| 2 | moitsmolea ${ }^{\text {a }}$ | 180 |
| 2 |  | 200 |
| 59 | Total number of Spans |  |

## NEWFOUNDLAND RAILWAY SURVEY.

## PRELIMINARY REPORT OF PARTY C.

INTERIOR AND AVALON DISTRICTS.-JUNE TO DECEMBER, 1875

St. John's, December 20th, 1875 :
Sandford Fleming, Esq.,
Sir,-
I beg to lay before you the following detailed report of the Summer's work of Party C, on the Newfoundland Railway Survey:

## instrouctions.

By instructions received from A. L. Light, Esq.; the work aliotted to Party C was as follows ?-To start from the centre of the Isthmus between Trinity and Placentia Bays, find the best practical route through the North Harbor'; Black River and Clode Sound hills, and across the interior to a point on the Gander River, where a junction was to be effected with Party B. Finally; to bring the party back by the best route that might suggest itself, making such further explorations north or south of the line run as might be possible. I was also furnished with a eopy of the report of the late Mr. Bellairs, and Mr. Murray's notes on the country traversed by his proposed route.

Through the most difficult portion of the country a good line has been obtained; but I regret to say that shortness of provisions obliged me to retreat, and leave unfinished about fifteen miles of country to the east of the Gander River. The unfortunate concurrence of events all tending to bring about this result, viz.: insubordination of the men, siekness, and finally the failing to reach me of fresh supplies I sent for, all of which matters I treated at large in my summary reports to A. L. Light, Esq., of September 28th and previously, have no doubt been laid before you, and I shall not now further allude to.

## START.

The necessary provisions and camp equipment being procured, and all preparations completed, I left St. John's on the 7 th of June with my men, twenty-seven in all, in schooner Voyager, for Bay of Bulls Arm, Trinity Bay, calling at Heart's Content to pick up my staff, who had preceded me that far by another route. At the former place we arrived and disembarked at mid-day on the 10th of June, having been becalmed, and had to man the boats and tow the schooner no inconsiderable portion of the way. Here tents were at once pitched on the beach, and all hands employed in arranging loads and making preparations for packing. Whilst exploring, and gaining a knowledge of the general geographical features of the country in the neighborhood, a traverse and levels were run on the old telegraph line, between the head of Bay Bulls Arm, Trinity Bay, and the mouth of the Come-By-Chance river, Placentia Bay, thus connecting the surveyed line with well defined points on Mr. Murray's map of Newfoundland on both bays. The datum of levels through this section of the survey is H. W. M., Trinity Bay, and the height of land on the Isthmus is two hundred and fifty feet, being considerably higher than anticipated.

> COME-BY-CHANCE.

By my instructions, a certain elevation being necessary at the starting point to meet the requirements of the section running south-east, I chose a point at an elevation of one hundred and sixteen feet as suitable to both. Had no such requirements been necessary to the south-east, I should have preferred starting at but little above the elevation of the Come-by-Chance River, as giving an easier section and improved grades.

The Come-by-Chance River averages about fifty feet in width, has but little water in the dry season, but rises considerably during spring freshets. About nine miles above its mouth it flows out of a lake of the same name, from three hundred to six hundred feet wide and about a mile long. The valley is narrow and the hills rise abruptly on both sides, though there is generally sufficient flat land on the bank of the stream for construction purposes.

Having to start the surveyed line at a comparatively high level, I followed, where possible, the watershed of Trinity and

Placentia Bays, in order to avoid the steep slopes of the hills, till obliged to deseend and cross the river at the narrows and rapids below the lake. This crossing offers a favorable bridge site with rock foundations, and would require a span of not over fifty feet. Rising gently, the line then skirts Lake Come-by-Chance till, rounding off to the westward at the foot of the northern slope of the Powder Horn Hills, the watershed of the Come-by-Chance and North Harbor rivers is reached at station five hundred, and reduced level two hundred and thirty feet.

## POWDER HORN HILLSi

The Powder Horn Hills are an isolated chain, consisting of three peaks, and attain an elevation of nearly one thousand feet. Their slopes are in many parts well wooded with birch, spruce and larch. From their summits a fine view of the surrounding country is obtained, wild and picturesque in the extreme, rugged and hummocky, abounding in rocky peaks, lakes, woods and marshes; but especially rough that portion to the west lying between the Powder Horn and the North Harbor and Black River hills.

## mr. bellatr's lines.

So far the line recommended by the late Mr. Bellairs was' followed; beyond, after a more detailed examination of the ground than had been possible to him, I found a considerable lengthening of the line through a difficult and very broken country would attend a passage through the hill ranges by any of the more southern passes.

The double descent to the North Harbor and Black Rivers, with the ascent to pass over the hills of the same names, would necessarily imply increased length to obtain suitable grades, much in excess of the northern route, where the Black River and Piper's Hole hills, both complex in their structure to the south, are merged in one, and their passage effected with a minimum of both grades and section.

## NORTH HARBOR HILLS.

The passage of the North Harbor range presents the greatest engineering difficulties of any portion of the line surveyed by Party C , and the elevation attained in doing so is seven hur-
dred and thirty-five feet, and in excess of the summit levels by the Southern passes. The watershed of North Harbor and Random Sound being however gained by an easy ascent, the rise is relatively less than would be required to attain the summit of the southern passes from the much lower level of the North Harbor river. For these reasons I continued a northerly course, ascending the North Harbor Valley till the watershed of Random Sound was reached at station seven hundred and forty and reduced level four hundred and thirty, and not more than four miles from the head of the south-west arm, Trinity Bay. Here commences the ascent proper of the North Harbor hills, the summit being reached by my first line, with grades chiefly of one per hundred and an easy section, at station one thousand and fifty and reduced level seven hundred and ninety-five. At the summit a heavy cutting is necessary and the descending grades exceed one per one hundred in places, shewing at the same time heavy work, unfavorable for both construction and working, being on sidehill ground, much exposed to snow drifts as well as to the predominating winter winds. Being dissatisfied with this portion, and having more fully explored a lower pass to the north, which I had at first considered impracticable to reach, I took up the line again from the summit of this latter pass, at a reduced level of seven hundred and thirty-five feet, and ran back with grades of onetwenty per hundred to station eight hundred and ninety-four, shortening the distance to a common point by about four miles and passing by a less exposed route. The angle made at its junction by the alternative with the first line being too small to allow of proper curvature, some distance would be lost in locating, but by employing grades of one-twenty per hundred from near the Random watershed, this pass can be reached without difficulty and a great saving in length effected.

A third line with grades not exceeding one per hundred could perhaps be found by mounting and crossing the Random watershed at station 740 , till a sloping plateau of barrens is reached, crossed diagonally, and line No. 2 joined about one mile from the top of the pass. At least two sharp curves would be required on this line, which I did not deem it advisable to delay and make an instrumental survey of; my provisions at the time being well ahead.

## DESCRIPIION OF COUNTRY.

The country so far passed through presented generally but little attraction for agriculture or lumbering. In the valley of the Come-by-Chance river and on the slopes before mentioned of the Powder Horn hills, are some fair tracts of land and some good timber, though not of very large size. The general features are marshes and rocky knolls, thickly grown over with dwarf spruce, knotted, gnarled and trailing, throwing their roots into the interstices of the rocks and around the multitude of granite boulders with which the surface is nearly everywhere covered. Of soil there is little or none except in the river bottoms, even the peat rising for the most part on the solid rock without any intermediate formation. The bed rocks are granite, gneiss, trap, basalt, and a small quantity of slate, the latter chiefly in a belt four miles wide in the Come-byChance River.

## BLACK RIVER VALLEY AND CLODE SOUND HILLS.

Descending from the North Harbor Hills with easy grades, the Black River Lake is reached and rounded to the north station one thousand two hundred and eighty and reduced level five hundred and ninety-three : then passing between this lake and the Upper Black River or Tilt Lake, and skirting the latter to the south, the summit of the Clode Sound Hills is reached with easy grades at station one thousand four hundred and one and reduced level six hundred and thirty-eight feet. The descent to the south-west branch of the Clode Sound River is then made in two-and-a-half miles with a grade of one per hundred, on the side of a spur of the main hills, and through somewhat heavy woods of spruce, larch and birch. Both north and south of this summit pass and north of Black River Lake, the country is especially rugged and precipitous; the peaks to the north rise to a height of twelve hundred feet and form a divide between the waters of Random Sound, Trinity Bay, Clode Sound, Bonavista Bay, and Black River, Placentia Bay. To the south the peaks rise about one thousand feet, and at but a short distance the hills divide and spread themselves out into the North Harbor and Black River ranges. The length of line run to this point is twenty-seven miles by the shorter line, though measuring but eighteen miles on an air line, thus
giving an increased length of one-third in rounding and passing over the several ranges of hills.

## wOODLAND.

The nature of the woods from the summit of the North Harbor Hills to Black River Pond is the same as that previously described; after passing the lake the quality improves, the larch and birch being of larger size and better growth.

## CLODE SOUND RIVER.

On reaching the foot of the Western Hill slope, the general character of the country alters, the hills through which the line had hitherto passed changing to the more uniform rolling marshes and rocky barrens of the interior.

From station one thousand five hundred and eight the crossing of the south-west arm of the Clode Sound River to station one thousand eight hundred, the crossing of the northwest arm of the same river, is the most level portion of country traversed, presenting a gradual incline, with a fall of but forty feet in six miles, where a reduced level of four hundred and forty-five feet is reached, being chiefly over barrens and marshes, with many small ponds and patches of woods. Bridges of forty and sixty feet spans respectively will be required for the above crossings. The river is a succession of rapids and steadies, these latter often throwing out long backwater arms, extending half a mile to a mile into the marshes, and causing a deviation of the line to avoid them, their bottoms being muddy and soft, and in places of considerable depth.

## SCARCITY OF PROVISIONS.

When the work had progressed thus far, (the 2nd Aug.,) our provisions were much reduced, and I calculated would not suffice beyond the 24th of August. To have put the party on rations would, I felt sure, after the manifestations I had already had, have been equivalent to giving the signal for a retrograde movement. Previously I had, beginning with myself and staff, reduced camp equipage and clothing to a minimum, and nothing remained but to push forward with all possible speed, whilst I despatched an Indian to the nearest Post Office and Telegraph station to forward a request to the Government for additional supplies, stating the quantity required, and how
they might be forwarded. Under these circumstances, I decided from here forward to run as straight a line as possible, whilst avoiding the many large lakes; crossing the several ridges by the most expeditious routes, going round the larger patches of woods where the chopping would have delayed, and making at the same time such notes as would enable me to modify the actual profile run, and bring it within the conditions of maximum grades indicated by my instructions.

## BEAR RIDGE.

On passing station one thousand eight hundred, the Bear Ridge is encountered, its summit being reached at station two thousand and thirteen, and reduced level seven hundred and fifty-four. This ridge consists of moss barrens and spruce scrub, and forms the divide between the waters of Clode Sound and Piper's Hole rivers. A line with good grade smay be obtained by keeping to the south, leaving the surveyed line about station one thousand eight hundred and sixty, and rejoining again about station two thousand two hundred and seventy. Beyond this to station three thousand five hundred, an easy section with light grades was obtained; the only noteworthy features of the country passed over being the many large and innumerable small ponds met with. A fair growth of timber generally exists round the larger sheets of water, especially on their northern shores, and some isolated groves contain fair sized birch. The first of these large ponds, called

## RICH POND,

is reached and crossed at Narrows, at station two thousand two hundred and twenty-one, and reduced level six hundred and forty-four; these narrows are but sixty feet wide and six feet deep in the centre, with rock bottom, and offer an excellent bridge site. North and south of the narrows the point extends in a noble stretch of water for five miles or more; the bottom appears to be slate rock, and there are several rocky islets covered with a small growth of timber.

## PARTRIDGEBERRY HILLS.

At station two thousand six hundred and sixty the summit of the Partridgeberry Hills is attained at an elevation of seven hundred and sixty-seven feet. These hills also form a
divide between the waters of Clode Sound and Piper's Hole rivers; they are composed of granitic rock, and much broken up by lateral ravines. Patches of woods and scrub brush, interspersed with moss barrens, fill the ravines and cover the slopes. To the north of the line these hills rise to a height of one thousand and fifty feet, the summits being of bare rock covered with loose stones and many large-sized boulders, the latter piled in the most fantastic forms. Descending these hills a still more wild and rocky country is entered, thickly covered with wooded hummocks, huge boulders and lakes of all sizes and shapes, many throwing out arms both long and tortuous. These lakes, not usually of great depth, are too deep to ford and occupied much time in packing round, there being no wood in their vicinity suitable for rafts. Passing many ponds of considerable size, but nameless, the Clode Sound Brook ponds are reached at station three thousand and forty and reduced level six hundred and fifty; they consist of a string of irregularly-shaped ponds, varying from a mile to a mile and a half in length, conneeted by shallow necks or narrows, over which in the dry season little or no water passes; the ponds then acting as natural reservoirs, and only assuming their functions as tributary streams after heavy rains or freshets.

> ROCKY POND.

At station three thousand one hundred and sixty-sevent and reduced level six hundred and sixty-two, "Rocky Pond," a fine expanse of water some four miles long, is reached. It well merits its name, both by its rugged shores and islands of rock; from the character of the surrounding country it is probably in some parts deep. Continuing through a similar coun* try the north west arm of Clode Sound Brook is reached at station three thousard three hundred and sixty-four and reduced level seven hundred and five, but being so near its source it is of little importance and would require but a small-sized structure.

## LAKE MEHLPEGH

For the next four miles the line skirts the shores of Lake Mehlpegh; a lake, wide-spread, crooked and complicated in its shore line, filled with many islands, and resembling from the adjacent heights rather a cluster of lakes than one expanse of water. The area covered by its numerous arms and isles can-
not be less than fifty square miles, perhaps much more. Its shores are rocky and thickly covered with small woods, chiefly dwarf spruce. It empties its waters on the one hand through the Terranova river into Bonavista Bay, on the north east coast, and into Long Harbor, Fortune Bay, on the south.

TERRANOVA RIVER.
At station three thousand seven hundred and sixty; reduced level six hundred and fifty-nine, the south branch of the Terranova river is crossed not far from its outflow from Lake Mehlpegh. This portion of the river is a series of rapids and steadies, and though low at the time crossed by the survey, still passed a large volume of water, whilst its banks shew signs of a heavy flow of ice and water in spring freshets. A bridge of two spans of one hundred feet each will be required here. About a half a mile below the line crossing, the river ruus into a lake about four miles long, and from six hundred to eight hundred feet wide; this lake is nearly divided about its centre by a narrow rock, through which I propose the modified line to pass.

Immediately on leaving the river the ground rises rapidly, nearly one hundred feet in twenty-two stations; up a rocky and well wooded slope; it then falls gently to

## PORTAGE EAKE

at station three thousand eight hundred and reduced level seven hundred and thirty-five. This lake is about one mile in length and breadth, with several wooded islands; on both its north and south shores the slopes of the hills are heavily timbered with birch, spruce and larch. The Indians reach this lake with eanoes from the south coast, by way of Salmon River, Fortune Bay, passing through a series of large lakes encircling Mount Sylvester; they sometimes portage across and descend the Terranova river to Bloody Bay, Bonavista Bay, on the east coast.

## RIDGES.

Leaving Portage Lake, another rapid rise occurs on to a second Bear ridge at station three thousand eight hundred and seventy, and reduced level eight hundred and sixty. Crossing this ridge, many parts of which rise over one thousand feet,
groves of well grown birch are met with, as also a smaller quantity of spruce and larch, the chief portion of the ground is, however, covered by soft moss barrens, some of considerable depth. Running transversely over this ridge the line descends rapidly to the westward, reaching station four thousand, with a reduced level of seven hundred and sixty-seven. Easier grades and an improved line can be obtained by leaving the surveyed line at station three thousand seven hundred and forty, running through the neck before mentioned, and passing by a chain of lakes about a mile to the north, rejoining about station four thousand. At station four thousand and fifty, and reduced level eight hundred and twenty-one, another smaller ridge is passed, followed by a rapid descent to station four thousand and eighty, and reduced level seven hundred and thirty. Here again a departure to the north will give a better line. After half a mile of a somewhat level country the ground again rises, attaining an elevation of eight hundred and fifteen feet, at station four thousand one hundred and seventy, but falling again to seven hundred and forty-five at station four thousand two hiundred. This is succeeded by a rise to eight hundred and twenty-six feet at station four thousand two hundred and thirty-five, the ground then falling to the north branch of the

## terkanotia river

at station four thousand three hundred and five, and reduced level six hundred and seventy-two. The river where here crossed would require a bridge of one hundred feet span, but on the modified line, which should leave the line surveyed about station four thousand one hundred, keeping to the south and skirting the shore of a large lake, this river would be crossed about two and a half miles to the south, where a span of sixty feet would be sufficient. The river valley contains a narrow belt of timber and some small interval lands of good quality.

## mIDDLE RIDGE

commences to rise from the banks of the Terranova river, and attains, at station four thousand five hundred, the furthest distance and highest point reached, an elevation of nine hundred and ninety-four feet, whilst a mile to the south the ridge rises to eleven hundred feet. In ascending on the modified route, the line will mount diagonally in a north-westerly direction
after crossing the Terranova river, and, following one of the lateral ravines, cross the surveyed line and pass over the ridge a little north of station four thousand five hundred, at an eled vation of nine hundred and sixty feet; this appearing the most favorable place for crossing.

The character of the country traversed continued to the top of Middle Ridge to be the same as previously, though looking forward towards the Gander river, at an estimated distance of fifteen miles, the country presents an improved aspect, being more uniformly and more heavily wooded than any passed through on the survey. The lakes also appeared fewer in number, but those visible were mostly of large dimensions.

The Middle Ridge, I learnt from the Indians, extends across the island from near Salmon River, Hermitage Bay, to Freshwater Bay, Bonavista Bay, where it rises in the forks of the Gambo river.

## DISTANCES.

The distance by the line to the terminal point on Middle Ridge is eighty-five miles, but measuring only sixty-nine miles on an air line.

## MIDDLE RIDGE TO GANDER RIVER.

Though not surveyed, I must say a few words descriptive of the country lying between Middle Ridge and the Gander River, the result of observation coupled with information afforded by the Indians. Had the line been continued to the Gander river, on descending the Middle Ridge about one hundred feet, a valley would be crossed to the south of a large lake flowing to the northwest into the Gander River. Next succeed the two Wigwam ridges with their intermediate valley, containing the Great Gull Pond and valley of the same name. The second of these Wigwam ridges is joined at its northern extremity to the Berry Hills (or Drogue Hills), thus forming a fork from which flows a stream to the south-west, also falling into the Gander River. From the top of the Berry Hills the ground is said to fall all the way to the Gander, a distance of six miles. The line, if continued, would have passed to the south of the Wigwam ridges, and, following the stream to the south-west already alluded to, have thus reached the Gander River.

Considering the relative levels of the passage of the Middle Ridge, and that of the Gander River, where established by Party B, together with the apparent nature of the intervening country, it is probable some difficulty might be encountered in reaching the point of junction with Party B with ordinary grades.

## RETURN.

On the 6th September, provisions being exhausted, except sufficient to take the party to the next depot, the march homeward commenced. On the 7th I gave charge of the party to my first assistant, with instructions to take it back by the line to the Black River Valley, and then descending that valley to meet me at Black River Telegraph station, picking up provisions at the various depots, as well as such superfluous instruments and other things as had been left behind, when every available pound was dispensed with to forward our advance. I also instructed him to take soundings of the marshes and such extra topographical notes as might be necessary. These instructions were carried out successfully, the party arriving safely at the appointed rendezvous on the 15 th September.

## MOUNT SYLVESTER.

Leaving the party on the 7 th, I proceeded with one of the Indians to explore a belt of country to the south. My course was first directed to Mount Sylvester, an isolated granite hill, rising about one thousand two hundred and seventy-five feet above sea level and six miles south of Portage Lake. From its summit a fine view of the surrounding country is obtained; on all sides it appears rough and irregular, though the ridges and hummocks are on a smaller scale and more frequent than in the country to the north traced by the survey. The immense extent of country covered by water is displayed from this summit, and I should estimate the entire surface of the eastern interior to be one-third water. The peak of this hill is of bare granite polished and slippery, and but of sinall area, not being over one hundred and twenty feet long by forty wide at the top.

Camping for the night on the lower slopes of Mount Sylvester, a hill indeed only once before visited by the white man (Cormack in 1825), we next day started for Black River, fol-
lowing a general direction for another isolated hill called the " Tolt," and situated about twenty-five miles from Black River. This course led through a country parallel and about twenty miles south of the surveyed line, and in its general characteristics very similar, but even more sterile, rocky and devoid of timber. About ten miles east of the Tolt, the

## black head hill

is reached, and the coast belt of hills entered. A complete change takes place ; hill succeeds hill, whilst rocky crags crown their brows. The scenery is bold and beautiful, the soil and timber much improved, the spruce, larch and pine being of useful size, though not usually exceeding fifteen inehes in diameter.

## LAKES.

Throughout this journey the lakes much impeded the rapidity of travelling, it being constantly necessery to make wide detours to avoid them; so much so that on a long day's walk we seldom advanced over six miles straight, and sometimes less. Huge boulders everywhere cumbered the ground, and the rocks appeared to be of a granitic nature throughout.

## BLACK RIVER.

On the evening of the 14th September I arrived at Black River station, and at once made arrangements for moving the party to St. John's. A few hours after their arrival, a fishing schooner came from Placentia in response to my telegram. By her we sailed to Great Placentia, and thence reached St. John's by road, arriving there on the 21stSeptember.

## RESUME.

In resume of the results of this portion of the survey, I may state :-

1st.-The line surveyed from Come-by-Chance to the Clode Sound River passes over ground the best available for location through the hill country, and presents no great difficulty of construction.

2nd.-The line from this point to the Gander River does not recommend itself as suitable for a location, for though a
good profile with favorable grades can be obtained, the character of the rock, the deficiency of soil, and the scarcity of timber, offer no facilities of construction or advantages for settlement.

3rd.-From a distant view of the country north, and from the accounts given by my Indians, it would appear that it is well timbered and the soil good. The general direction of the ridges appear also to lay more favorably, and it would seem probable that by a northerly deviation, after passing the Clode Sound Hills, an advantageous and even a shorter line may be obtained, being less subject to contouring the ridges than on the air line.

> SNOWFALL.

Before leaving this portion of my report, I will add a few general remarks relating thereto.

From information received from the Indians, the only source of knowledge regarding the interior country, coupled in some cases by observation, I have reason to believe that the snowfall in the interior is not excessive, probably less than that of Quebec, and some portions of New Brunswick. Strong winds are said to be prevalent in winter, which renders the high ground almost devoid of snow, while all obstacles forming a barrier to the drifting masses speedily become buried. In many instances I found the tops of the trees broken or peeled of their bark by snow, at heights of from eight to thirty feet from the ground. The woods being generally small and in isolated patches, afford but little shelter, and in some cases only serve as the nucleus of a gigantic mound of drift. Several groves were pointed out to me, which give fair camping ground in summer, but in winter are completely filled, and in some cases covered with snow. For these reasons light woods should in all cases be avoided in locating a line in these parts; where it is necessary to pass such woods, advantage might be taken of the numerous lakes, for the most part shallow, and where embankments raised but little above the water line would prevent all possibility of accumulation of drift. By crossing these lakes culverts only of small size would be required; the brooks both above and below them are subject to a large increase of volume during freshets, whilst the surface only of the lakes is affected, the flow being imperceptible.

## WEATHER.

The weather during the summer was favorable, and I have attached a comparative meteorological statement of observations taken by myself in the interior, and those made in St. John's during the same period. It will appear from this that no great climatic difference exists.

Fogs, after leaving the coast belt of hills, were less frequent and lost much of their intensity. The almost total absence of thunder is remarkable, and said not to be peculiar to the present season. The continued winds served much to moderate the temperature and were an inestimable boon in decreasing the torment of flies.

## FIRES:

Fires in the woods were prevalent near the coast this summer. Considering the facility with which the dry moss ignites, we were fortunate, even with all the precautions taken to escape them, especially so as any large conflagration would have imperilled our depots of provisions, and formed a serious difficulty.

## DISCONTENT.

Shortly after starting the survey, a spirit of discontent manifested itself amongst the men; packing, a species of work quite new to them, they disliked, finding the work expected of them much harder than they anticipated. One of the Indians also fostered their fears of the unknown interior, by stories of the dangers and difficulties there existing. To allay as far as possible this feeling, I decided to leave depots of provisions at suitable distances on our tract, thus insuring a safe retreat.

## PACKING.

In the packing forward of provisions for so long a period, without relays, consisted the great difficulty of the survey, and for a considerable period all hands had to be employed packing and the line work stopped two or three days per week. Long before our return the hard and constant work told visibly on the men, and many shewed signs of being unable to endure the fatigue much longer, notwithstanding that loads and distances travelled had been much reduced.

## INVALIDS.

Two or three men were constantly on the sick list, and the more serious cases had to be sent out to the nearest coast settlement, entailing not only the loss of their services, but also those of guides to accompany and help them out.

## PRIVATIONS.

Privations and hardships unavoidable in such work, but in the present case far less than might have been anticipated, joined with the other feelings alluded to, on more than one occasion seemed on the point of culminating in open mutiny, and a refusal to proceed farther. This was throughout a cause of great anxiety, and only combatted by some firmness and a large amount of patient forbearance.

## REORGANIZE.

Immediately on my return to St. John's, I commenced res organising and making the necessary preparations for continuing the survey, according to instructions, in the district of Avalon, starting from St. John's.

Tents and other equipment, though considerably the worse for a rough summer's campaign, were again brought into use, and every attention paid to economy, only such articles being renewed as were totally unfit for use.

COMMENCE WORK IN AVALON.
On the 29th, after consulting with Alexander Murray, Esq., I recommenced field work, beginning at Riverhead, St. John's. On account of the lateness of the season and the desire to complete, without fail, the survey through the Avalon district before winter set in, it was not thought desirable to spend time in determining the best terminal location in the immediate neighborhood of St. John's.

## terminal lines.

Three distinct alignments are, I believe, practicable at this terminus, on which grades of one per hundred need not be exceeded. They are,-

1st.-To start from Long Bridge, Riverhead, at high water mark, to follow the north branch of the brook on the north
side, till the rise of the stream becomes too rapid, then to cross the brook and run round the point of land between the two branches, following the south branch till the height of land is reached, and a junction made with the present survey. ed line.

2nd.-To start from a point on the north side of the brook, sufficiently elevated to enable the height of land to be reached by the most direet line, and with moderate grades. This would be the line proposed by the late Mr. Bellairs.

3rd.-To start from high water mark at or near Galway wharf, on the north side of the harbor, and east end of the town; to run through a low neek of land into the Quidividi valley, thence behind and to the north of the town, and finally joining the line surveyed at or beyond the height of land.

Leaving these various alignments open for future conside ration, I started the present survey from the Long Bridge, Riverhead; high water mark at that point being the datum for the levels. Following the south-side of the brook, this side being chosen to avoid runining through the more valuable property, in dwellings and gardens situate on the north, and also following the south branch above its forks, the

## HEIGHT OF LAN'D

is reached in six and a half miles, at an elevation of five hundred feet. On this the most direct route grades of one-tenth to one-seventieth are required. The country is chiefly farming lands as far as the sixth mile, where the limit of settlement in this direction is reached.

## manuel's brook.

From the height of land to Manuel's Brook, at station seven hundred and fifty and reduced level five hundred and twenty-five, a good section and grades were obtained, followed by one and a half miles of grades of one-twenty per hundred; but this might be reduced by keeping the line more to the north.

## WATERSHEDS.

At station one thousand one hundred and thirty-eight a watershed is crossed at an elevation of seven hundred and
sixty-three feet, and shortly after, at station one thousand two hundred and five, the watershed of Conception and Witless Bays is reached, at reduced level seven hundred and twentyfive, both grades and profiles being favorable.

At station one thousand three hundred and forty another summit is passed; at a height of eight hundred and sixteen feet, being the highest point traversed in this section of the country. Here the country assumes a more rugged aspect as the Hawk Hills are approached and rounded, and the watershed of the Holyrood waters reached.

## HAWK HILLS.

The Hawk Hills are an isolated range running in a northeasterly direction, about six miles long and one hundred feet high, with peaks running up to one thousand one hundred: feet.

The country in this neighborhood is difficult, and several routes appear to be available, the special merits of each of which can only be determined by actual instrumental survey. The route selected on the present survey, being the shortest practicable, descends rapidly on the western slope of the Hawk Hills, chiefly on steep side hill ground, with a grade of sixty feet per mile, and two and a half miles long, it being necessary to make a complete sweep with the line, where a cross range occurs, and thus gain the natural slope of the country.

## BIG RIVER.

At station one thousand nine hundred and seventy and reduced level three hundred and seventy, the Big River, Holyrood, is crossed, a descent of three hundred feet being made in about four and a half miles. The level of the river being reached the most difficult portion of the country is passed, the chief obstacles beyond consisting in the numerous and deep ponds, many of large size. The profile, heavy in places, can be reduced by a judicious location, but only at cost to its length.

## POST ROAD:

At station two thousand two hundred and twenty and reduced' level four hundred and twenty, the Salmonier and Holy54
rood road is crossed, near the eighth mile post from the latter place. From this crossing to the

## JUNCTION

with Party A, at station two thousand six hundred and sixtysix and reduced level four hundred and ninety, the numerous ridges run at nearly right angles to the line, and with the lakes lying between them give a somewhat heavy profile, though favorable for construction, the hauls being in all cases: short. On this part the traverse profile shews two tunnels; one of six hundred the other of two thousand feet in length ${ }_{\text {, }}$, both of which can be avoided by a detour to the north.

## ROCKS

The character of rock in this section of the country is chiefly slate, but granite crops up in several places. A loamy gravel is plentiful south of Holyrood, and westward to the: junction with Party A.

## SOIL.

A fair quality of soil exists throughout, except in the vicinity and eastward of Cochrane's Pond, and again near the Witless Bay line, where marshes and rocky hills extend for' about eight miles. On Manuel's Brook there is fine interval land, consisting of a rich dark soil and covered with a luxuriant growth of weeds and grasses.

## timber.

Good timber grows to the west of Cochrane's Pond for about ten miles. After passing the Hawk Hills the growth again improves, and is best west of the Salmonier Road. The woods* are composed of spruce, larch, white and yellow birch.

## PONDS.

The numerous ponds in the majority of cases admit of draining, either partially or totally. No expensive bridge structures would be necessary on this section, one span of sixty feet over Manuel's Brook being the largest. The Big River and Collinet River being crossed near their sources, only smaller structures would be required.

## WEATHER.

The months of October and November proved this year most unfavorable for work. Heavy gales of wind and rain continued with but slight intermission till replaced by sleet and snow. Fogs were constant and thick, much interfering with exploring. Fortunately severe frost set in late in November, closing the ponds, and greatly facilitating the work, and enabling soundings to be taken in the different lakes, and a knowledge of their depths and the nature of the bottom gained.

## FINISH.

Before a junction with Party A was made, the snow was from eighteen inches to two feet deep, and travelling very laborious. The last stake was driven on the 4 th December, when I at once returned to St. John's with the party.

## STAFF.

In conclusion, I cannot speak too highly of my assistants, Messrs. Cadman and Mitchell, who at all times exerted themselves to forward the work, and aided me to their utmost to allay the discontent among the men during the summer, and who carried on their instrumental work in the Avalon district under very disagreeable climatic disadvantages.

## ACKNOWLEDGMENTS.

I must also express how much I am indebted to Alexander Murray, Esq., for his kindness and untiring energy in assisting the prosecution of the survey in many ways, and in imparting a knowledge of the geography of the country which he had himself gained in the course of his arduous and laborious explorations.

To John Delany, Esq., Postmaster General, I am indebted for copies of the excellent meteorological notes which he keeps in St. John's, and copies of which I attach, for the years $1872--3-4$ and 5, as they may be useful for reference and comparison.

To all the members of the Government and Officers with whom I was brought in official contact, my best thanks are due for their courtesy and assistance.

> I remain,
> Sir, Your obedient servant,

FRANCIS J. LYNCH.
Sandeord Fleming, Esq., Chief Engineer.

## COMPARATIVVE METEOROLOGICAL STATEMENT OF OBSERVATIONS

MADE BY PARTY C, (TRINITY BAY TO GANDER RIVER), OF THE NEWFOUNDLAND RAILWAY SURVEY. WITH ST. JOHN'S REGISTER, 1875.

|  | June: |  | July. |  | August. |  | September. |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Railway Survey. | St. John's Register. | Railway Survey. | St. John's Registek. | Railway Survey. | St. John's Register. | Railway Survey. | St. John's Register. |
|  | Degrees. | Degrees. | Degrees. | Degrees. | Degrees. | Degrees. | Degrees. | Degrees. |
| Mean temperature ... ... ... | 56. | 52.6 | 63.1 |  | 62.2 | 58.6 | 56. | 49.7 |
| Maximum temperature ... ... | 72. | 79. | 81. | 78.5 | 86. | 80. | 68. | 73. |
| Minimum temperature ... | 43. | 23. | 46. | 39. | 44. | 38.5 | 38. | 34. |
| Mean maximum temperature | 61. | 64. | 70.8 | 65.1 | 68.9 | 67.7 | 61. | 59:1 |
| Mean minimum temperature | 51.4 | 41.3 | 55.4 | 46.9 | 55.6 | 49.6 | 51. | 40.3 |
|  | Inches. | Inches. | Inches. | Inches. | Inches. | Inches. | Inches. | Inches: |
| Mean barometer ... ... | 29.79 | 30.14 | 29-78 | 30.00 | 29.84 | 30.16 | 29.69 | 29.89 |
| Maximum barometer ... ...... | 30.55 | 30.52 | 30.19 | 30.49 | 30:17 | 30.36 | 29.94 | 30.41 |
|  | 29.38 | 29.77 | 29.33 | 29.71 | 29.46 | 29.76 | 29.30 | 29.50 |
| Maximum daily range ... ... ${ }_{\text {M }}^{\text {m }}$ | 0.92 | 0.41 | 0.22 | 0.21 | 0.30 | 0.32 | 0.20 | 0.39 |
| Prevalent winds ... ... ... ... ... | s. |  | s. |  | N.E.\& s.w. | N. \& s. | s. w. | s. \& w. |
| Number of days of rain ... ... ... | 8 |  | 12 |  | 10 | 11 | 8 | 8 |
| Number of days of fog ... ... ... ... | 10 | 8 | 10 | 12 | 5 | 7 | 1 | 4 |
| Rainfall |  | 2.56 | .:\%: | 3.05 |  | 3.06 | ..........n: | 3.56 |

Note. -The observations by Party C were only partial in June and September, excluding the first part of the former month, and the last part of the latter.-F. J. L.

## METEOROLOGICAL REGISTER．



| Kismpor of gr2e of 20 合 <br>  <br>  <br>  F［x］mam poromofer गएex！mams peromoces． <br>  |  | February． |  |  | 品 | $\stackrel{\text { 苟 }}{\stackrel{y}{\circ}}$ | $\begin{aligned} & \text { 吕 } \\ & \stackrel{y}{\circ} \end{aligned}$ |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Degrees． | Degrees． | Degrees． | Degrees． | Degrees． | Degrees． | Degrees． | Degrees． | Degrees． | Degrees． | Degrees． | Degrees． |
| Mean temperature | 25.4 | 24.5 | 28. | 35.5 |  |  |  |  |  | 49.9 |  | 34.6 |
| Maximum temperature | 44.5 | 38. | 45. | 50.5 | 70. | 78. | 79. | 78. | 76. | 67. | 61. | 50. |
| Minimum temperature | 3.5 | 3. | 4. | 22.5 | － 24.5 | 37. | 40.5 | 42. | 36. | 29.5 | 19.5 | 10.5 |
| Mean maximum temperature | 32．2 | 39.2 | 32.8 | 40.7 | 49.6 | 59. | 68.6 | 66.4 | 63.7 | 54.8 | 42.7 | 34.6 |
| Mean minimum temperature | 18.9 | 18.5 | 19.5 | 30.4 | 34.5 | 42.8 | 50.6 | 50.6 | 48.8 |  | 31.2 | 22.3 |
|  | Inches． | Inches． | Inches． | Inches． | Inches． | Inches． | Inches． | Inches． | Inches． | Inches． | Inches． | Inches． |
| Mean barometer | 29.752 | 29.642 | 29.651 | 29.810 | 30.046 | 30.038 | 29.870 | 30.010 | 30.017 | 30.039 | 29.890 | 20.769 |
| Maximum barometer | 30.556 | 30.397 | 30.288 | 30.256 | 30.456 | 30.552 | 30.199 | 80.376 | 30.388 | 30.477 | 30.325 | 30.240 |
| Minimum barometer | 28.934 | 28.840 | 27.901 | 28.883 | 29.630 | 29.562 | 29.614 | 29.472 | 29.375 | 29.437 | 29.362 | 28.726 |
| Maximum daily range ．． | 0.690 | 0.822 | 1.804 | 0.483 | 0.487 | 0.345 | 0.300 | 0.450 | 0.886 | 0.485 | 0.650 | 1.360 |
| Number of days of snow ．． | 6. | 9. | 18. | 7. | 2. |  |  |  |  |  |  | 10. |
| Number of days of rain | 8. | 3. | 4. | 6. | 11. | 7. | 9. | 5. | 9. | 11. | 9. | 5. |
| Number of days of fog |  | 14. | 10. | 14. | 13. | 9. | 6. | 3. | 6. | 13. | 8. | 12. |
| Snow in inches ．． | 7. | 26.2 | 70.5 | 9.5 | 3. |  |  |  |  |  | 4. | 44.75 |
| Rain and snow melted | 4.29 | 7.72 | 10.40 | 5.87 | 8.61 | 5.05 | 6.17 | 4.86 | 4．24 | 9.65 | 5.16 | 7.20 |
| Prevailing winds ． | s．\＆s．w． | s．S．w． | N．N．E． | N．E．\＆E． | s．\＆N．w． | E． | S．w．\＆w． | s．E．\＆s．w． | w．s．w． | S．\＆S．E． | E．\＆s，w． | N．w． |

## METEOROLOGICAL REGYSTER．

ST．JOHN＇S，NEWFOUNDLANP， 1873,

|  yimporms pusomepor <br>  तिणा | $\begin{aligned} & \text { 关 } \\ & \text { a } \\ & \text { b } \\ & \text { b } \end{aligned}$ |  | $\begin{aligned} & \text { 불 } \\ & \text { स्यु } \end{aligned}$ | $\begin{aligned} & \text { 易 } \\ & \text { 足 } \end{aligned}$ | $\begin{aligned} & \dot{y} \\ & \text { 产 } \end{aligned}$ | $\stackrel{\text { 容 }}{\stackrel{y}{\circ}}$ | $\begin{array}{r} \text { 号 } \\ \end{array}$ | $\begin{aligned} & \text { B } \\ & 0.8 \\ & 0 \\ & 4 \\ & 4 \end{aligned}$ |  | 箅 ※ O 0 | 趿 |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Degrees | Degrees | Degrees | Degrees | Degrees | Degrees | Degrees | Degrees | Degrees | Degrees | Degrees | Degrees |
| Mean temperature．．．．． | 23.5 | 22.7 | 29.9 | 34．3 | 42.1 | 50.4 | 60.3 | 60.3 | 54，1 | 43.1 | 39.3 | 25.2 |
| Maximum temperature． | 47.5 | 39. | 46, | 51. | 68. | 81. | 80. | 80，5 | 74.5 | 70. | 68. |  |
| Minimum temperature ． | －1． | －7． | 16. | 24. | 26, | 33. | 41. | 41. | 30. | 29.4 | 14. | 6.5 |
| Mean maximum．． | 30.9 | 27.5 | 35.6 | 38.6 | 49.9 | 59. | 68.7 | 68.4 | 60.6 | 54.5 | 44.7 | 32.4 |
| Mean minimum ． | 15.7 | 17.9 | 24.3 | 30. | 34.2 | 41.3 | 52. | 52.3 | 47.7 | 41.8 | 33.9 | 18.2 |
|  | Inchẹs． | Inches． | Inches． | Inches． | Inches． | Inches． | Inches． | Inches． | Inches． | Inches． | Inches． | Inches． |
| Mean barometer． | 29.576 | 29.779 | 29.695 | 29.829 | 29.882 | 29.927 | 29.624 | 29.736 | 30.107 | 30.348 | 29.815 | 29.987 |
| Maximum barometer． | 30.555 | 30.327 | 30.219 | 30333 | 30.205 | 30.327 | 30.325 | 30.370 | 30，457 | 30.712 | 30.461 | 30.510 |
| Minimum barometer． | 28.911 | 29.126 | 29.027 | 29.227 | 29.468 | 29.101 | 29.421 | 29，608 | 29.657 | 29.754 | 29.984 | 29.187 |
| Maximum daily range | 0.954 | 0.533 | 0．397 | 0.439 | 0.308 | 0.347 | 0，382 | 0.210 | 0，373 | 0.291 | 0.733 | 0.751 |
| Prevailing winds ．．．．．．．．． | N．W． | N，E． | s，w， | S．E． | N．E．\＆E ${ }_{\text {e }}$ | N，E． | s．\＆s．w． | s．S．E． | s．\＆s．w． | s．s．w． | s．\＆S．e． | w．N．w． |
| Number of days snow ．．．．， | 8 | 15 | 7 | 9. | 3. |  |  |  |  |  | 5 ， | 11. |
| Number of days rain．．．．．． | 8 | 5 | 8. | 7. | 6. | 8. | 8. | 7. | 8. | 9. | 9. | 4. |
| Number of days fog ．．．．．． |  | 12 | 11 | 12. | 13. | 10. | 7. | ， | 9. | 13 | 10. | 8. |
| Snow in inches ．．．．．．．．．．．． | 24.07 | 62.75 | 16，25 | 11.50 | 4.02 |  |  |  |  |  | 15. | 65.25 |
| Rain and melted snow ．．．． | 4.51 | 8,70 | 4.60 | 2.86 | 2.57 | 2.05 | 3，79 | 2.16 | 2.51 | 2.92 | 8.14 | 8.75 |

ST．JOHN＇S，NEWFQUNDLAND， 1874.

|  | Januafy． |  | $\begin{aligned} & \text { Hi } \\ & \text { 㠫 } \\ & ~ \end{aligned}$ | $\begin{aligned} & \text { B } \\ & \frac{3}{4} \\ & \frac{1}{4} \end{aligned}$ | 㸂 | $\begin{aligned} & \text { 堅 } \\ & \stackrel{5}{5} \end{aligned}$ | $\begin{aligned} & \dot{\sim} \\ & \stackrel{y}{5} \\ & \stackrel{y}{\circ} \end{aligned}$ | $\begin{aligned} & \text { B } \\ & 5 \\ & 0 \\ & 0 \\ & 0 \\ & \hline \end{aligned}$ |  | $\begin{aligned} & \text { 쑤 } \\ & \text { జ్ㅁ } \\ & \text { ㅌ巳ㅇ } \end{aligned}$ |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Degrees | Degrees | Degrees | Degrees | Degrees | Degrees | Degrees | Degrees | Degrees | Degrees | Degrees | Degrees |
| Mean temperature | 28. | 22.6 | 26.8 | 29.2 | 36.0 | 42.2 | 59.8 | 60. | 55.8 | 49.8 | 36.2 | 29.5 |
| Maximum temperature ．．．．． | 41. | 49. | 46. | 49.5 | 74. | 71. | 83. | 79. | 75. | 75.5 | 56. | 57.5 |
| Minimum temperature ．．．．． | 5. | －7． | －14． | 5. | 26. | 28. | 40. | 43. | 34. | 31. | 19. | 3. |
| Mean maximum temperature ． | 35.2 | 31.5 | 32.8 | 35.7 | 39. | 51.8 | 69.4 | 68. | 60.5 | 55.4 | 40.6 | 37. |
| Mean minimum temperature | 20.9 | $\downarrow 3.9$ | 21. | 22. | 33. | 38.7 | 50.3 | 52.3 | 47.2 | 42.3 | 31.9 | 22.1 |
|  | Inches． | Inches． | Inches． | Inches． | Inch egs | Inches． | Inches． | Inches． | Inches． | Inches． | Inches． | Inches． |
| Mean barometer． | 30，107 | 29，833 | 29.880 | 29.927 | 29.681 | 29.994 | 30.110 | 30.131 | 30.184 | 30.025 | 30.001 | 29.896 |
| Maximum barometer | 30.705 | 30.353 | 30.590 | 30.308 | 30.413 | 30.563 | 30.416 | 30.470 | 30.778 | 30.256 | 30.497 | 30.527 |
| Minimum barometer | 29.464 | 28.967 | 29.228 | 29.323 | 29.210 | 29.146 | 29.670 | 29.811 | 29.588 | 29.621 | 29.165 | 26.631 |
| Maximum daily range | 0.468 | 0.744 | 0.466 | 0.572 | 0.459 | 0.357 | 0.452 | 0.188 | 0.424 | 0.398 | 0.480 | 0.532 |
| Number of days of snow | 7. | 9. | 4. | 10. | 5. | 1. | ．．．．． | $\cdots$ |  |  | 6. | 9. |
| Number of days of rain．． | 9. | 5. | 5. | 3. | 9. | 13. | 5 | 14. | 11. | 12. | 12. | 13. |
| Number of days of fog ．．．．． | 9. | 7. | 10. | 5. | 13. | 14 | 11. | 8. | 12. | 9. | 6. | 8. |
| Snow in inches | 18. | 33.5 | 13.5 | 30.25 | 14.00 | 1.50 |  |  |  |  | 16. | 26. |
| Rain and snow melted ．．．．．． | 3.53 | 3.60 | 4.13 | 2.70 | 5.20 | 5.51 | 4.44 | 9.16 | 3.55 | $2.13$ | 8.39 | 6.58 |
| Prevailing winds ．．．．．．．． | 8. | N．w， | s．w． | N．W． | S．E． | S．E． | s．w． | s．\＆s．w． | S． | s．\＆s．w． | N．E． | N．w． |

## METEOROLOGICAL REGISTER.

ST. JOHN'S, NEWFOUNDLAND, 1875.


# NEWFOUNDLAND RAILWAY SURVEX. 

FINAL REPORT OF PARTY C.
EASTERN INTERIOR AND EASTERN AVALON DISTRTCTS.
Engineer-in-Charge-FRANCIS J. LYNCH, Civib Emgineer.

\author{
Ottawa, Mareh 25th, 1876.$\}$

}

Sandford Fleming, Esq. :-

> Sir,--

The plans and profiles of those portions of the Newfoundland Railway Survey under my charge being now completed, I beg to lay before you my final report, together with the tabulated statements of grades, quantities and estimates attached.

An approximate location has been laid down on the plans, deviating from the original line of the traverse where required for the improvement of the profile, or necessitated by the laying off of the curves. From this approximate location and the traverse, an approximate and modified profile has been plotted, shewing the probable section to be obtained in locating: a line, following as near as practicable the survey of the past summer.

The two portions of the survey on which my party wereengaged, viz.: in the Eastern Interior and East Avalon, being entirely distinct in their geographical situations as also in the general character of the country, I have treated separately. throughout.

Taking these portions in the actual order of the survey, $\mathbf{I}$ will state in a few words the results arrived at by a careful examination of the plans and calculations regarding quantities.

## EASTERN INTERIOR.

This portion of the survey extends from the Bay of Bulls Arm, Trinity Bay, to Middle Ridge in the interior, about fifteen miles east of the Gander River, in latitude North $48^{\circ} 21^{\prime}$ $56^{\prime \prime}$, and longitude West $55^{\circ} 14^{\prime} 48^{\prime \prime}$.

## DISTANCES。

The distance between these points is on an air line 68.75 miles, but the actual line run is 85.22 miles, or a lengthening of 16.47 miles. The length of the approximate location is 80.68 miles, being a shortening of 4.54 miles on the line surveyed.

The lengthening of the approximate location over the air line, amounting to nearly twelve miles, is principally caused by the deviation to the north and the sinuosities found necessary in crossing the hill country lying between the Come-byChance and the Clode Sound Rivers.

## GRADES.

In no case has a grade of one-twenty per hundred feet, or 63-36 feet per mile, been exceeded; but it has been found necessary to use it freely, the total length of such grade amounting in the aggregate to nearly twenty-eight per cent. of the whole distance. The longest unbroken grade of this sort is used in mounting the North Harbor Hills, where a continuous length of nearly five miles exists. On the other hand a level grade extends over thirty-eight per cent. of this division of the work, whilst a further considerable portion of the grades do not exceed twenty-six feet to the mile.

## CURVES.

The maximum curve adopted for this division is four degrees or a radius of one thousand four hundred and thirty feet. The nature of the ground, especially on the hills, has required a constant recourse to this curve, and it has also been employed in the avoidance of lakes and other obstructions in the interior. The proportion of straight to curved portions, on the total distance, is nearly as two to one, or sixty-eight per cent. of the whole.

## EARTHWORKS.

In arriving at the estimated quantities of earth and rock, a formation width has been taken of seventeen feet for fills and twenty-two feet for cuttings. After taking out the quantities of average miles of section in various parts, I have divided the whole distance into light and heavy work in their due proportions, which I found in this case to be nearly equal. The light work averages sixteen thousand cubic yards to the mile, whilst the heavier is over twenty-four thousand cubic yards, giving a mean in the district of twenty thousand cubic yards per mile in the proportion of two-thirds earth and onethird rock. These quantities will, I believe, be found a fairly correct average of a located line, for should it be thought desirable to raise the grades and reduce the quantity in rock cuttings, yet the fills being largely increased would compensate, and the actual cost per mile would not materially vary.

## MASONRY.

The bridging is light, owing chiefly to the fact that for a considerable distance the line follows the height of land. The culverts though numerous in the hill country are mostly of small size. The total number of structures is two hundred and eighty-four, of which seven only are bridges of over thirty feet span. I have prepared two statements of structures, one with masonry bridges and culverts, the other with trestle culverts and cribwork abutments and piers to the bridges. In the masonry statement I have for economy excluded all arch culverts, using corbelled box culverts of various dimensions, up to six by six feet. Beam bridges have all been considered first class work. These conditions give total quantities, as follows:

First class masonry, seven thousand eight hundred cubic yards.

Second class masonry, nineteen thousand eight hundred and twenty-seven cubic yards; and paving seven hundred and sixty-nine cubic yards.

TIMBER.
In the statement of quantities in timber structures I have followed the drawings of trestle work culverts used on the

Canadian Pacific Railway, all the larger structures having their abutments and piers of cribwork and stone filling.

For the superstructure of bridges the Howe truss has in all cases been supposed to be used.

## QUANTITIES.

Schedules of approximate quantities for the whole distance are attached, with both masonry and timber structures.

## ESTIMATE.

The final tables in connection with the interior section are estimates of cost per mile, with both masonry and timber structures. In the schedule of prices, which may at first sight appear high, I have taken into due consideration the nature of the earth and rock, and the difficulty of obtaining suitable timber in immediate proximity to the line of road, as well as many other difficulties attending the execution of work in an unsettled country. The total cost per mile I find to be, with

> Masonry structures, per mile $\ldots \ldots \ldots .$. . $\$ 23,607$
> Timber structures, per mile $\ldots \ldots \ldots . .20,899$
being a saving of two thousand seven hundred and eight dollars in favor of timber. That the saving is not larger is to be attributed to the satisfactory foundations which exist for masonry, as also the absence of any very high embankments whereby the quantity of masonry would be largely increased.

## AVALON.

The surveyed line here starts from the south end of the Long Bridge, Riverhead, St. John's, and follows the river of that name to the height of land; thence, following for the most part the watershed of the country, the Salmonier and Holyrood road is crossed at eight miles from the latter place, and a junction made with Party A at station 2660.66, at a distance of 50.39 miles by the traverse.

## DISTANCE.

On the approximate location this distance is increased to 50.83 miles, whilst on an air line it measures but 33.73 miles.

This great lengthening, as will be clearly seen by a reference to the map, is principally caused by the necessary detour in rounding the head of Conception Bay, and keeping inside the rugged belt of country which characterises the shores of this Bay, and which is developed to a greater or less extent all round the Island.

> GRADES.

In mounting the Riverhead Valley a grade of one-sixty per one hundred or 84.45 feet to the mile was found necessary; but this may be reduced, as mentioned in my report of De cember last, when the precise position of the St. John's terminus shall be decided on.

With the above exception the maximum grade is onetwenty per one hundred. Grades of one per one hundred and upwards form fifty per cent. of the whole in this district; but the longest unbroken grade, with the exception of that of the Riverhead Valley, is two and a quarter miles on the western descent of the Hawk Hills.

## CURVES.

At the foot of this descent, a curve of six degrees or nine hundred and fifty-five feet radius is necessary, and extends round an arc of over $200^{\circ}$. Such extreme curvatnre is objectionable, especially situated as it is on a grade of one twenty per one hundred; it is however unavoidable on the present alignment.

Attention was called to this part of the survey in my December Report, and I have marked on the plan an alignment which might not improbably prove superior in both grades and curves.

In this portion of Aralon the straights represent fifty-nine per cent. of the whole, the curvature being increased eight per cent. over that obtaining in the East Central District.

## QUANTITIES.

The average quantities per mile, are :-
Earth, twenty-four thousand and ninety-eight cubic yards, and rock ten thousand eight hundred and four cubic yards, -
largely in excess of the average in the East Central District. The very broken nature of a large portion of this country, and the general direction of the line crossing the drainage of the country, is the chief cause of the high average quantities. The excavation being more favorable for working than the interior, these increased quantities do not cause the large increase in expenditure which might be at first inferred from a casual inspection of the relative quantities.

## MASONRY.

The total number of masonry structures in this district is one hundred and thirty-eight, comprising two trestlework fills: of one hundred and twenty and five hundred feet in length, respectively, one bridge of eighty feet span, and four smaller ones. The aggregate number of cubic yards in bridges and culverts is:-

$$
\begin{aligned}
& \text { First class masory, cubic yards......... } 1,800 \\
& \text { Second class masonry, cubic yards ....... } 15,000 \\
& \text { Paving, cubic yards .................. } \\
& 350
\end{aligned}
$$

TIMBER STRUCTURES.
With timber instead of masonry, two hundred and eightytwo thousand two hundred lineal feet of square timber would be required, with proportionate quantities of wrought and cast iron, particulars of which appear in the tabulated statement of timber attached.

Attached are schedules of total quantities, as also estimates: of the cost per mile of road with masonry and with timber

- structures. The prices are considerably decreased for someitems under those in the estimate of the interior district. This is caused by the greater facility of approach throughout Avalon, where the line can be tapped by roads or paths at various points, and the distance from the sea, where heavier materials could be landed, is never over a few miles.

The absence, with some exception, of granitic rocks, and the facility for procuring a certain proportion of the timber on the ground, all tend in the same direction.

## COST PER MILE.

The cost per mile is thus found to be :-
With masonry struetures, twenty-seven thousand nine hundred and eighty dollars.

With timber structures, twenty-five thousand nine hundred and eighty eight dollars, or a saving of one thousand nine hundred and ninety-two dollars in favor of timber.

The economy effected by the use of timber is here again but small, the conditions being less favorable to its use than are often found.

## CULVEĖTS.

The heaviest of the trestle culverts occur in crossing lakes, where the depth of fill is considerable and the quantities of timber required correspondingly large. Culverts for the same places I have supposed to be built in the solid ground, on the margin of the lakes, where the height of embankment is much less and where culverts of small size will serve all the requirements of the case, viz., that of keeping the waters of the lake on the two sides of the embankment in equilibrium. The greatest economy will probably be found, on construction, in the use of timber or masonry in each particular locality, according to the nature of the site of structure and the facility of procuring material may suggest.

## NO TUNNELS.

The tunnels necessary on the traverse line I have avoided on the approximate location, by procuring higher ground on all approachess and increased length, thus enabling the grade to run higher and pass over the hills in open cutting.

## TABLES.

Having now referred to the general results in the East Central and East Avalon districts, the attached tables, numbered one to seven, for each district, will give more precise details.

## CONCLUSION.

In conclusion, I must state that the length of survey left incomplete, through the failure of supplies, is ascertained, now
that plans and calculations are complete, to comprise a distance of fifteen miles, as previously estimated.

I remain, Sir, Your obedient servant,

FRANCIS J. LYNCH, C. E.

## LIST OF TABULATED STATEMENTS FOR BOTH INTERIOR AND AVALON.

## 1.-Statement of distances.

2.-Statement of grades.
3.-Statement of average quantities.
4.- Statement of masonry structures.
5.-Statement of timber structures.
6.-Statement of approximate total quantities with masonry.
7.-Statement of approximate total quantities with timber.

## NEWFOUNDLAND RAILWAY゙.

INTERIOR DISTRICT, No. 4, DIVISION C.
Statement of Distances.

| Bay of Bulls Arm, Trinity Bay; to Middle Ridge. |  |  |  |
| :---: | :---: | :---: | :---: |
| Length on air line... ... ... ... ... ... ... | 3,680 | 68.75 |  |
| Length by traverse ./... ... ... ... ... ... | 4,500 | 85.22 |  |
| Length on approximate location ... ... ... ... | 4,260 | 80.68 |  |
| Air line shorter than traverse | 869 | 16.47 | 19.32 |
| Approximate location shorter than traverse | 240 | 4.54 | 5.327 |
| Length of strait on approximate location ... ... | 2,904 | 55. | 68. |
| Length of curves on approximate location... ... | 1,356 | 25.68 | 32. |

Note.-Maximum grade 1.20 per 100, or 63.36 feet per mile. Maximum curve $4^{\circ}$, or radius of 1,432 feet.

## NEWFOUNDLAND RAILWAY.

## INTERIOR DISTRICT, No. 4, DIVISION C.

Statement of Grades on Approximate Location.

|  | Lengtr. |  |  |
| :---: | :---: | :---: | :---: |
|  | Chains. | Miles. |  |
| Level ... ... ... ... ... | 1599 | 30.28 | 37.53 |
| 0.50 per 100 and under... ... ... ... ... ... | 588 | 11.14 | 13.80 |
| Over 0.50 and under 1.00 per 100 ... ... ... | 288 | 5.45 | 6.76 |
| 1.00 per 100 or 52.80 feet per mile ... ... ... | 601 | 11.38 | 14.11 |
| 1.20 per 100 or 63.36 feet per mile ... ... ... | 1184 | 22.43 | 27.80 |
| Totals ... | 4260 | 80.68 | 100. |
|  |  | Chains. <br> Length. | Feet. Rise. |
| Rising Grades... ... ... ... ... ... ... |  | 1697 | 1680 |
| Falling Grades ... ... ... ... ... ... ... |  | 994 | 889 |

# NEWFOUNDLAND RAILWAY. 

 INTERIOR DISTRICT, No. 4, DIVISION C.|  | Average Earth and Rock Quantities. |  |  |
| :---: | :---: | :---: | :---: |
| Number of Miles. | Bay of Bulls Arm, Trinity Bay, to Middle Ridge. | Earth. | Rock. |
| 16 |  |  |  |
| 40 | (The first 30 miles after leaving the Bay of Bulls Arm, 'Trinity Bay, will average... | 15,750 | 8,374 |
| 40.68 |  | $12,000$ | $4,000$ |
| 80.68 | The average for the whole distance will be ... | 13,860 | 6,168 |
|  | (Rocks chiefly granitic.) |  |  |

# NEWFOUNDLAND RAILWAY. 

## INTERIOR DISTRICT, No. 4, DIVISION C.

Statement of Masonry Structures.

Bay of Bulls Arm, Trinity Bay, (80.68 miles) to Middle Ridge.

| -somņontis jo ${ }^{\circ} \mathrm{ON}$ |  |  | Descrip | tion. |  |  |  | Size, | 1st Class. |  | nd Class | - |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 115 | Box C | Culvert |  |  |  |  |  | 3x3 |  |  |  |  |
| 10 | Box C | Uulvert |  | $\ldots$ | $\ldots$ | ... |  | 3x4 |  |  |  |  |
| 86 | Box C | Uulvert | .. ... | ... | $\ldots$ | $\ldots$ |  | $4 \times 4$ |  |  |  |  |
| 11 | Box C | Culvert | ... | $\cdots$ | $\cdots$ |  | ... | $4 \times 5$ |  |  |  |  |
| 1 | Box C | Culvert. | ... $\cdot$. | $\cdots$ | $\cdots$ | $\cdots$ | ... | $4 \times 6$ |  |  | 18,099 | 749 |
| 15 | Box | Culvert. | ... ... | ... | ... | ... | $\cdots$ | $5 \times 5$ |  |  | $[18,000$ | 74 |
| 3 | Box C | Culvert Culvert | .... | .. | $\cdots$ | ... | $\cdots$ | $5 \times 6$ $6 \times 5$ |  |  |  |  |
| 15 | Box C | uivert | ... | $\ldots$ | $\ldots$ | $\cdots$ | $\cdots$ | $6 \times 6$ |  |  |  |  |
| 6 | Doubl | e Box C | Culvert |  |  |  |  | $4 \times 5$ |  |  |  |  |
| 2 | Doubl | e Box C | ulvert | ... |  |  |  | $4 \times 6$ |  |  |  |  |
|  | Beam | Culvert |  | ... | ... |  |  | 8 |  |  |  |  |
| 1 | Beam | Culvert | ... .. |  | . |  |  | 10 | \} 1,100 |  | ... | 20 |
| 4 | Bridge |  |  |  |  |  |  | 20 |  |  |  |  |
| 4 | Bridge | - ... | - | ... | $\cdots$ | $\cdots$ | $\ldots$ | 30 |  |  |  |  |
| 3 | Bridge | e ... | ... |  | ... |  |  | 40 | 5,650 |  |  |  |
| 2 | Bridge | - ... | ... |  |  |  |  | 60 |  |  |  |  |
| 2 | Bridge | - ... | ... ... | ... | ... |  | $\ldots$ | 100 |  |  |  |  |
| 284 |  | Total | ... ... | ... | ... | $\ldots$ |  |  | 7,800 |  | 19,827 | 769 |

## NEWFOUNDLAND RAILWAY.

INTERIOR DISTRICT, No. 4, DIVISION $c$.
Statement of Timber Structures.

Bay of Bulls Arm, Trinity Bay, to Middle Ridge, ( 80.68 miles.)

Quantities.

| Description. |  |  | $\left\|\begin{array}{c} \dot{m} \\ \stackrel{\rightharpoonup}{0} \\ \oplus \\ \dot{c} \\ \dot{0} \\ \dot{8} \end{array}\right\|$ |  |  |  |  | Hardwood plank |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Trestle Culverts <br> Trestle.Culverts <br> Trestle Culverts <br> Trestle Culverts <br> Trestle Culverts <br> Trestle Cuiverts <br> Trestle Culverts <br> Trestle Culverts <br> Trestle Culverts <br> Trestle Culverts <br>  <br> Totals $\qquad$ | Feet |  |  | L. feet. | Lbs. | Lbs. | в. м. | в. м. | c. yds. | c.y |
|  |  |  |  |  |  |  |  |  |  |  |
|  |  |  | 106 | 21200 | 2650 | 530 |  |  |  | 1060 |
|  |  |  |  |  |  |  |  |  |  |  |
|  | 6 | 38 | 132 | 32340 | 6600 | 990 |  |  |  | 1518 |
|  | 8 |  |  | 50880 | 00 |  |  |  |  | 2352 |
|  | 10 |  |  | 66000 | 12000 |  | 55000 | 10,000 |  |  |
|  | 15 |  |  | 72980 |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
|  | 20 |  | 136 | 45560 | 400 | 510 |  |  |  | 238 |
|  | 25 | 8 | 64 | 27200 | 1600 | 240 |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
|  | 30 |  | 30 | 18740 | 600 | 90 |  |  |  | 750 |
|  | 35 | 5 |  | 27500 | 1000 |  |  |  |  | 1250 |
|  | span |  |  |  |  |  |  |  |  |  |
|  | 20 | 4 |  |  |  |  |  |  |  |  |
|  | 30 |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
|  | 40 | 3 |  | Howe | Truss | Sup | erstruct | ure. | 8500 | 2000 |
|  | 60 | 2 |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  | 357400 | 45650 | 1698 | 55,000 | 10,000 | 8,500 |  |

## NEWFOUNDLAND RAILWAY.

INTERIOR DISTRICT, No. 4, DIVISION C.

## Approximate Quantities.

Station 0.00 to Station 4260 - 80.68 miles. Bay of Bulls Arm, Trinity Bay, to Middle Ridge.

| Masonry Bridges and Culverts. | Quantities. | Remarks. |
| :---: | :---: | :---: |
| Clearing, acres $\ldots$.. $\ldots$.. $\ldots$... | 1,049 | Allowance for open ground; clearing taken 132 feet |
| Close cutting, aeres ... ... | 81 | wide. |
| Grubbing, acres | 202 | Including ditches. |
| Fencing, lin. feet ... ... ... | 8,068 | Required near Come-by: Chance River. |
| Earth excavation, c. yards .. | 1,118,225 |  |
| Rock excavation, c. yards ... | 497,634 | Chiefly granitic rock |
| Under drains, lin. feet ... | 121,020 |  |
| Riprap, c. yards ... ... | 2,420 |  |
| 1st class masonry, c. yards ... ... | 7,422 |  |
| 2nd class masonry, c. yards... ... | 18,718 |  |
| Paving, c. yards ... | 726 |  |
| Howe truss, 3 spans of ... ..... | 40 ft |  |
| \% 2 spans of ... $. . . \quad .$. | 60 ft |  |
| 6 3 spans of ... | 100 ft |  |
| Timber, lin. feet ... | 3,227 |  |
| Road crossings and divisions, cattle guards, \&c. | \$2,259 |  |

## NEWFOUNDLAND RAILWAY.

INTERIOR DISTRICT, No. 4, DIVISION C.
Approximate Qúantities.
Station 0.00 to $4260-80.68$ miles. Bay of Bulls Arm, Trinity Bay, to Middle Ridge.

| Timber Bridges and Culverts. | Quantities. | Remarks. |
| :---: | :---: | :---: |
| Clearing, acres ... | 1,049 | Partial allowance for open ground. |
| Close cutting, acres ... $\quad .$. ... ... | 81 |  |
| Grubbing, acres... ... ... ... ... | 202 | Including ditches. |
| Fencing, lin. feet ... ... ... ... | 8,068 | Possiblyrequired near Come by-Chance River. |
| Earth excavation, c. yards | 1,118,225 |  |
| Rock excavation, c. yards... ... ... | 497,634 | Chiefly granitic rock. |
| Under drains, lin. feet ... ... ... | 121,020 |  |
| Riprap, c. yards ... ... ... | 2,420 |  |
| Howe truss, 3 spans of ... | 40 ft |  |
| c. 2 spans of ... | 60 ft |  |
| " 3 spans of ... | 100 ft |  |
| Cribwork and stone filling cub. yds... | 8,552 |  |
| Timber (all sizes) lin. feet... ... ... | 838,856 | Sizes-18×12, 12x12, 8x12. |
| Plank-larch, spruce and pine, b. m. | 80,680 |  |
| Plank-hardwood, b. m. | 10,085 |  |
| Wrought iron, lbs. ... ... ... ... | 44,374 |  |
| Cast iron, lbs. ... ... ... ... | 7,261 |  |
| Road crossings, and cattle guards, \&c. | \$2,259 |  |

## NEWFOUNDLAND RAILWAY.

EAST AVALON, No. 1, DIVISION C .

## Compiarative Statement of Distances.



## NEWFOUNDLAND RAILWAY.

EAST AVALON, No. 1, DIVISION C.

Statement of Grades on Approximate Locatioñ.


## APPENDIX.

## NEWFOUNDLAND RAILWAY.

EAST AVALON, No. 1, DIVISION C.

Average Earth and Rock Quantities, per Mile.


## NEWFOUNDLAND RAILWAY.

EAST AVALON, No. 1, DIVISION C.
Statement of Masonry Structures.


## NEWFOUNDLAND RAILWAY.

EAST AVALON, No. 1, DIVISION C.
Statement of Timber Structures.


## NEWFOUNDLAND RAILWAY.

EAST AVALON, No. 1, DIVISION C,
Approximate Quantities.
0.00 to 2684-St. John's to Westward- 50.83 miles.


## NEWFOUNDLAND RAILWAY.

EAST AVALON, No. 1, DIVISION C.
Approximate Quantities.
0.00 to $2684-$ St. John's to Westward- -50.83 miles.

| Timber Bridges and Masonry. | Quantities. | Remarks. |
| :---: | :---: | :---: |
| Clearing, acres ... ... ... ... ... | 660 |  |
| Close cutting; aeres ... ... | 51 |  |
|  | 101 |  |
| Fencing, lin. feet | 25,415 |  |
| Earth excavation, c. yards ... ... | 1,225,000 |  |
| Rock excaration, c. yards... | 549,167 |  |
| Under drains, lin. feet $\quad . .6$ | 50,830 |  |
| Riprap, c, yards .. | 1,525 |  |
| Timber, lin. feet... $\quad \cdots \begin{array}{lllll}\text {.... } & \ldots & \end{array}$ | 282,200 |  |
|  | 23,790 |  |
| Cast iron, lbs. | 3,670 |  |
| Cribwork, c. yds... $\ldots$.. | 1,016 |  |
| Softwood Plank, b. m. $\quad$.. $\quad .$. | 41,370 |  |
| Hardwood plank, b. m. ... $\ldots$... $\ldots$ | 6,450 |  |
| Howe truss, 4 spans of | 20 ft | sha |
| 1 span of | 80 ft |  |
| Road erossings, and diversions... ... | \$1,500 |  |

## NEWFOUNDLAND RAILWAY SURVEY:

## REPORT OF PARTY A.

CENTRAL AVALON DISTRICTS.
Engineed-in-Charge-THOMAS RAMSAY, Civil Engineer:

$$
\left.\begin{array}{c}
\text { OTTAWA, } \\
\text { April 5th, } 1876 .
\end{array}\right\}
$$

Sandford Fleming, Esq. :-
Sir,-
In my report, dated April 3rd, 1876, I stated that the party under my charge left Saint George's Bay on the 25 th of September. I now beg to further report upon the subsequent operations of that party and the result of its labours.

After a rather dangerous voyage the party arrived at Saint John's on the 2nd of October, and, after refitting and reorganizing, left on the 8th, under advice and instructions from Alexander Murray, Esq., head of the Newfoündland Geological Survey, its destination being Chapel Arm, Trinity Bay, to prosecute the survey through the district of Avalon.

After a somewhat troublesome journey, by land and by water, with provisions and camp material, the party encamped at Chapel Arm on the night of the 10th of October.

I went round by Brigus to examine the country, and did not reach the party till the night of the 12 th.

My instructions were to work as far westward as I should judge necessary, leaving what work Party $\mathbf{B}$ might be able to finish by about the same time that the other parties would complete the work to the eastward.

There is a telegraph station at Chapel Arm and four or five with families living there; the people depending mostly upon fishing. The little land that is cleared appears to be pretty
good, but good land does not extend far either east or west. There is perhaps a mile along the telegraph line eastward of fair land and well wooded, but steep. There are two brooks coming in from the south, divided by a ridge, and their banks, as far as can be seen from the telegraph line, are well wooded. I saw a quantity of spruce and some yellow birch on the shore brought down the valley of one of these brooks for ship building. The largest trees would be from twelve to fourteen inches diameter.

There being a path along the telegraph line, we began the levels at the tideway, traversing and levelling along the path. About half a mile from the shore the timber became scant and dwarfish, and at a mile the country is a high open barren. At two and a half miles we were five hundred and fifty feet above the sea, and we kept above five hundred feet for another mile.

The country then began to descend rapidly, the water still falling north to Trinity Bay, and as we got into the valley, or rather broad irregular flat, we found it filled with lakes in all directions. At about seven miles from Chapel Arm we met a lake directly in our course, and extending both right and left; I named it Murray lake; I estimated it to extend two miles to the southward. We traversed its shore northwards about a mile, and found that its waters ran south to Placentia Bay, and that within a few hundred feet of its northwest angle the ponds were emptying towards Trinity Bay. This lake is only three hundred and forty feet above the tide, and having land so much higher eastward, I considered this divide must be a fixed point. I therefore put in a post, marked it B, and began a new chainage. I continued the line westward about six miles, over an irregular broken country, full of ponds, where it seemed impossible to tell whether the water ultimately emptied north or south without traversing them round. The line is generally near the watershed, but near where we stopped work in this direction, it crossed a brook ten or twelve feet wide, running south into Placentia Bay, and northward was a range of not very high, but very rugged and broken hills.

At station three hundred and six by eighty from post B, we put in another post for the western bounds of the Avalon
centre division of the work. The measurements on the approximate location marked on the plan as before, with a heavy red line, begin at this post, and are marked in red figures. The measurements on the traverse are marked in the direction in which they were chained and in black figures, but the miles marked on the traverse section are the miles from Come-byChance River, and include the mileage on sections numbers two and three.

I now returned to the post $B$, and ran eastward, having to descend still lower than this point to cross the outlet or rather the foot of a large lake I have name Waugh Lake. This is at station three hundred and forty-four on the approximate location, the height of the grade being three hundred and twentyeight feet, and that of the water three hundred and eleven feet.

This descent might be avoided by keeping south instead of north of Waugh Lake, and it is possible the ground might be smoother, but it would require a very sharp curve near the foot of the lake, and cause a loss of distance of about half a mile.

At station five hundred and ten on the approximate location, the line gained a summit of four hundred and ninety eight feet above tide, and it will require heavy work and a grade of one twenty per hundred to attain it.

This summit is on a ridge extending west of south and east of north, which forms the west shore of Chapel Arm Harbor on one side, and Long Harbor on the other. It will probably range from five hundred to seven hundred feet above the sea; and there is no lower available point for crossing it than where the line now is.

This summit is nearly ten miles from our starting point, and thus far there is no timber except a few spots on hill tops, where there is a little scrub spruce from four to six inches diameter. The ground has been in many places covered with short scrubby spruce, but most of it has been killed by fire.

In some places the rocks are merely covered with a thick matting of roots and moss, in other parts they are covered with peat, which is in some places pretty deep. I am in hopes that
under the peat, in places at least, will be found clay or gravel sufficient to cover the road to protect it from fire, as there is nothing in view but either peat or rock to make the road of.

From this summit the waters are descending rapidly into Long Harbor, Placentia Bay. I endeavoured to keep the line round the heads of these waters, but I eventually found that there is low ground east of the before described ridge, extending quite across the peninsula, the waters of Long Harbor being within four miles of Chapel Arm, and those of Chapel Arm being within three miles of the tide at Long Harbor, and extending two or three miles further south. The highest point on this divide is about three hundred and ninety feet, so that the line must descend one hundred and eight feet, or perhaps more. When I discovered this, I wished to take a more direct line and at a lower level; I ran a portion of this direct line, but we had at this time a week of extremely bad weather, getting only two days fit for work, and I became alarmed that winter might overtake us withont making a connection with the party to the eastward. I therefore left about a mile of this line without an instrumental survey. I have drawn the approximate location between the known points, as no difficulty exists. There are the ends of two ridges to pass with a valley between, and the only question is the depth of fill necessary in order to keep a good grade across the valley. I think it may probably be found better than shewn by the approximate section.

About fifteen miles on this division the line crosses a road that has been opened a long time ago; I think I saw a plan of a survey of it forty years old. This survey was from Colliers Bay to Long Harbour and Ship Harbour. The road was afterwards opened to Brigus, and a branch from it has been made to Chapel Arm for the use of the telegraph lines. There is still some work done on it every year. It is a good winter road six miles east from Long Harbour, but from that to the Chapel Arm branch it is partly grown up with bushes. From the forks to Brigus I believe a cart has been through, but it must have been in a very dry season, as there are some deep bogs.

At the crossing of this road the line leaves the Long Harbour waters and gets into a basin of the Chapel Arm waters
following a branch of them to its source, and at station eight hundred and eighty on the approximate location it reaches the watershed, at an elevation of five hundred and thirty-five feet. At station nine hundred and fourteen, on the extremity of a ridge beyond the watershed, the height of five hundred and forty-six feet above the sea is reached, this being the highest point on this section. South of this point is a large lake; I have named it Lemoine Lake. It is somewhat triangular in shape, one and a half or two miles on a side, and flowing to Placentia Bay. North of this point the ridge rises and extends a long distance, between two branches of Chapel Arm waters. It is higher than the line till it gets some distance north of Long Harbour road.

Up to this point the line has not passed through any woods but those of a very scrubby dwarfish character. On the higher ground there is a good deal of open barren, but on some of the slopes there are patches of fair spruce and fir. There is little bare rock showing itself, but sometimes the covering is very slight indeed. I saw, where the road had been cast up on the slopes, where there is not much peat, gravel is found that makes a very good road.

At station nine hundred and ninety on the approximate location, corresponding to station eight hundred and thirty on the traverse, the line has reached the divide between water running into Placentia Bay and the Dildo River emptying north into Trinity Bay. This summit is four hundred and eighty feet above the tide, and is the continuation of a ridge of which Spread Eagle Peak is the highest point; and I believe there is no lower ground than where the line crosses until some distance north of the peak is reached.

The last mile of line is rather uneven and difficult ground. About this place there are some knolls with pretty good birch, the best I have seen on the island; but they are not of much extent.

Here the deep valley of the Dildo River was just in front, and nearly at right angles to our course ; and in order to get a workable grade the line had either to go up river or down. I considered that down stream was the most favourable route,
and made the line in that direction; but perhaps an opposite
course would give equally good results.
The valley of the Dildo cannot fall much here as the lakes extend over a large portion of it. From this summit there are about three miles, with a grade of 1.25 per hundred, or seventy-nine feet per mile, to get to the Dildo River; and as there is a broad flat at the foot of the grade, it is impossible to gain more distance without running back to the northwest.

When I was at Long Harbor road, I thought it might be possible to get a more northerly and perhaps a more direct line to this point; but from the appearance on this side I think that would be impossible, there being three different streams running into Chapel Arm, with high ridges between them, and all these would be nearly at right angles to the proposed course. I cannot positively say there are no breaks or valleys in these ridges, but I know there are none between the line and Long Harbor road.

The line crosses the Dildo River at an elevation of three hundred and twelve feet above the tide, the water level being three hundred and three; a fifty feet bridge will suffice here, there being a large lake above serving as a regulator for the water. In getting out of the valley to the eastward the grade is moderate and the height only three hundred and forty feet.

At station eleven hundred and ninety the line crosses a brook running southwards, which I suppose belongs to Rocky River, Placentia Bay; but in that I may be mistaken, as I afterwards crossed the Spaniard's Bay river at a much lower level, and this water may belong to it.

Crossing the Spaniard's Bay river is about the most difficult part of this division, the line crossing at a height of only two hundred and seven feet above the tide (the water being one hundred and ninety-seven), and requiring a grade of 1.30 per 100 for nearly a mile and a quarter. The fill over this river contains nearly one hundred and forty thousand cubic yards.

A more southerly line might improve this, but the Hodge waters are spread out in front or eastward in such a way that
it might be difficult to get back to the line again, and a totally new line would have to be looked for.

About two miles east of Spaniard's Bay river the Hodge waters are crossed at the same level as the Spaniard's Bay river, the country between being full of ridges and hummocks, but there is no difficulty about grades, none of the land being high.

After crossing the Hodge waters, the country appearing to be all low, I kept away from the river expecting to get a more direct line, but I soon met lakes that forced the line back again; and when I had reached a summit near station one thousand five hundred and sixty, at a height of three hundred and thirtyfive feet, it appeared that a line up the river would not differ much in length, and perhaps might be over leveller ground than that on which the line now is ; but there will be no difficulty in locating a good track when the line is made.

About ten miles farther, or at station one thousand six hundred and sixty, the line reaches the north end of Big Barren Pond; the height of the pond being two hundred and seventy-six feet above the tide, and that of grade two hundred and ninety-two feet above the same.

On the last sixteen miles of line the country is about onefourth open; wherever there is a flat, whether high or low, the land is peaty and clear of wood, but all the sloping land is covered with wood of some kind, chiefly spruce and fir, occasionally mixed with some birch.

From Big Barren Pond there is an up grade of one-twenty per hundred for one and a quarter miles, and heavy work to the summit between this and Gould's River, which summit is three hundred and eighty-five feet above the sea. Thence the descent is rapid but not great, three hundred and twenty-two feet being the lowest point of grade, and I think it can be worked to a grade of 1.00 per hundred.

The waters in this valley are spread out in all directions with high knolls between, so that any direct line would give a very heavy section; but a serpentine line can be followed without more than an average amount of work.

From station one thousand eight hundred and twenty-five the grades keep ascending to station one thousand nine hundred and ninety-three on the approximate location, corresponding with station one thousand eight hundred and fifty-nine on the traverse, when the survey connects with Party C (plan and section number one), at a height by our levels of four hundred and sixty-five feet, but only four hundred and fifty by the levels of Party C.

On the plan I have laid down the Big Barren Pond from a plan on a small scale of, I believe, a survey by some of Mr . Murray's assistants, so that probably the position of the south end is not far from correct. About four miles from our line at the head of the pond, in a south-westerly direction, there ap: pears to be a good crossing place, and the pond seems to end a mile further south-west. It is probable a line could be found from near station one thousand two hundred, or perhaps by crossing the Dildo up stream, and passing by the south end of the pond, with a very considerable saving of distance. If there is not too much water in the way, that saving might amount to nearly three miles, and I think there can be no difficulty about grades east of the Dildo River; but the country being low, it is probable that a good deal of those parts that are blanks on the plan may be occupied by water; so that.it is difficult, I may say impossible, to estimate the length of a changed line without a survey. But this point is of too much importance not to be attended to when anything further is being done regarding the location of the road.

This is the only place, I think, a deviation from the gene ral route surveyed can be made with advantage.

The sections show that the grades on this division, although not so long as on the St. George's Bay division, are steeper and the quantities are larger. This arises from the fact that on the St. George's Bay division I was able, as a general rule, to follow the direction of the water courses where I was able to find a fair line, when it would have been utterly impossible to cross the country at all in an opposite direction. In the present division the course of the line is at right angles to the formation of the country, and the line has to cross every ridge and stream instead of going in the direction in which
they go. There is also another serious loss arising from being forced to run across the ridges and valleys, viz. : as the tables shew, the very large increase in length of over thirty-four per cent. of the approximate location over the air line. On this twenty-eight miles of air line we have now taken fifty miles of levels.

I do not think, upon the whole, there will be much difference in the quality of the work upon this section from that of St. George's Bay. There is a good deal of material on the latter section that is easier to work than any I have seen in this. In the workable character of the rock I am not aware there is much difference, but the means of supplying parties will be better in Avalon.

The timber here is not quite so large and not nearly so tall as in the deep valleys of the western interior section. The supply of ties will, therefore, not be over-abundant here, nor so near where they are wanted.

The material that I have seen worked into on the sides of hills makes excellent roads, but it is not easy to work, and I have not seen anywhere in this division ballast that could be easily worked or got in large quantities.

I may again state that in the estimate of quantities, I have stated the whole amount of embankment without any reference to where it comes from; but in addition I have estimated to pay one dollar and fifty cents per yard for quarrying the rock, thus making its cost, put into the embankment, one dollar and eighty cents. This may not be the mode always adopted, but I hope it will be understood.

The general result of the survey of this division, as well as the estimates, are exhibited on the accompanying sheets in a tabulated form, viz.:-

No. 1.-Statement of lengths and curves.
2.-Statement of grades.
3.-Statement of embankment and rock excavation.
4.-Statement of masonry structures.
5.-Statement of timber structures.
6.-Approximate quantities with masonry structures.
7.-Approximate quantities with timber structures.

Being requested to state everything of interest, I will add a few words in regard to animal life, which seems to be not very abundant on the island.

Our men caught very few trout, although they frequently tried. There were a few salmon or grilse caught on the St. George's River, about twenty miles from salt water; they were congregated below a fall; we did not see any above. We saw a few wild geese and sea gulls in some of the lakes in the breeding season, but few or no ducks. The party saw four or five beavers altogether. We saw a good many indications of otters, and the men caught one, as also a fox. The marks of bears were occasionally but not offen seen. There is no part that we visited but has been hunted over by Indians.

On the western plains we saw three or four flocks of ptarmigan, a pretty bird, resembling the Canadian partridge, except that it is partially white even in summer, and its habits and cry are different. They were plenty in Avalon late in autumn, when there were blueberries. In Avalon the party killed some native hares; they are a beautiful animal, perfectly white in November, and I think quite twice as large as a Canadian rabbit ; they are not plentiful.

The cariboo is the game par excellence of Newfoundland; these in summer we only saw in single ones, except a doe with a fawn; late in the season they were seen in droves of five or six several times, and everywhere the plains are full of their paths. There can be no doubt but they are more plentiful here than in any other country I have ever been in; but, according to my experience, it would be a great mistake to rely much upon venison for provisioning a party.

In regard to weather, I have ne reeord of temperature, but we found very few days that were inconveniently warm for working or travelling, and I found no day that I was out ons the high open plains that I wished to sit down long without a coat.

When I arrived at St. George's Bay, 7th of June, I found May-flowers just in season, about as they were in Halifax three weeks before, and there were no leaves on the earliest deci-
duous trees at that date. I saw snow on the twentieth of June, but the land was twelve or thirteen hundred feet above the sea, and there had been a heavy drift.

I took no notice of frosts until about the 20th of September, and the potato vines at St. George's Bay were green up to that date. We had the first snow on the 27 th of October, and about the 24th November the men travelled on the ice on still water.

I think we had thunder only two or three times during the summer, and although we had frequent rains, they were very seldom heavy, only once during the summer that the streams rose much.

The following is, I believe, very nearly a correct list of the number of days on which we had either rain or snow during the survey, viz. :-

| June | 8 days. |
| :---: | :---: |
| July | 8 6 |
| August | 9 |
| September | 10 |
| October | 1146 |
| November | 14 66 |

There was a good deal of very high wind and a great deal of sea-fog in October and November.

I do not like to conclude this report without saying that I found the men of Newfoundland, if not first-class woodsmen, at least first-class laborers. My party behaved remarkably well considering the very laborious nature of the services they had to perform. I would be glad to name them individually if it would do them any good.

I am glad to be able to make my acknowledgment and return thanks to J. O. Frazer, of the Department of Public Works, for his painstaking in everything connected with supplies and accounts, as well as my personal comfort.

It is not my business to allude to the advantage the service received from the advice and instructions of Alexander

Murray, Esq., but it will oblige me much if you will thank him for his courtesy and kindness to myself.

I am, Sir,<br>Your most obedient,

THOMAS RAMSAY.

## NEWFOUNDLAND RAILWAY.

AVALON CENTRE, DIVISION A.-PLAN AND SECTION No. 2.
Statement of Lengths and Curves of Approximate Location.

|  | 疴 |  |  | Len <br> Chains. | TH. <br> Miles. | 붕 <br>  <br>  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Degrees, |  |  |  |  |  |  |
| 1 | 57.30 | 32 $\frac{1}{2}$ | ......... | 32.50 | . 61 |  |
| 11 ${ }^{\frac{1}{2}}$ | 38.20 | $38 \frac{1}{4}$ | .......... | 25.50 | . 48 |  |
| 2 | 28.65 | 681 | ........ | 340.50 | 6.44 |  |
| 21 ${ }^{2}$ | 22.92 | 80 | $\ldots$ | 32.00 | . 62 | 50.57 |
| 3 | 19.10 | 1041蓡 | ......... | 347.10 | 6.57 |  |
| 4 | 14.83 | 680 | ........ | 170.00 | 3.22 |  |
| 5 | 11.46 | 300 | ......... | 60.00 | 1.15 |  |
| Tangent ... |  |  |  | 985.40 | 18.66 | 49.43 |
|  |  | 2853 | $76^{\circ}$ |  |  |  |
| Approximate location |  | $\cdots$ | ... .. | 1993.00 | 37.75 |  |
| Length of traverse |  | ... | ... ... | 2166.00 | 41.02 |  |
| Length of air line... |  | ... | ... - | 1488.50 | 28.09 |  |
| Increase of location over air line... |  |  | ... | 510.50 | 9.66 | 34.38 |
| Percentage of increase |  | $\cdots$ | ... |  |  |  |

## NEWFOUNDLAND RAILWAY.

 avalon centre, division a.-PLAN and section No 2. Statement of Grades on Approximate Location.

## NEWFOUNDLAND RAILWAY.

aValon centre, division a.-PLAN and section no. 2.
Statement of Embankment and Rock Excavation.
Road bed 17 feet-base of cuts 22 feet.

| Length 37.75 miles. |  |  |  | Cubic yards per mile. | Embankment | Rock. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| er.ar | 8.\% | 00.808 |  |  |  |  |
| Light work | ..f ... | ... ... | 13. | 18,000 | 234,000 |  |
| Heary work | ... ... | ... ... | 24.75 | 48,500 | 1,200,400 | Of soq 08. |
| Rock excavation ... |  | ... ... | 37.75 | 4,000 |  | 151,000 |
| 001 | \%7. 88 | 00.acer |  |  |  |  |
| Total ... | ... ... | ... ... | .. |  | 1,434,400 | 151,000 |
| Mean ... | ... |  |  | 38,000 |  | 4,000 |
|  | 80.01 |  |  |  |  |  |
|  |  |  |  |  |  |  |
|  | d9el 808 |  | ... | .. -.. ... | biby | - |
|  | * 8 T |  | - ... | ... ... ... | 5 Lra | Intim |
|  | " 081 |  |  | ... ... ... | ... ... ... | conomptic |

## NEWFOUNDLAND RAILWAY.

AVALON CENTRE, DIVISION A.-PLAN AND SECTION No. 2 :
Statement of Masonry Structures.


## NEWFOUNDLAND RATLWAY.

avalon cennte, division a.-plan and section No. 2.

## Statement of Thmber Strüctures.



## NEWFOUNDLAND RAILWAY:

AVALON CENTRE, DIVISION A.-PLAN AND SECTION No. 2.
Approximate Quantities. Masonry Structures.

| 87.75 miles. |  |  | Quantities. |  |
| :--- | :--- | ---: | ---: | ---: |
| Clearing, acres | $\ldots$ | $\ldots$ | $\ldots$ | $\ldots$ |
| 300 |  |  |  |  |
| Close cutting, acres | $\ldots$ | $\ldots$ | $\ldots$ | 38 |
| Grubbing, acres | $\ldots$ | $\ldots$ | $\ldots$ | $\ldots$ |
| Fencing | $\ldots$ | $\ldots$ | $\ldots$ | $\ldots$ |

## NEWFOUNDLAND RAILWAY.

avalon centre, division a.-plan and section No. 2.
Approximate Quantities. Timber Structures.

| 37.75 Miles. | Quantities. |  |
| :---: | :---: | :---: |
| Clearing, acres ... ... ... | 300 |  |
| Close cutting, acres ... ... ... .. | 38 |  |
| Grubbing, acres... ... ... ... .. | 56 |  |
| Embankment, c. yards ... ... ... | 1,434,400 |  |
| Rock excavation, c. yards... ... ... | 151,000 |  |
| Under drains, lin. feet | 56,600 |  |
| Timber for culverts, lin. feet ... ... | 132,000 |  |
| Wrought iron, lbs. ... ... ... ... | 14,200 |  |
| Cast iron, lbs. ... ... ... ... ... | 2,250 |  |
| Softwood Plank, b. m. ... | 29,000 |  |
| Hardwood plank, b. m. ... ... ... | 6,000 |  |
| Cribwork, c. yds... ... ... ... ... | 5,000 |  |
| Road crossings ... ... ... ... ... | 1 |  |

## NEWFOUNDLAND RAILWAY SURVEY.

## REPORT OF PARTY B.

## WEST AVALON DISTRICT.

Engineer-in-Charge-W. A. Austin, P. L. S., Civil Engineer.
Sandford Fleming, Esq. :-
AT ST. JOHN'S.
We were detained at St. John's from the 16th of October to the morning of the 28th, making arrangements for our Avalon campaign, getting new tents, stores and cooking utensils, and also paying off and settling with the men.

## DEPARTURE.

On the evening of the 27 th October I went on board the Walrus with my staff, with the intention of sailing the first thing in the morning. At 8 a . m., 28th inst., all the party, some twenty-five in number, were on board, and we started for the Bay of Bulls Arm. We ran till about midnight, when, on account of the extreme darkness, we lay in Trinity Bay until daybreak, when we ran for the Bay of Bulls Arm, which we reached before dinner, and began to unload our stuff and provisions, finishing in the afternoon in heavy rain.
MOVED CAMP.

On Saturday and Sunday, 30th and 31st of October, it also rained, and up to midday on Monday, when I began to forward our stuff and moved camp to our starting point, which was the point of departure of Division C (known as Eastern Interior Division). This was some two miles distant from the Bay of Bulls Arm, and about twenty chains east of the Come-by-Chance river. While the party were arranging the camps and advancing the stuff, I explored the country near the starting point and for about four miles ahead, finding no serious obstruction.

November 2nd. - As it rained all day, no line work was begun to-day.

> STARTED WORK.

On the morning of the 3 rd of November we started the line from the point before mentioned, and ran about a half a mile through difficult cutting; we also advanced all the stuff up to this point, notwithstanding intermittent showers of rain, sleet and snow. Not deeming it necessary to define the exact position of the transit line, I shall refer particularly to the approximate location line which is shown on the plan by a broad red line, which generally follows on or near the traverse, and only in one instance is as far as thirteen chains from it.

## PLACENTIA WATERSHED.

At a distance of six hundred and seven chains from the starting point, on the approximate location line, a height of land is crossed which divides the Placentia Bay waters from those of Trinity Bay. For the first one hundred chains of this distance the line takes side hill ground and easy grades, then over a more generally level section to the westward of Hill Lake, crossing Hill Brook at station two hundred and forty by a bridge of twenty feet span. Thence, going more easterly, principally taking side-hill ground to the height of land.

## SOIL AND TIMBER.

The surface is composed of gravel, boulders and clay. There is not much rock on this portion of the line. The timber here is spruce, birch and fir, and very inferior. I have seen some few trees eighteen inches in diameter, but not of any length; the woods short and scrubby, but here and there we found detached groves with trees averaging ten inches in diameter.

From the height of land at station six hundred and seventy to station eight hundred and fifty (where we cross another height of land dividing the waters east and west), we have descending grades. At station seven hundred and forty, we take an easterly course for a mile, to avoid a high and much broken clump of hills, to station seven hundred and eighty-three, thence descending along side-hill to station eight hundred and fifty, the height of land.

## WOODS AND SURFACE.

The woods are very inferior scrubby fir, spruce and birch. Some of the timber is fit for telegraph poles. Gravel, boulders, and rock (gneissoid) are on the surface, there being a good deal of the latter in this section.

## PLACENTIA BAY WATERSHED.

From station eight hundred and fifty to the end of West Avalon and junction with Central Avalon, at station 1,087.50, we keep on our general course (S.S. W.,) passing to the east of Gull Lake (a fine sheet of water, containing about three square miles); thence by side-hill on an up-grade along the ridge bounding Gull Lake to the eastward, to the terminating point, which we reached on the evening of the 30th November.

## WOODS AND SURFACE.

This last portion of the work has no timber on it, there being nothing but low scrubby spruce, fir and birch. A good deal of rock exists on the surface of this section, mostly gneissoid, and also some gravel, boulders and clay. The soil in Avalon, or the narrow neck on which I was at work, I should deem unfit for agricultural purposes, it being too rocky and barren, with the exception of the harbors, where some little soil may be had, where vegetables are raised.

## DEPARTURE.

On the 1st December we went to Chance Cove, and on the 2nd hired a schooner which took us to Heart's Content ; thence we went to Harbor Grace and slept there two nights; and on the 4th left Harbor Grace and got to St. John's that evening, per steamer Cabot.

Having the same staff that I had on the Central Interior district, I must again mention them favorably. Mr. Costigan, who also joined the party, was of material service to me, being ahead while I was cross-sectioning.

> I am, Sir,
> Your obedient Servant,
W. A. AUSTIN, P. L. S., C. E.,

Engineer-in-Charge.

## NEWFOUNDLAND RAILWAY.

 WEST AVALON, DIVISION B.Comparative Statement of Distances.

| Station 0.00 to Station 1088. |  |  | Length in <br> Chains. | Length in <br> Miles. |  |
| :--- | :--- | :--- | :--- | :--- | :--- |
| Length on air line... | $\ldots$ | $\ldots$ | $\ldots$ | $\ldots$ | $\ldots$ |
|  |  | $\ldots$ | 952 | 18.03 |  |
| Length on traverse | $\ldots$ | $\ldots$ | $\ldots$ | $\ldots$ | $\ldots$ |

## NEWFOUNDLAND RAILWAY.

WEST AVALON, DIVISION B.

## Statement of Grades.



## NEWFOUNDLAND RAILWAY.

WEST AVALON, No. 3, DIVISION B.
Average Earth and Rock Quantities per Mile.

|  | Station 0.00 to Station 1088. | Earth. | Rock. |
| :---: | :---: | :---: | :---: |
| 7 | Very heavy work ... ... ... ... ... ... | 60,000 | 30,000 |
| 6 | Heavy work ... ... ... ... ... ... ... | 30,000 | 10,000 |
| 7.60 | Light work ... ... ... ... ... ... ... | 15,000 | 3,000 |
| 20.60 | Average for West Avalon <br> (Rocks principally granite.) | 34,660 | 14,213 |

## NEWFOUNDLAND RAILWAY.

WEST AVALON, No. 3, DIVISION B.
Statement of Masonky Structures.


## NEWFOUNDLAND RAILWAY.

WEST AVALON, No. 3.-DIVISION b.
Statement of Theber Struutures.


## NEWFOUNDLAND RAILWAY.

WEST AVALON, No. 3.-DIVISION B.
Approximate Quantities. Masonry Bridges and Culverts.

| Station 0.00 to Station 1088. | Quantities. | Remarks. |
| :---: | :---: | :---: |
| Clearing, acres ... ... ... ... | 268 |  |
| Close cutting, acres ... ... ... | 1 |  |
| Grubbing, acres ... | 2 |  |
| Fencing, lin. feet ... | 217,516 |  |
| Earth excavation, c. yards ... ... | 714,000 |  |
| Rock excavation, c. yards | 292,788 |  |
| Under drains, lin. feet ... | 20,600 |  |
| 1st class masonry, c. yards | 3,000 |  |
| 2nd class masonry, c. yards... | 4,500 |  |
| Paving, c. yards ... ... ... ... | 200 |  |
| Riprap, c. yards ... ... ... ... | 412 |  |
| Timber, lin. feet ... ... ... ... | 618 |  |
| Howe truss, lin. feet ... ... ... | 40 |  |
| Road crossings ... ... ... ... | \$412 |  |

## NEWFOUNDLAND RAILWAY. <br> WEST AVALON, No. 3.-DIVISION B.

Approximate Quantities. Timber Bridges and Culverts.

| Station 0.00 to Station 108 | Quantities. | Remarks. |
| :---: | :---: | :---: |
| Clearing, acres ... ... ... | 268 |  |
| Close cutting, acres ... ... | 1 |  |
| Grubbing, acres... ... . | 2 | 89103 |
| Fencing, lin, feet ... ... | 217,516 |  |
| Earth excavation, c. yards | 714,000 |  |
| Rock excavation, c. yards... | 292,788 |  |
| Under drains, lin. feet ... | 20,600 |  |
| Riprap, c. yards ... ... ... | 412 |  |
| Timber, lin. feet ... ... | 161,840. |  |
| Wrought iron, lbs. ... ... | 12,750. |  |
| Cast iron, lbs. ... ... ... | 1,950 |  |
| Cribwork, c. yds... ... ... | 1,000 |  |
| Softwood Plank, b. m. ... | 20,000 | Board measure. |
| Hardwood plank, b. m. ... | 3,000 |  |
| Howe truss, lin. feet... ... | 40 |  |
| Road crossings ... ... ... | \$412 |  |

## NEWFOUNDLAND RAILWAY SURVEY.

## REPORT OF DIVISION B.

Engineer-in-Charge-W. A. AUSTIN, P. L. S., Civil Engineer.
$\left.\begin{array}{c}\text { Otrawa, } \\ \text { April 8th, } 1876 .\end{array}\right\}$

Sandford Fleming, Esq., Engineer-in-Chief,
Newfoundland Railway.
Drar Sir,-
LEFT ST. JOHN'S.
I have the honor to report that, agreeably to the written instructions received from A. L. Light, Esq., dated at St. John's, Newfoundland, 3rd June, 1875, I, on the 7th June, went on board of the steamer Leopard, accompanied by Mr. W. Quin, as transitman ; Mr. A. G. Morrison, as leveller; Mr. John Morris to act as his hind chain, and twenty-three packers and axemen, with the intention of landing at the mouth of the River of Exploits. On account of the immense quantity of ice hindering our progress, we had to lay in Trinity Harbor, Fair Island Harbor, Greenspond and Fogo Harbors. The steamer also ran on a rock while in the ice, which delayed us some hours in getting off, happily without material damage. On the 16th June we landed at Burnt Island, Exploits, some thirty miles distant from the mouth of the river, where I hired a cook. We were compelled to charter a schooner to get to the mouth of the Exploits river, which we reached on the evening of the 17 th June, being eleven days on our passage, which should have been made under ordinary circumstances in two days.

Here my party was increased to thirty-one, by the addition of three Indians. I proceeded to Winsor and Vallance's mill to procure lumber for the construction of two flat-bottomed boats for the purpose of transporting our provisions, \&c., into the interior; the canoes (four) with which we were furnished,
not being of sufficient capacity to advantageously advance our stuff, and make use of all my men. We encamped for the night near Peyton's wharf, where, on the morning of the 18th, we landed all our stuff and placed it under cover.

## PREPARING FOR DEPARTURE.

All the provisions that were in barrels, i. e., flour, pork, etc., we put into bags to be more easily handled and portaged. I had the canoes overhauled, and they being in a very leaky state, had to be thoroughly gummed and mended to render them serviceable. Having made all arrangements necessary for a start, and having given the men who were to build the boats an idea of the kind of boat that I wanted, I, on the 19th of the month, proceeded up the river Exploits as far as Bishop's Falls, with four canoe loads of provisions, where, the weather turning out bad, we cached at the head of the Portage and returned to camp at the mouth of the river to spend Sunday.

## FURTHER ADVANCE.

On the 21st I proceeded up the river with four more loads of provisions, as far as Great Rattling Brook, the river being generally rapid, and the distance about fourteen and a half miles, leaving Mr. Quin in charge of the remainder of the party at the mouth, with orders to advance the work there as speedily as possible, and join the party with the boats and the remainder of the provisions. Not deeming it necessary to describe every day's progress here, I will merely allude cursorily to the more important events.

## BOATS FINISHED.

On the 25 th the building of the boats was completed, when the remainder of the provisions, \&i., were advanced, under the superintendance of Mr. Quin. Fearing that something had happened to the party below, $I$, on the 30 th, went down the river with the canoes and men, and met the party at the head of the High Falls, nothing of moment having occurred except that nearly all the men were new at the work, consequently our progress was slow. We all camped together on the island I had left in the morning, with the stuff advanced to that point.

## FROST.

On Sunday, July 4th, we had frost, then being about three hundred and fifty feet above the level of the sea.

## NOEL PAUUL'S BROOK.

On the 8th July we advanced the remainder of the supplies, camp, etc., to an island near the mouth of Noel Paul's brook, near which we had to abandon one of our canoes, which, from the difficulty of getting up the rapids, the sharpness of the rocks in the bottom of the river, and the non-intelligence of the persons conducting it, had been rendered totally useless. After having advanced about two-thirds of our provisions further up the river, I detached (on the 12th) seven men under the direction of Mr. Costigan (who had joined my party for the purpose of seeing the country, and who kindly offered to superintend), to forward provisions up the Noel Paul's Brook, a distance of sixteen miles, for the purpose of supplying us when the line should cross the upper waters of that stream.

## RED INDIAN LAKE.

On the 13th July, having advanced all our stuff up to the east end of Red Indian Lake, we encamped there, overjoyed at having got thus far towards the starting point of our work.

## VICTORTA RIVER.

On the 14 th, having proceeded to the mouth of Victoria River, and then having divided our provisions, on the 15 th we proceeded with some thirty-three pieces, with the intent of making a cache some fifteen miles to the south of the river's mouth. From the extreme rapidity of the river, and the broken and rocky state of the shores, we, wíth much difficulty, got up some three miles, and then, its direction being nearly westward, we struck into the woods cutting a trail for the packers; at midday on the 1 th we had reached about six miles south, where, to the utmost dismay of most of the party, we found the

## WOODS ON FIRE

in the neighborhood of the river behind us; and, the wind blowing fresh, considering it unsafe to proceed, I ordered all the stuff advanced to be brought back to a marsh, in the centre
of which, on a mound, we built a cache. The following day we returned to the mouth of the river. On account of being wind-bound we did not reach the head of the lake until the evening of the 21 st, when we encamped on the right bank of the

> RED INDIAN RIVER,
near our point of departure or beginning of the survey. On arriving here most of the men were, as regards health, in good condition, but their shoes and boots were in a wretched state from the hard work they had gone through, wading, towing and lifting the boats and canoes in the extensive shoals and strong currents of the river, where in many places but light loads could be taken, rendering it necessary to go over the same ground two or three times.

## TIMBER ON RED INDIAN LAKE AND EXPLOIT'S RIVER.

Before entering on the portion of this report relative to the survey, I would say a few words on woods met with coming up the river and lake by which we reached this point. I found the banks of the river of Exploits generally well timbered, apparently the same kind of timber on the shores of Red Indian Lake, and extending some miles up the various tributaries. Of the pine family, generally by botanists divided into thirteen generæ, containing a number of species, four of which are indigenous to Newfoundland, or, more properly speaking, to that portion through which I travelled, I noticed, first, the white pine (pinus strobus), nearly all along the banks of the Exploits, in some places in groves numbering hundreds of trees, some of which I have seen four feet in diameter, but generally under two and a half feet. In other places they are very scattered, a hundred trees extending over two or even three miles, and at other places again they are totally absent. Second - the black lareh of America (lares pendula), commonly known as tamarae, hackmatack, and in Newfoundland as juniper, sometimes called Newfoundland oak, is generally sparingly scattered along the river's banks, and, with the exception of some few localities where they appeared more numerous and of considerable size, average 18. Third-white spruce (abies $a l b a$ ) and black spruce (abies niger) are generally plentiful, and according to the soil their dimensions will be increased or diminished. I saw some nearly three feet in diameter; the
average would be over 15. Fourth-the silver fir (abies picea), known in Canada as balsam, and in Newfoundland as fir or var, is generally plentiful and of large dimensions, average eighteen. The other woods, I noticed, were white birch and poplar; the former plentiful on the hills but not of large dimensions, the latter near the mouth of the river and in some localities along its banks. Also white maple, mountain ash, known as the Roman tree. Nut hazel, cherry (cluster and wild,) all these of small dimensions. Juniper (juniperus communis), a shrub of the pine family, and ground hemlock, with many other berrybearing shrubs similar to those generally seen in Canada.

## STARTED WORK.

On the afternoon of the twenty-second of July, the axes being handled and ground, I proceeded up the river some thirty-five chains west of the south-western extremity of Red Indian Lake, where I established a conspicuous boundary and bench mark on the right bank of the Red Indian River. Reduced level of 436.11 feet above sea, assuming the water surface of Red Indian Lake, as per Mr. Murray, four hundred and twenty-eight feet above the sea.
our observations given.
Station 0.00 in latitude $48^{\circ} 33^{\prime} \mathrm{N}$., longitude $57^{\circ} 07^{\prime} 10^{\prime \prime} \mathrm{W}$. The variation of the needle is $31^{\circ} 23^{\prime}$ west, which point of departure of traverse is twenty chains north of station sixtysix on approximate location line. Having examined and cross sectioned the country to the south of the traverse, taking the northern slope of the high mountains to the south of Red Indian Lake, crossing the Morison river at station one hundred and eighteen by a bridge sixty feet span and forty-five feet above water surface, we cross
cook's brook and gully
at station two hundred and ninety, by a bridge two hundred feet span, with abutments averaging seventy-five feet in height. Here we endeavoured to run up Cook's brook, but found the ascent so great towards Costigan Lake, that we had to abandon the idea which I had entertained from seeing the side hill country so broken up with deep gullies; also, from knowing that a more level tract existed to the south at Cook's brook. Here I saw indications of black lead (plumbago). The line
still hugged the northern slope of the mountains to station five hundred, where, on aecount of a range of hills one mile and a half distant, lying directly across our course (astronomically east), which we failed to get over, the line had to follow the valley, extending nearly in a southern direction to station seven hundred and twenty, which is at the top of the hills that skirt the northern bank of the

## VICTORIA RIVER.

This river is reached at station seven hundred and seventy by side hill ground, and spanned by a bridge of two hundred feet, with average height of abutments twenty-six feet. Thence generally over a pretty level country to station one thousand and forty, which distance terminates the extent of the southern watershed of Red Indian Lake. Up to this distance the timber met with was chiefly spruce, tamarae, balsam and birch, and a few white pine in the neighborhood of Red Indian Lake and Cook's Brook, the pine good and of large dimensions, the spruce averaging fifteen inches in diameter, the balsam good and pretty large, the birch not plentiful, and of medium size. But little rock is visible, light and dark sandy loams, gravel and boulders, being the general characteristics of the surface.

## SOUTH WATERSHED.

At station one thousand and forty a height of land exists between the Red Indian Lake waters and waters flowing southward. Continuing from this in an east north easterly direction, keeping to the south of Quin Lake and north of Rogerson Lake (a fine body of water containing an area of about six square miles), we reach the foot of the Rogerson Hills. We cross these hills in the lowest gap, the highest level of which is another height of land, station one thousand four hundred and eighteen, which divides the waters flowing into the Harpoon Brook, emptying into Exploits River, and those flowing southward.

## TIMBER AND SURFACE.

This reach from station one thousand and forty to one thousand four hundred and eighteen, is not so well timbered as the former, half of it being marshes; the surface shewing gravel, boulders, sandy loam and some little rock; the woods, spruce, fir, tamarac and birch, averaging over one foot in diameter.

## HARPOON BROOK WATERSHED.

Thence to station one thousand seven hundred and ninety includes the upper part of the country drained by the Harpoon Brook, Ambrose Lake here forming the chief catchment basin, being nearly four miles long. From the Rogerson hills the line takes a tortuous course, crossing the traverse in four different places, which materially lengthens it.

## Greatest distance from traverse.

Passing to the south of Beaver and Ambrose Lakes, generally taking side hill ground, the line passes over a height of land between Ambrose and Louis Lakes, the latter waters flowing southward, apparently into Noel Paul's Brook. This reach is pretty well timbered, some of the largest spruce, poplar and fir on the whole line being here, averaging eighteen inches in diameter. Boulders, loam, clay and gravel, with more rock than before, are seen from the surface; a portion of this distance is rough and broken.

## noel paul's brook watershed.

From this, extending to station three thousand three hundred and two, is the height of land, one thousand feet above the sea, between Noel Paul's Brook waters, Great Rattling Brook waters and the waters flowing to the Bay d'Est. Most of this extent is more level than the preceding reaches. The first part on side hill ground and a down grade along the hills skirting the north bank of the Noel Paul's River to the crossing of the same by a bridge of eighty feet span, with abutments averaging forty-five feet in height; thence up the side hill along the right bank of the brook to the south shore of Lake Helen ; thence taking a northerly course on account of the high range of hills lying in our course, going to the south of Carter Lake and skirting along the northern base of these hills, we get to a portion of some considerable extent, generally more level, but in many places covered with large boulders. We then cross the south-east branch of

## noel paul's brook

in two places, first by a bridge sixty feet span, and secondly, by one of forty feet at low levels. Thence through a slightly
broken, barren country, with small groves of scrubby spruce, keeping to the south of Whiteway and Shea lakes, where our course is changed more to the southward. At station three thousand two hundred and forty we get to the north-east of a range of hills which run nearly north and south, thus reaching the height of land at station three thousand three hundred and two, before described. The timber in the last extent is generally of inferior quality and size. Some few pine were seen on the banks of Noel Paul's brook; also, spruce, fir, tamarac and birch; the spruce in many places very scrubby. Most of this extent is covered by lakes and ponds, and a portion burnt over. Large boulders, gravel, sandy loam and rock forming the surface.

## divide between waters flowing north and south.

After leaving the height of land, the line makes a detour to the southward, passing down the valley of a stream which empties into Gulph Lake, the traverse being about seventy chains to the north, which lengthens the line here about two miles. This deviation is unavoidable, for it is the only ground by which we can get grade or escape the lakes and rough country to the north and south. Thence following the height of land between Atlantic Lake, two and a half miles long, and Gulph Lake, four miles long (the former discharging its waters by the Great Rattling Brook into the Exploits, the latter emptying into the Baie d'Est), on a narrow neck of land three hundred and fifty feet wide. We then rise to the eastward over marshes and barrens, with some timbered land between, to station three thousand six hundred and fifty, where we reach a generally undulating country to the base of

## FOX HILLS,

station four thousand and forty, and the centre of a gap in the summit of which we reached at station four thousand one hundred and ten. Most of the timber of this section is short, scrubby spruce, and but little large sized timber exists, but there is also fir (balsam), tamarac and some birch. Marsh and open barrens occupy a great deal of this section. Near station three thousand five hundred and ninety we saw indications of iron ore. The surface here generally is gravel, boulders and sand with rock.

## GANDER RIVER.

From the summit of the Fox Hills the line descends diagonally their southern slope, and reaches the base at station four thousand four hundred and twenty, continuing through a marshy descent to the head of the hill leading down to the Gander River, at station four thousand five hundred and ten. Descending this hill to station four thousand five hundred and eighty, we here, on account of the shortness of provisions, ran our traverse to the Gander River. The location line is shewn, run along the side hill to the same distance as the termination of the traverse.

## distance of unfinished part of line.

Mr . Costigan, who came through from the end of Mr. Lynch's line to the end of my line, estimates the distance at about sixteen miles, the termination of my line being about five miles above the mouth of Gull Brook, by the valley of which stream he considered Mr. Lynch's line might be connected with mine.

The hills on the north side of the Gander River have a fair amount of timber on them, and also on the southerly side of the Fox Hills : spruce, tamarac, fir and birch, average over one foot.

COUNTRY, TIMBERED AND OTHERWISE.
The extent of timbered country passed over was 3362.20 chains- $63 \frac{2}{3}$ miles. Partially timbered, 400.00 chains -7.57 miles; and open marsh and barrens, 914.00 chains -17.31 miles. Having

## FINISHED OUR LINE

on the 2 nd October, we established a bench mark and planted a large post on the left bank of the Gander River, the distance by traverse from the starting point being 4516.11 chains, or 85.53 miles. The reduced level of the final B. M., No. 207, being 380.62 feet.

STARTED FOR BAY D'ESPOIR.
The third of October being Sunday we rested, and started homeward on Monday, some of the men nearly naked and
shoeless, and not having a particle of meat or salt for some days back. We all felt overjoyed to start for Bay D'Espoir, which we reached on the evening of the seventh day. Having telegraphed for a steamer to St. John's, we proceeded to Gaultois and from thence by schooner to Harbor Breton, which we reached on the morning of the fourteenth.
GOT TO ST. JOHN'S.

The steamer Cabot coming in about midday, we embarked on board and reached St. John's in the afternoon of the fifteenth.

I have much pleasure in mentioning the names of Mr. Quin, Mr. Morison, Mr. Morris and Mr. Stares (my commissariat officer), by whose attention to orders and energy this difficult survey was advanced, forwarded and brought to a successful termination.

I am, Sir,<br>Your obedient Servant,

W. A. AUSTIN, P. L. S., C. E., Engineer-in-Charge.

## NEWFOUNDLAND RAILWAY:

INTERIOR DISTRICT, DIVISION B.
Statement of Distances.

|  |  |  |
| :---: | :---: | :---: |
| Red Indian Lake to Gander River. | Length in Chains. | Length in Miles. |
| Length on air line... ... ... | 3827.00 | 72.48 |
| Length by traverse ... ... ... ... ... ... | 4516.11 | 85.53 |
| Length by approximate location ... ... ... ... | 4610.20 | 87.31 |
| Air line shorter than traverse | 689.11 | 12.05 |
| Approximate location longer than traverse ... | 94.09 | 1.78 |
| Length of straight on approximate location ...0 | 8310.20 | 62.61 |
| Length of curve on approximate location ... ... | 1800.00 | 24.70 |
| Note.-Maximum grade- 1.20 per 100 ... ... <br> Maximum curve, $6^{\circ}$, but one $7^{\circ}$ |  |  |

## NEWFOUNDLAND RAILWAY̌.

INTERIOR DISTRICT, DIVISION B.
Statement of Grades on Approximate Location:


## NEWFOUNDLAND RAILWAY.

INTERIOR DISTRICT, DIVISION B.
Average Earth and Rock Quantities.


## NEWFOUNDLAND RAILWAY.

INTERIOR DISTRICT, DIVISION B.
Statement of Masonry Structures.


## NEWFOUNDLAND RAILWAY.

INTERIOR DISTRICT, DIVISION B.
Statement of Timber Structures.

| Red Indian Lake to Gander River. |
| :--- |
| Description. |

## NEWFOUNDLAND RAILWAY.

 INTERIOR DISTRICT, DIVISION B.
## APPROXIMATE QUANTITIES.

Station 0.00 to Station 4610.20-87.31 miles. Red Indian Lake to Gander River.

| Masonry Bridges and Culverts. | Quantities. | Remarks. |
| :---: | :---: | :---: |
| Clearing, acres ... ... | 1148 |  |
| Close cutting, acres ... ... ... | 265 |  |
| Grubbing, acres ... | 88 |  |
| Fencing, lin. feet ... |  |  |
| Earth excavation, c. yards ... ... | 1,170,000 |  |
| Rock excavation, c. yards ... ... | 88,000 |  |
| Under drains, lin. feet ... ... ... | 44,000 |  |
| Riprap, c. yards ... ... ... ... | 6,160 |  |
| 1st class masonry, c. yards ... ... | 10,400 |  |
| 2nd class masonry, c. yards... ... | 13,200 |  |
| Paving, c. yards ... ... | 706 |  |
| Howe truss, 2 spans ... | 40 ft |  |
| Howe truss, 1 span ... ... ... | 50 ft |  |
| Howe truss, 3 spans ... ... ... | 60 ft |  |
| Howe truss, 1 span | 80 ft |  |
| Howe truss, 2 spans ... ... | 200 ft |  |
| Timber, lin. feet ... ... | 2,000 |  |

## APPENDIX.

## NEWFOUNDLAND RAILWAY.

INTERIOR DISTRICT, DIVISION B.
APPROXIMATE QUANTITIES.
Station 0.00 to Station $4610.20-87.31$ miles. Red Indian Lake to Gander River.

| Timber Bridges and Culverts. | Quantities. | Remarks. |
| :---: | :---: | :---: |
| Clearing, acres ... ... ... ... ... | 1148 |  |
| Close cutting, acres ... ... ... ... | 265 |  |
| Grubbing, acres... ... ... ... . | 88 |  |
| Fencing, lin. feet ... ... ... ... |  |  |
| Earth excavation, c. yards ... .. | 1,170,000 |  |
| Rock excavation, c. yards... ... .. | 88,000 |  |
| Under drains, lin. feet | 44,000 |  |
| Riprap, c. yards... ... ... ... ... | 6160 |  |
| 1st class masonry, c. yards ... ... | 4,000 | In high bridge. |
| Cribwork, c. yds... | 8,800 | Including stone filling. |
| Timber, lin. feet ... ... ... ... | 190,880 |  |
| Wrought iron, lbs. ... ... ... ... | 22,550 |  |
| Cast iron, lbs. ... ... ... ... ... | 3,450 |  |
| Softwood Plank, b, m. $\quad .$. | $44,000 \mathrm{ft}$ |  |
| Hardwood plank, b. m. ... ... ... | $4,400 \mathrm{ft}$ |  |
| Howe truss, lin. feet... ... ... ... | 820 |  |

## NEWFOUNDLAND RAILWAY SURVEY.

## REPORT OF PARTY A. WESTERN INTERIOR DISTRICT.-ST. GEORGE'S BAY. Eingineer-in-Charge-THOMAS RAMSAY, Civil Engineer.

## $\left.\begin{array}{c}\text { Ottawa, } \\ \text { April 3rd, } 1876 .\end{array}\right\}$

Sandford Fleming, Esq.:
Dear Sir,-
Having been employed in charge of a party on the Newfoundland Railway Survey during the past summer, and having the plans and sections now completed, I beg leave to submit the following

## REPORT.

According to your instructions I reported myself to A. L. Light, Esq., C. E., at Halifax, on the 2nd of May last, and on the first day of June left St. John's, Newfoundland, with a letter of instructions from Mr. Light, to the following effect:-

That I should take my party, then organized, to Saint George's Bay, and there commence a preliminary survey for a Railway from St. George's Harbor to the south-west angle of Red Indian Pond by the nearest practicable route, and there, if possible, connect with the work of party B, under Mr. Austin.

That I should keep as near as I could to a country where a line could be located with maximum grades of sixty feet per mile, and curves with a maximum deflection of $5^{\circ}$ per hundred feet.

That I should notice every thing of interest respecting the physical features of the country and its adaptability to farming, lumbering, or mining operations, as well as the character of the climate.

And, that after completing this preliminary survey, I should get my party back to St. John's, to assist in completing a portion of the survey that extends through the district of Avalon.

Myself and party arrived at St. George's Bay on the fourth of June, when I found myself at the entrance of what was believed to be a difficult and, which was to me, an unknown country, without a guide (having failed to get the services of two Indians recommended by Mr. Murray as having some knowledge of the country.)

The greatest difficulty in executing the survey I believe to be the supplying the party with provisions, and this induced me to take my supplies at first as far as I could find water to float them, which was the head of the tide at St . George's River, about eleven miles from the Harbor.

The river St. George, as far as I could judge, was the largest stream running into the Bay, and probably the most directly in our course, and would be likely to give a longer distance in which to gain the high land than a smaller stream.

I preferred to begin here at the head of the tide, in order that I might get an early connection with the other division of the survey in the long days and fine weather.

Hence we took our departure and followed the St. George's River as far as it kept near our course. In fact there was no possibility of leaving the valley after we were once in it, until within three or four miles of where we did so, and I felt very much relieved to find a pass that would let us out in the direction we wished to go.

After leaving the valley of the St. George, 1 followed the shore of Paddle Lake about three miles. The water from it runs into Red Indian (or Exploits) river; but the course of this water was very much out of our direction, and, the ground looking favorable, I kept a direct course. This I afterwards found to be an error, as the ground did not turn out as well as it looked.

By great exertions we reached the banks of Red Indian river on the 14th of August; and here I had the misfortune
to lose my leveller, R. N. Light, Esq., through his ill-health. This crippled my operations considerably; still I succeeded in getting a connection with division B on the 18 th, four days later, the distance chained being two thousand nine hundred and sixty-five stations, or fifty-six miles.

Part of this first and most direct line being nearly impracticable, I made about sixteen miles of a new line further south, making connection with the first line at station one thousand seven hundred and eighty-two on the traverse at the outlet of Paddle Lake. I also made such other loop-lines and cross sections as the extent of our provision would allow whilst returning to the mouth of St. George's river, where we arrived on the 8th of September.

From the mouth of St. George's river I ran westward a distance of five hundred and eighty chains and terminated at what is called Seal Rocks, but it is marked on the Admiralty chart Turf Point.

Here, while waiting for the boat to take the party back to St. John's, we ran some loop lines and shore traverse. Our total work on this division was ninety-three miles of levels and ten miles of shore traverse.

This was completed on the 25 th September, when the party left for St. John's.

On the plan submitted, I have shewn the traverse lines by fine red lines, and the distances are marked in black figures, and in the direction in which they were actually chained, some being eastward and some westward. The line of approximate location, as far as my present knowledge would enable me to judge, I have marked by a heavy red line, and the distances are written in red both in chains and miles, continuously from St. George's harbor eastward. In this direction I will endeavor to give some description of the country, premising that there are two sets of sections shewing the levels; the one shewing the ground where the actual levels were taken has the distinces marked in black figures, the other section with distances marked in red figures is intended to represent the ground marked by the heavy red line on the plan; but there are no actual levels. The measurements taken enable me to
know that the grades represented can be obtained; the quantity of work may vary, but I think the estimate I submit will cover the uncertainty.

Seal Rocks, where I think must be the western terminus of the road, and where our measurements, as marked by the red figures begin, is on the eastern side of the harbour, opposite or south-west from the harbor point. From the position of this point, as given in Norie's Navigation, Seal Rocks is in latitude $48^{\circ} 25^{\prime} 32^{\prime \prime}$, and longitude $58^{\circ} 24^{\prime} 04^{\prime \prime}$. It is near the anchoring ground, and is said to be the best, in fact the only landing harbour on this shore. West of this the bay is very shallow, and further east it is much exposed to the north-west wind. Where I have marked the line across the cove I purpose the road to be made on a wharf, where I believe the small craft of the shore could land. Of course a deep water wharf would have to extend further into the harbour, and it is not included in the present estimate, being an item belonging to the whole road, rather than to one division of it. I was informed that the deepest water was not far from this shore, but I took no soundings.

From Seal Rocks the land rises rapidly to a plateau of from sixty to eighty feet above the tide, and this plateau makes out to the shore in a bold slipping bank composed of clay and gravel, and about two miles eastward is cut through by the Barachois River. The Railway must either follow the foot of the bank at the edge of the water and be protected by riprap, or else gain the plateau and cross the Barachois River with a high bridge and heavy bank. I have drawn my proposed line on the first named route, but further knowledge may show that on the plateau to be the best. Either is practicable.

After crossing the Barachois River and gaining the plateau the line passes over even but peaty ground, descending easily into the valley of Bog Brook, which valley it follows to its summit, which is five hundred and twelve stations from Seal Rocks, and one hundred and seventy-five feet above tide. A further distance of ten miles, with a descent of eighty-two feet over sidelong and some rather uneven ground, brings us to the bank of the St. George's River.

A lower line might be found by following the shore, but it is not so direct, and I am inclined to think it would not be so cheap.

For eight miles after crossing the Barachois River the land through which we passed, and south as far as I could see anything of it, as well as north to the Bay (or river), was generally free from rocks, and what was not peaty could be fairly cultivated, although I could not call it good land.

There had been many pine trees on the higher ridges, but the timber has all been burnt, and there is now little of value.

The St. George's river, at or near its mouth, is a stream of from two to four hundred feet wide; the first four miles are too shallow and rapid for boats, making an ascent of one hundred and sixty feet in that distance. The next eight miles only rises sixty-eight feet, or eight and a half feet per mile, and has fair boating at a good pitch of water, but the channel is wide and soon gets very shallow.

Up to this point, although the land on either side of the river, within a mile of its shore, and often much less, attains an altitude of eleven hundred or twelve hundred feet; still there is flat ground enough for a road between the stream and the steep bank.

At sixteen miles from its mouth the river has attained an elevation of three hundred and fifty feet above the sea, and the next seven and a quarter miles has a mean rise of one in a hundred, attaining an elevation of seven hundred and thirtyfive feet above tide. Here the banks are rough and jutting out in to the river, sometimes making it difficult to maintain a grade at the required height; this is the worst part of the line.

Above this the river still continues to rise rapidly, but the shores are more level, and at twenty-six miles from its mouth we find the river issuing out of Silver Lake, a sheet of water about two miles long and a half a mile wide, being eight hundred and twenty feet above the sea.

On the first ten or twelve miles from the mouth of the river there are some small pines, from fifteen to eighteen in-
ches or perhaps more in diameter, growing on the slopes; they are not numerous, and above this they disappear.

The shores of the river all the way, except a few spots on the last three miles before reaching the lake, are covered with wood, the spruce and balsam, with a few white birches, ranging from four to eight inches diameter, rarely exceeding that; quite tall near the river, but decreasing in length as the altitude increases, the top of the country being generally bare.

The extent of wooded ground rarely reaches a mile from the river, and sometimes not more than half that distance.

There are a few spots of alluvial land, but they are so small and difficult to get at that they are of little value.

The valley of Stag Brook, by which we left the river St. George's water, is so steep that I had to mount the side-hill ground all the way round Silver Lake, to enable me to reach the summit with a reasonable grade. At station two thousand one hundred and thirty-five from Seal Rocks we reached the summit which, after allowing for a cut of twenty-five feet, will be one thousand and eighty-seven feet above the sea-having, in seven hundred and fifty stations, made an ascent of seven hundred and fifteen feet. This very long and continuous grade forces the line into rougher ground than might be found in the valley lower down.

From the summit, thirty-six feet of a descent, after allowing for the cut, brings the line to the shore of Paddle Lake, a sheet of water about four miles long and half a mile wide. The line follows the south shore to the outlet, having high broken ground to the right. This outlet, at about station two thousand three hundred and fifty, is the point of junction of the two lines previously referred to. The last line follows near the south shore of the next (Cache) lake. It is about three miles long and nearly one and a half miles wide. The shore is tortuous and the land high, requiring a very curved line and heavy work. There is nearly half a mile of river connecting Cache and Bottle lakes. The line crosses this river, following the north shore of the first Bottle lake, recrossing at the narrows between the two Bottle lakes, and following the south shore of the second Bottle lake.

A line on the north of the second Bottle lake would either have to lose distance or pass over higher ground than the present line between Bottle lake and Gooseberry brook. But it is possible that a line might keep south of first Bottle lake without much increasing the distance, and save two bridges as well as some heavy work.

Thus far the line has followed the waters of Red Indian river ten and a half miles, and only made a descent of ninetyfive feet. The course of the water is, I may say, the only practicable route the country affords, and there is not much choice of ground, or rather the choice is confined to very narrow limits.

In these ten and a half miles the country is thickly wooded, but the wood is almost confined to spruce and balsam. Between this point and the head of St. George's River there appears to be a good deal of wooded country, but the wood is all of the same character; the best of it will make sleepers, but it will require the best. The land is hard and stony with scant soil, indeed in many places none.

From the outlet of the second Bottle Lake there is nearly two miles of partially open ground, but this is all, except a few small spots from the mouth of St. George's River to Red Indian Lake.

Gooseberry Brook, coming in from the north, makes a rather deep valley between Bottle Brook and Red Indian River, and will require a pretty heavy fill and a crooked line. A further exploration might improve the line, but I think it is necessary to get it on the face of the bank of Red Indian River as soon as possible, in order to attain a low level before reaching Otter Brook, which is the only serious break in the bank from where the line strikes the river to the narrows, where I propose to cross it.

The traverse line runs almost square down the bank to the shore of the Red Indian River, and follows the north bank, sometimes on flat ground and sometimes on the beach, when it ought to have been on the side of the bank; but my stay here being limited by the amount of provisions I had, I preferred
to gain what knowledge I could of the general features of the country rather than delay by going too much into detail.

After following the north shore of the river for about eleven miles, the survey crossed where the river was broad and shallow ; but lower down the high rocky banks approach each other within a little over one hundred feet, and although the direction is bad, I think it may be possible to cross with a span of not more than one hundred and eighty feet. It will be necessary to have the bridge high in order to get a practicable approach without very heavy rock cutting. Indeed the river is so straight and the banks so high, it makes it difficult to get an approach at all.

A little over a mile from the narrows we found the post left at the beginning of division $B$, at the still water of Red Indian Lake.

This post is by the first line we chained:
From Seal Rocks . . ............. 3544.5 chains.
By the second line ............... 3585 "
By air line N. $8^{\circ}$ 20' E. ......... 3529 "
By the approximate location..... 3557 "
Increase over air line .......... 428 "
Increase per cent. of air line .... $13 \frac{1}{2}$."
Taking Norie's latitude and longitude of the Seal Rock, and our traverse, it would make the latitude of this post $48^{\circ} 33^{\prime}$, and longitude $57^{\circ} 7^{\prime} 10^{\prime \prime}$.

The Red Indian River, or that part of it followed by our line, is remarkably straight. On this stretch it will average over three hundred feet wide. It is a fair river to boat on in rainy weather, but must become difficult in a dry season ; judging from the ice marks, both it and the St. George's River must be subject to high freshets in the spring, and sometimes ice jams. Its banks rise from three hundred and fifty to nine hundred feet above the stream. The foot of the bank on the south side is generally very close to the water, and is in some places too steep to bear timber. The north bank is well wooded with the usual species of spruce, fir, and white birch and some pine. Near the river it is very tall, decreasing in height towards the top of the bank, but it is no where large. The
pine does not grow beyond the top of the bank, but there would be enough, I should think, for the purposes of the Railway construction in that vicinity. There appears to be nothing of value on the south side. I could see the mural face extending up river ten or more miles above the highest point of our line, and from the top of the bank the country looking southward was the hardest I had seen.

The road must follow on the slope of the north bank about five and a half miles. No doubt this will give pretty heavy quantities, but the next six and a half miles will be easy, so that I think the station on the Red Indian River will not give a much higher average than the other portion of the line, at least not much more than the general average of the Saint George's river.

On the first line I ran from station one thousand seven hundred and eighty on the traverse (corresponding to two thousand three hundred and fifty from Seal Rocks), to two thousand six hundred and fifty at Red Indian River. I have made a dotted line on the plan indicating where I think a possible line might be found, but it would pass over a summit about one thousand three hundred feet above the sea, and that summit is only fire miles from Red Indian River, which at that point is but five hundred and twenty-five feet above tide.

On that line I think smoother ground would be found on the north side of Paddle Lake than on the south, and some heavy work would be saved at the summit between St. George and Red Indian waters; and I think a fair line might be found to the highest summit; but from that point I believe the best that can be done would be to obtain a grade of eighty feet per mile for seven miles, and then a grade of 1.00 per 100, or fiftythree feet per mile, for five miles more to the bridging place.

Otter Brook, which this line would follow, runs in an upstream direction for some distance, coming into the main river at a very acute angle, in which angle is Red Indian Look-out, a peak one thousand five hundred and fifty feet above the sea, and its top only about a quarter of a mile from the stream. It would thus require both a very long curve of small radius, and very heavy work to get on to the side bank in a direction to go down river.

On this line and to the north and west of it, there is much open ground, and in places I think it must attain an altitude of from one thousand six hundred to one thousand eight hundred feet above the sea; but south of this line, and up to our south or adopted line, the land that is not covered with water seems to be covered with woods of the common description. There are doubtless some openings, though unobservable from any position from which I could get a view of the country.

Although this line did not turn out so favorable as I could have wished, yet the survey has added to our knowledge of that section. It has proved beyond dispute, that no line north of the Valley of Paddle and Bottle Lakes can be found so good as the line in that valley; and I think it has shown that a passage could be found here between the Red Indian River and the Humber, if it was wanted. The lowest summit on this passage would be by the way of Bottle Lake and passing between Cache and Gull Lakes, but it would be very much longer to Red Indian Lake than by way of Otter Brook.

The general character of the rocks is the same on the whole of this division : a hard quartzite rock, but I think generally not a true granite; it will be hard to worh, without being good for building purposes. Although the rock is almost always near the surface, it is not much exposed, except where a fire has been, being generally covered with peat, moss or debris.

We saw no indications of mineral, except that the compass needle was much affected for a distance of six or eight miles.

As to the question of general route between the given points, Seal Rock and south-west angle of Red Indian Lake, I think it is hardly possible that a better line can be found than that indicated on our plan (No. 6). That it is the most direct, there can be no doubt. There is a watershed crossed by our first line, near station one thousand nine hundred and fifty on the traverse; it is some feet lower than our actual summit, but I think it connects with the Humber and is that above referred to. If these waters should be found to belong to St. George's River, (which I do not think possible), about thirty or forty feet in summit height might be saved, but it must make a large
increase of distance to get back to Bottle Lake, or else contend with all the difficulties on the line by Otter Brook.

It may be barely possible that the valley of the Barachois River is smoother than that of the St. George's River, but the Red Indian River could not be reached from the Barachois without crossing the head of the St. George, thereby having two summits in place of one; and I do not think it possible to find any summit between St. George and Red Indian River and south of our line as low as that passed over. Hence, it being impossible to shorten the distance, and hardly within the range of possibility to improve the grades, there is but small chance of being able to improve the general route, although room for "any amount" of labor and skill in detail.

There is good ballast about the Barachois river, on the St. George's river about six miles from its mouth, and about nineteen miles from the mouth of the river. It is all on the south side. I have no doubt some will be found on Red Indian River, near the stream, but I saw no indications any where on the high land, so that the chances are that ballast will have to be hauled up hill, and sometimes probably long distances.

Ties of spruce and fir (balsam) will be found generally not very far from where they are wanted. I saw no tamarac worth speaking of, and the timber is generally too small for any other purpose than ties and the temporary work of construction.

It is said, and my own observations confirm it, that on the higher plains the snow drifts very much and forms high banks on the bushes or woods that it meets. Along a good deal of this line the woods are tall enough to form a shelter, while they can be preserved; but I fear if the woods are killed or taken away it may be difficult to protect a road in those deep valleys. I suppose the snow would be blown from the plains into the bottom of them. It might make a great difference on which side of the valley the road was located, but on the Red Indian River there is absolutely no choice, and the St. George is not a great deal better.

I have great difficulty in forming an estimate both of work and cost, upon which I can myself put faith. The country is now to me, and I could not form so good a judgment as in a
country I was more accustomed to. There is also great diffculty in getting a service road into the country; I feel doubtful about getting a summer road at all.

I have used my judgment in getting the best average I could of quantities, and I have used all the care possible, but the work must depend a good deal upon the grades and curves adopted. The grades that I have put upon the sections are 1 per one hundred ( 52.8 feet per mile), except in one place where it is 1.20 per one hundred. Less grades than this cannot be got; but in some places, by making them steeper, the work might be lightened. Going eastward the total rise is one thousand three hundred and forty-two feet, and the total fall eight hundred and twenty-four feet. The length of up-grade in the same direction is 36.74 miles; of falling grades 23.84 miles, and of level 6.77 miles.

I have put in $5^{\circ}$ curves (radius, one thousand one hundred and forty-six feet) in a few places where it will be nearly impossible to avoid them. There are a good many $4^{\circ}$ curves, and the total amount of curvature of $7^{\circ}$ per mile is very large, but the amount of tangents, 2094 chains ( 39.66 miles), or nearly 59 per cent., is more than I expected to find in such a country, and is not likely to be increased.

A series of tables, one to eight, are annexed, in which the various matters of estimates are given together. I have charged thirty cents per cubic yard for embankment, which is high, but I think not too high for the work and country. The cuttings are made light to avoid deep rock cuts as much as possible. The rock is hard and likely to be expensive; I have put it at $\$ 1.50$ per cubic yard, but I have not deducted it from the total embankment, which is thirty cents more, making $\$ 1.80$ per rock taken out of the road and put into bank.

The culverts of masonry I have marked and estimated large in size, thinking that the water must sometimes come down in large quantities.

In the tables there is an estimate for the cost of a road with culverts of masonry, and also for a road with trestle work in place of masonry; but there are three large bridges, two of them high (fifty feet), for which masonry is estimated in both
cases. The use of timber only gives a saving of not quite $\$ 3,000$ a mile.

The road with masonry culverts being $. . \$ 26,862$
And with timber culverts .............. 23,892 .
There is so little timber serviceable for structures to be found near where it would be wanted, no roads, and no means of getting it but by hauling long distances, that I can hardly think the use of timber to be recommended except very sparingly.

According to the above estimate per mile, the 67.3 miles from St. George's Harbor to the end of my division is,-

With all masonry .................... $\$ 1,807,812$. $1,607,632$.
With timber culverts...........
This distance of 67.3 miles ends at station three thousand five hundred and fifty-seven on my approximate section, which would be some distance at right angles to the general course of the line from Mr. Austin's post where his traverse began, but would correspond with station sixty-six on the approximate' section of division $B$.

The plan and section of this division A. are marked No. 6 in the series, being the most western division.

The general results of the survey of this division, as well as the estimates, are exhibited on the accompanying sheets in a tabulated form.

I purpose to further report at the earliest possible day, giving the results of the survey in the district of Avalon in the meantime.

> I am, Sir,
> Your most obedient,

THOMAS RAMSAY.

## LIST OF TABULATED STATEMENTS FOR WESTERN INTERIOR DISTRICT.

No. 1.-Statement of lengths and curves.
2.-Statement of grades.
3.-Statement of embankment and rock excavation.
4.-Statement of masonry structures.
5.-Statement of timber structures.
6.-Approximate quantities with masonry structures.
7.-Approximate quantities with timber structures.
8.-Statement of streams crossed.

## NEWFOUNDLAND RAILWAY.

ST. GEORGE'S BAY, DIVISION A.-PLAN AND SECTION No. 6.
Statement of Lengths and Curves on Approximate Location.


## APPENDIX.

## NEWFOUNDLAND RAILWAY.

ST. GEORGE'S BAY, DIVISION A.-PLAN AND SECTION NO. 6.
Statement of Grades on Approximate Location.

Station 0. to Station 3557


## NEWFOUNDLAND RAILWAY.

ST. GEORGE'S BAY, DIVISION A.-PLAN AND SECTION No. 6.
Statement of Earth and Rock Excavation.
From St. George's Harbor to Red Indian Lake. Road bed 17 feet-cuts 22 feet.


## NEWFOUNDLAND RAILWAY.

ST: GEORGE'S BAY, DIVISION A.-PLAN AND SECTION No. 6.
Statement of Masonry Structures.
St. George's Harbor to Red Indian Lake-67.3 miles.


## NEWFOUNDLAND RAILWAY.

ST: GEORGE'S BAY, DIVISION A.-PLAN AND SECTION No. 6.
Statement of Timber Structures.


## NEWFOUNDLAND RAILWAY.

ST. GEORGE'S BAY, DIVISION A.-PLAN AND SECTION No. 6.
Approximate Quantities. Masonry Structures.

| Seal Rocks to Red Indian River. 67.35 miles. | Quantities. |  |
| :---: | :---: | :---: |
| Clearing, acres ... ... ... ... | 942 |  |
| Close cutting, acres ... | 67 |  |
| Grubbing, acres ... ... | 168 |  |
| Fencing, lin. feet ... ... ... ... | 113,000 |  |
| Embankment, c. yards... | 2,019,000 |  |
| Rock excavation, c. yards ... ... | 336,500 |  |
| Under drains, lin. feet ... | 101,000 |  |
| 1st class masonry, c. yards .. | 8,100 |  |
| 2nd class masonry, e. yards... ... | 18,850 |  |
| Paving, c. yards ... ... ... ... | 1,850 |  |
| Riprap, c. yards ... ... ... ... | 2,350 |  |
|  | Span. | dif , itoil dano |
| Bridge superstructure, 2 of ... ... | 180 ft |  |
| Bridge superstructure, 1 of ... ... | 160 ft |  |
| Bridge superstructure, 4 of ... ... | 60 ft |  |
| Bridge superstructure, 2 of ... ... | 50 ft |  |
| Bridge superstructure, 4 of ... ... | 30 ft | ... vidat daef |

## NEWFOUNDLAND RAILWAY.

st. george's bay, division a.-plan and section No. 6.
Approximate Quantities. Timber Structures.

| Seal Rocks to Red Indian Lake. 67.35 miles. | Quantities. |  |
| :---: | :---: | :---: |
| Clearing, acres ... ... ... ... | 942 |  |
| Close cutting, acres ... ... ... | 67 |  |
| Grubbing, acres ... ... ... ... | 168 |  |
| Fencing, lin. feet ... ... | 113,000 |  |
| Embankment, c. yards ... ... ... | 2,019,000 | 1. |
| Rock excavation, c. yards | 336,500 |  |
| Under drains, lin. feet ... | 100,950 |  |
| 1st class masonry, c. yards ... ... | 8,400 |  |
| 2nd class masonry, c. yards... | 5,000 |  |
| Timber for culverts, 1. feet | 136,840 |  |
| Wrought iron, lbs ... ... ... ... | 20,050 |  |
| Cast Iron, lbs... ... ... ... ... | 3,100 |  |
| Softwood plank, feet, b. m. ... ... | 50,000 | Board measure |
| Hardwood plank, feet, b. m ... ... | 8,000 |  |
| Cribwork, c. yards... ... | 5,000 |  |
| Bridge superstructure, 1. feet, vide last table ... ... ... ... ... | 980 |  |

## NEWFOUNDLAND RAILWAY.

ST. GEORGE'S BAY, DIVISION A.-PLAN AND SECTION No. 6.
Statement of Bridges,
Between St. George's Harbour and Red Indian Lake.

|  |  | 咢 | (1000 |
| :---: | :---: | :---: | :---: |
|  |  | Feet. | Feet. |
| Barachois River | 2 | 160 | 30 |
| Bog Brook ... ... ... ... | 8 | 30 | 15 |
| Deer Brook ... ... | 17 | . 30 | 15 |
| South Branch St. George ... | 23 | 60 | 20 |
| St. George River ... ...... | 29 | 180 | 50 |
| Eagle Brook ... ... ... ... | 31 | 40 | 25 |
| Carter Brook ... ... ... ... | 34 | 30 | 20 |
| Cache Brook ... | 47 | 60 | 40 |
| Paddie Lake Narrows ... ... | 49 | 60 | 12 |
| Bottle Brook ... ... ... ... | 51 | 60 | 12 |
| Gooseberry Brook ... ... ... | 54 | 30 | 25 |
| Otter Brook ... ... | 59 | 50 | 45 |
| Red Indian River ... | 66 | 189 | 50 |

## No. 44.

## Report of the Firibor Grace Grammar School, 1876.

## TO THE COMMISSIONERS OF HARBOR GRACE GRAMMAR SCHOOL:

## Gentlemen;-

I hereby submit, for your information and consideration, the subjoined School Report, for the year 1876 :-

In the course of the year 54 pupils have received instruction at the Institution. The number in attendance during the first quarter was 45 ; during the second, 47 ; during the third, 38 ; and during the fourth, 39 ; shewing an average of 42 a quarter. During the past twelve months, 15 pupils have left the school, the majority of them to engage in various occupations.

Of the 54 above alluded to, 5 have been instructed in Latin; 21 in Spanish; 14 in Practical Mathematics; 26 in Bookkeeping ; all in English Grammar, including parsing, Analysis, and Rudiments of Composition in reading, oral and written spelling, in Derivation, Geography, Writing and Arithmetic, with this exception, that several of the higher English branches were not studied by four of the younger pupils.

The unusually heavy expenditure of the year was largely incurred by the extensive refitting which was effected in the class room, a necessary step, and one already attended with good results in its influence on the school work. The wornout floor has been replaced by a new one; oak pattern paper hangings, and a fresh coat of paint, render the apartment more attractive.

The premises, generally speaking, are now in a tolerably fair condition. A slight yearly expenditure would be advisable as a preventative of the general dilapidation which would ensue from lengthened neglect.

The notice of improvements effected in accordance with the decision of the Board at last annual meeting would be incomplete without reference to the vocal music and calisthenics introduced
into the course of instruction during the year. A continuation of such, during the ensuing summer, is strongly recommended.

Respectfully submitted,
(Signed)
JAMES MUNN, Principal.

Harbor Grace, 8th January, 1877.

## MINUTES of the Annual Meeting of the Directors of the Harbour Grace Grammar School, held this day.

## Present :



When the Principal submitted a detailed Report of the Proceedings of the Institution during the past year; which, on being compared with the daily class records, and found to correspond, was adopted; also, a full statement of the receipts and expenditure during 1876; which, on being carefully audited by Messrs. Bennett and Trapnell, shewing the receipts from all sources, $£ 386$, and the expenditure $£ 421152$, thus leaving a balance due the Treasurer of £35 15 2, as exhibited in the Account Current, caused by the necessary repairs of the school premises and improved furniture for the class room.

The Directors unanimously expressed their approval of the appearance and adaptability of the school rooms for the comfort and convenience of the classes and their Teacher, and were much pleased with the progress made during the past year, as shewn at the public examination held on the 23 rd December, in the presence of the parents and friends of the pupils.

The Directors also tendered their thanks to the Principal for his assiduity to his duties, and requested him to continue the same progressive course; regretting, however, that the former salary was necessarily so much reduced from the retiring allowance made to the former Principal.
(Signed) JOHN MUNN, Chairman.

Dr.
Harbor Grace Grammar School

| 1876. |  |  |  |
| :---: | :---: | ---: | ---: | ---: | ---: |

E. E.,

Harbor Grace, 8th January, 1877.

## APPENDIX.

in Account with Commissioners.
Cr.

## 1876.

Jan'y 1.-By Balance from last year, as per Cheque Book .................. " Quarterly Fees, 1st Quarter . ...

| $£ 40$ | 4 | 2 |
| ---: | ---: | ---: |
| 30 | 16 | 8 |
| 30 | 3 | 4 |
| 25 | 17 | 1 |
| 25 | 13 | 9 |

April 1.-" Ditto 2nd Quarter.... July 1.-" Ditto 3rd Quarter. Octob'r 1.- " $\quad$ Ditto 4th Quarter....
December " Amount received for old Desks "6 Amount received for old Desks
"6 Annual Government Grant ....
66 Balance due Treasurer ..........

## 45.

## Weport of the Public Schools of Newfonndland, umder Church of Eagland Roards, for the year ended December 31st, 1886.

Sir, ST. John's,
February 26th, 1877. $\}$

I have the honor to transmit, herewith, to be laid before His Excellency the Governor, my Report of the condition of the Public Schools of Newfoundland, under Church of England Boards, for the year ended December 31st, 1876.

> I have the honor to be, Sir, Your obedient Servant,
> WILLIAM PILOT,Superintendent of Church of England Schools。

The Hon。 E. D. Shea,

Colonial Secretary.

## REPORT.

To His Excellency Sir John Hawley Glovek, G. C.M. G., Governor of Newfoundland and its Dependencies.
May it Please Your Excellency;-
I beg, herewith, to present my Report to your Excellency on the condition of the Public Schools of Newfoundland under Church of England Boards, for the year ended December 31st, 1876, and to assure your Excellency at the outset that, while I regard the work done as preliminary, and preparatory to
future operations; yet vigorous efforts have been made to promote the increased efficiency of our schools, and in many respects to make the year one of substantial progress and important interest.

I will now proceed to give a summary view of the condition of our Schools from the Statistical Tables, (Part II), accompanying this Report.

## TABLE A.

## Property Account.

The amount apportioned, from the wise and liberal vote of the Legislature of $\$ 40,000$, to Church of England Boards for school houses and property was $\$ 14,485.77$, from which there has been paid to Methodist Boards for the settlement of property the sum of $\$ 2,382.98$; and I am happy to be able to report that such settlement has now been finally and most amicably adjusted, though, as was observed in the joint report of last year, not without engrossing much of the time and attention of the two Superintendents, to whom, in many instances, all arrangements were entrusted by their Boards respectively, and from whom they have, for services rendered, received expressions of hearty approval.

As the time allowed by rules and regulations for the expenditure of this special fund is not limited to any date, and the majority of Education Boards have been furnished with only half the amounts due them respectively, it is not possible at this time to give much more than the result of settlement above referred to, and the form in which it is proposed to present hereafter a complete return of the expenditure of this important grant.

Further observation and experience have confirmed all that was said in the report of last year on the deplorable condition of very many of our schools, and have strengthened the
conviction that, if some of the best interests of education are to be considered, the subject of proper school accommodation and school comforts must by no means be disregarded. To no more praiseworthy object, therefore, could the public money have been wisely appropriated than in assisting Boards in their efforts to improvement in this particular ; and it is very satisfactory to report that this vote of the Legislature is being most judiciously and carefully expended, and that most gratifying progress is being made in the way of providing better school house accommodation and to some extent equipping schools with necessary and convenient apparatus. Twenty-five new school houses, each affording accommodation according to the legal standard, are in course of erection, in some cases to replace those of a most wretched character ; in others to furnish school buildings to settlements hitherto deprived of them, while all these and many more are being provided with platform, desk, and chair for teachers, more suitable seats and desks for scholars, maps and blackboards, and altogether rendered better adapted to teaching purposes. I am happy also to be able to report that outhouses are being provided for many schools for scholars of different sexes; and I feel assured that this improved condition cannot but fail to have a social, salutary and beneficial effect upon scholars, teachers and society at large.

## TABLE B.

Financial Statement.
By Education Act, 37 Victoria, Commercial Schools were abolished, and the amount formerly granted for their sustentation was apportioned among those Educational Districts only in which such schools had been established. But as the grant thus continued to be made was intended, by said Act, for general purposes of education, these districts, as compared with others, enjoyed a decided pecuniary advantage; and in the amendment and consolidation which took place in 1876, this inequality was remedied, and the grant apportioned among all
the districts according to population. This circumstance will account for the income of Boards being different in this year to what it will be in ordinary, seeing the appropriations to them for three quarters were made according to the former, and that for the last quarter in the education year according to the provisions of the latter Act, and the incomes of Boards in this Table have been so computed.

## Receipts.

1. The amount apportioned from Legislative Grant for general educational purposes to Church of England Boards was $\$ 21,830.19$.
2. The amount available for Books, $\$ 344.01$, a small sum, but of much practical good, enabling Boards to supply Books at low rates, and to furnish the children of indigent parents and orphans with such, free of charge.
3. The share of the special grant of $\$ 40,000$ for school houses and property, available up to this date, and issued according to rules and regulations adopted for its expenditure, \$6,165.
4. Fees.-Six Boards only have made returns of fees paid, and from these, in some cases respectable sums, may be gathered what may be done to increase this source of income to Teachers, who are oftentimes sufficiently depressed with their already small salaries, the irregular attendance of pupils, and indifference of parents, without having a fresh difficulty to hamper them, in the way of obtaining that which they have legitimately earned. Notwithstanding the large powers conferred by law upon Teachers, for recovering arrears of feesa recourse to which is hardly likely ever to occur-I conceive it to be the best and fairest plan to give Teachers fixed salaries according to work done, and not to make the amount of their earnings in any extent dependent upon an uncertain item. Fees could still be collected, not now as part of the Teachers' pay, but as a source of income to Boards, who would themselves then be in a position to correct irregularity in their payment by those able to pay, or to remit the fees of the necessitous. This plan I feel satisfied would be best, both for the Schools and for the Teachers; especially enabling the latter to know
exactly on what amount of income to depend, and, by fairly adjusting income to work, establish for them a more satisfactory standard.
5. Under the head of Income from other sources, are enumerated (1) grants from the special appropriation of $\$ 4,000$, for destitute places, and (2) for books sold.
6. Total income of all Boards from all sources, for educational purposes, $\$ 32,389.94$-exclusive of the special building grant, $\$ 26,224.94$.

## Expenditure.

1. The amount paid by Boards for salaries is less this year than in ordinary, in consequence of some schools being only partially opened, and others closed. By reference to General Summary, Table C. (Part II.) it will be seen that the amount voted by Boards for this purpose is $\$ 17,593.10$; shewing a desire to give Teachers, so far as means will allow, a fair remuneration.
2. For books, registers, and maps, $\$ 788.03$-the difference between this sum and the amount available for this purpose being supplied from ordinary appropriations.
3. Amount paid to Secretaries, $\$ 280$, for good and valuable services rendered to the public in the interests of education.
4. For incidental expenses $\$ 474.62$.

5-6. Amounts under repairs and building school houses are part expenditure of $\$ 40,000$, and represent a permanent increase in public school property.
7. Total expenditure for all public elementary school purposes, $\$ 20,297.98$.
8. Balances of school moneys on hand not expended when returns were made, $\$ 9,640.63$.

Changes made by 39 Vic. in the redistribution of the educational boundaries of Bonavista Bay North and Bonavista Bay West, and the creation from parts of these of the new district of Salvage ; and in the districts of Trinity Bay West and Bay-de-Verds, and the absorption by these of Trinity Bay

South, changes found most convenient in their practical operations, necessitate an adjustment of balances on hand at time of alteration, and will appear in the general financial statement of next year. The late appointment of Boards for the newly created districts of Salvage and Exploits, prevents my furnishing any account of their operations for the three months only during which they have had a separate existence.

## TABLE C.

## General School Statistics-Number of Children in the different Branches of Instruction.

## Returns and Registers.

The importance and necessity of securing reliable and accurate returns are most desirable, as only by analyzing and comparing the number, character and qualifications of schools, can we form a correct idea of the educational progress of a country. The statistics therefore for such analysis and comparison should be regularly and punctually furnished, with a view of preventing erroneous impressions in the popular mind, inspiring it with higher aims and animating teachers and scholars to further advancement; as well as by keeping them constantly before the public, the country may see that an adequate return is being made for its liberal expenditure in this highly important department. I hold this to be of paramount consequence; and, while bearing testimony to the neatness, accuracy, and care, as well as punctuality, manifested on the part of some teachers in the statistical returns furnished, I regret to have to report the meagre, insufficient and incomplete returns of others, largely attributable to the want of properly kept records; while those of some, again, have been filled up from mere verbal testimony, or from trusting to a capricious memory, and others have failed to furnish any at all. Under the head of remarks, in this table, I have specified those im-
perfectly returned; as well as those which have been in operation for less than a whole year. From these observations it will be perceived that the statistics in Table $C$ are in some particulars to be considered as only an approximation to the truth.

By a most judicious arrangement some Boards require their teachers to furnish returus of admittance, attendance and fees to their Chairmen, respectively, at the end of each quarter, according to a form provided for that purpose, and no teacher is considered entitled to his quarter's salary until he has complied with this regulation. And at the instance of some Boards I have prepared a form of quarterly return, meeting all our requirements, and one which presents at a single view a complete statistical account of each school with its progress or retrogression; and I hope on a future occasion to report its universal adoption, since it is calculated to facilitate teachers in making their annual returns to the Superintendents. At the same time, I would urge upon Boards the necessity of furnishing not only their own financial returns punctually and in due form, as required by law, but also to require their teachers to make their's regularly; and thus co-operate with the Superintendent in making this part of our school arrangements as complete and reliable as possible.

In connection with the above, and as kindred thereto, I beg to call attention to

## Registers,

which are school records, and apart from their necessity and general interest in affording the country that information required in its endeavours " to administer and extend educational operations, so as best to meet the wants of society," they are of particular interest as illustrating the ages of pupils, regularity of attendance, the average school time available, the poverty of parents, their apathy and indifference, or their interest in education, the amount paid by them for each child during his school life, how far education has been general, and whether valued. To Boards they are of interest, as proving in some essential points how far the school is doing its work, and how far any want of success may be fairly attributable to the teacher or to extraneous circumstances. While to teachers,
in addition to affording them all the above advantages, they should urge them, on reflecting how short the school life of children in this country is, to consider how absolutely necessary it is to make the best, honest use of their time in affording all the instruction possible to the naturally intelligent youth committed to their charge, and care. A very short experience in my present position was sufficient to impress me with the necessity for a better as well as more accurate mode of regis* tration than that then obtaining; and after consultation with Boards seeking direction in this matter, and comparison of many forms in use in England and in the Provinces of the Dominion of Canada, I am happy to be able to state that a register of attendance, payments and studies pursued has been partially adopted, containing all the required statistics, so arranged that the returns may be most readily made out from it, and which, when revised with improved Time Table, Forms and Duties of Teachers inserted, will be a still more valuable addition for the better organization of our public schools.

The Academy Returns will be found in Table D, Part II.

## Grading of Schools.

The number of schools making returns in Table C is one hundred and one; and being required to classify these according to Grades Schedule of Education Act, I have to report that as the necessary qualifications for this purpose are as yet imperfectly known by teachers, I have deemed it prudent, up to this time, not to attempt any classification; but hope, by keeping the subject constantly before the minds of Boards and teachers, to confirm the desirableness of doing so at the earliest possible convenience, according to required standards, as inserted in Appendix A. to this Report.

## Attendance.

It cannot be expected that much progress will be made by pupils in their studies unless they are regular and punctual in their attendance ; and by comparison of Registers examined, and Forms returned, I regret to state that in this respect as yet, our schools present no flattering show. The total number registered as under instruction for a longer or shorter period during the year was five thousand and seventy-one ; and estimating
the numbers attending the schools of the Colonial and Continental Church Society at two thousand, as belonging to the Church of England, together with those registered in the Academy, sixty-five, we have in the aggregate seven thousand one hundred and thirty-six pupils registered in the past year, giving as the proportion of the whole population of the denomination attending school 1 in 7.61 .

The grand total attendance made by all pupils registered morning and afternoon in the schools furnishing returns in Table C (remembering the limitation before referred to) were 881,239, giving 212.2 attendances, or 106.08 days' instruction for the average number registered each quarter, or 87 days for each under instruction during any part of the year.

The average number of days each school making returns of attendance has been in session during the year, has been only one hundred and fifty eight, while the average number of pupils attending school each session throughout the year, on each teaching day, has been $2,576.3$.

These facts are significant, and reveal a vast amount of indifference to the interest and value of education, and I have been led to enquire into the causes of these low results, and to seek for methods for their improvement. No doubt the severity of our winter contributes largely to the decrease of attendance of the younger children at this inclement season; and the multifarious occupations of a fisherman's calling during the summer to decrease that of the more sturdy at this season, so as practically in many instances to constitute two distinct schools-a winter and a summer one. This is perhaps a necessity of our circumstances; yet it must not be concealed that the great stumbling-block to progress in this country is the indifference of parents; and the remedy is not at present to be sought for (though the time may come in the history of the Colony when it may) in legislation, but chiefly in securing the punctual performance of school duties by teachers, and the co-operation of parents and Boards. Parents have not been sufficiently impressed themselves with the necessity and advantage of education, and consequently do not understand its utility to their children. Content to earn their daily food by their daily toil, as their fathers did before them, they think not of any advantage in, or necessity for, instruction. We
must begin, therefore, by instructing the parents, not by literally sending them to school, but by signs which cannot be misunderstood, viz., the establishment of a better class of schools, or in rendering our present ones efficient; and by the employment of teachers better qualified to educate. One step in the right direction here will render our onward march easier and easier. Much more also might be done by inducing teachers to make frequent enquiries about the absence of pupils, and I feel sure this would have some good effect, while perhaps, so far as teachers are concerned, the most important lesson for them to acquire is punctuality in themselves; and Boards of Education will do well, where the practice has not yet obtained, to furnish teachers with definite rules, stating the time at which schools are intended to be open, and to require their strict observance. If a school professes to open at 9.30, and proceedings are seldom commenced before 9.40 , a teacher cannot expect his scholars to be punctual. Punctuality will help to remove the difficulty, and promote in children and parents a greater interest in a school.

With a view also of encouraging more regular attendance and rewarding the meritorious, I would suggest to Boards the propriety of giving, at the least half yearly, small school prizes and cards of merit, an arrangement I feel sure which would prove a success, while a small sum thus spent would be found to be a good investment.

Another incitement to more regular attendance would be the holding, as required by 39 Vic., in schools where practicable, a public examination of the pupils in the subjects pursued during the preceding term. Such examination might be held in many settlements, and by inviting the parents, the day might be made one of great interest, and the pupils incited to greater diligence and regularity, while teachers would be stimulated to secure, each time, greater proficiency.

## Holidays.

The maximum time allowed by Boards as holidays is from five to six weeks, and no teacher is permitted to extend the period without at first obtaining at least the consent of the Chairman; but I regret to have to report irregularities in this particular. I found one school, at the time of my visit, had
been closed for a whole week previous, without even the knowledge of the Chairman; and another closed for nearly a fortnight, although a vacation of six weeks had been given in the summer, as appeared from the school register. As these delinquencies tend greatly to induce and foster irregularity, and to keep our schools at their low ebb, I would urgently impress upon Boards to give, where required, more definite direction in this matter, and to inform me of the times of vacation, that my visit may be so arranged as to secure an examination of the pupils and to make inspection a reality.

## Visits.

Another great obstacle to progress in our educational matters has been the hitherto lack of popular interest and constant intelligent oversight of schools and teachers. This is a subject which needs to be increasingly recognized as essential to every organization, and is specially called for in our present circumstances. The cure is not to be sought, as has been before observed, in the supposed panacea of legislation, but must come from the thought, the aims, the interest, the knowledge and wisdom of the people in general. People after all make the school system, and in proportion to their intelligence must spring reform. My first year's work has wrought this conviction; for, whereas I can point with much satisfaction and pleasure to the geueral good deportment, cleanliness, order and discipline in schools regularly and punctually visited, and the consequent beneficial results upon the community at large. I regret to have to report that many schools in the country receive but slight and limited attention in this particular, while others have been allowed to go on for years without even a single visit from those specially charged with their oversight; and in these cases the result has been deviation from rules, lessons slurred over, habits of punctuality and regularity fallen into abeyance, teachers discouraged, and the routine of the school influenced by a variety of extraneous circumstances.

I would therefore respectfully draw the attention of members of Boards and other school visitors to the unquestionable advantages resulting from a proper system of visitation.
(1.) As an encouragement to school masters and mistresses in the performance of their duties, by proving to them that
their labours in the instruction of our youth are known and appreciated by those whose judgment they would respect, and whose approbation they would be anxious to secure.
(2.) As evidencing to the children themselves, by enquiring into their conduct and proficiency, the interest taken in their welfare.

In connection with this same subject, I beg also to report that in a few instances Boards have, as required by 39 Vic., Section 50, provided a visitors' book for each of their schools; and, as the advantage also intended by its use will be unquestionable, I hope to be able to report next year its universal adoption. In those already furnished to schools prior to my visit of inspection, I have inserted for the benefit of Boards and teachers my general impression of the state and condition of the school, as regards both the building and the instruction pursued, as well as suggestions for its improvement and better management, and I am already convinced of its good effect.

## Subjects Taught.

It will be seen by reference to Table C that the instruction of by far the majority of pupils attending school is limited to reading, writing and arithmetic, the extent to which in very many instances it is thought only necessary to proceed. Special reference was made to these essentials last year, and to the necessity and methods of improving the lowness of the standard ; and while I shall always regard the mastering of these of prime consequence, I hold that our system will not be complete unless it comprehends some acquaintance with history, grammar and geography. Our aims at any rate must be high, our motto " Excelsior," if our youth, in any coming prosperity to this colony, are to compete with strangers of whom our people are naturally jealous.

Grammar and geography have not been neglected so much from want of teachers able to instruct in these branches, as from proper and suitable apparatus for the purpose; yet in some instances I have been pleased to find, especially in the districts of St. John's and Bay Roberts, pupils having an intelligent knowledge of both these subjects; an indication of whatothers may do if teachers are but stimulated and encouraged.

But I feel that in these respects our future is more encouraging, as by an improved character of school houses, and their better equipment in the necessary apparatus, a more efficient training of teachers, a faithfully carrying out of rules for the government of schools, and a more general use of time tables, as. well as by arousing by all legitimate means our people to a sense of the importance and value of education, together with the adoption of the books and suggestions herein contained, the standard of our schools cannot but be raised and improved.

## Needlework.

As the girls now attending our public schools will become the working women and mothers of the next generation, I conceive it not to be out of place to refer to this branch of domestic economy, with which they should have some acquaintance, and which has been forced upon me by what I must call the judicious arrangement entered into by the Harbor Grace Board in employing the wife or daughter of the master to help in the business of the school, principally by teaching needle-work-a plan worthy of imitation where possible. There can be no doubt of the advantage arising from it, and I would recommend to all mistresses to direct more attention to this subject than it has hitherto received. Girls should be taught, while yet at school, how to hem, sew, stitch, make buttonholes, to knit, net, darn, cut and contrive, and something of the " fine art of mending;" but crocheting, embroidery, tatting, all very nice to learn, should by all means be sacrificed to the aforenamed accomplishments.

## Books.

The books for the most part hitherto in use in our schools have been of a character uninteresting, unattractive, and insufficiently graded, in the higher standards unintelligible even to teachers themselves, and lacking the great aim which all class reading books should possess, the cultivation of the love of reading. Special attention was called to this subject in the report of last year, and to the urgent necessity existing for the adoption by Education Boards of an uniform series of text books. Enlarged experience of the needs of our schools has confirmed the views then expressed; and after a very full and careful personal examination of the whole subject, and consul-
tation with eminent educationists in England, as well as friends in this country warmly interested in education, I have recommended for adoption by Boards the books of the Royal Reader series, which is by far the best of primary school books with which I am acquainted. Even my own limited experience of their use confirms the testimony borne to them on both sides of the Atlantic, in their marked superiority, their complete adaptation to our educational wants, and in the title they claim for themselves in being the Royal Readers. I regard their introduction into our schools as one of the most important achievements in this year's work; and unhesitatingly recommend their universal adoption, as being admirably suited for elementary education, and calculated to ensure higher and more permanent results. In one school where these books had been introduced since my former visit, I observed a higher standard of intelligence manifested, as well as a delight when the books were placed into the hands of the pupils; and testimonials to their worth as school books have reached me from several who have them now in use. The estimation in which the series is held in England may be gathered from the following out of numerous witnesses to their value.

The Rev. H. G. Robinson, M. A., Canon of York, and one of the endowed school commissioners, says:-"The Royal Readers are superior to any series of reading books which it has been my fortune to meet with. They deserve to be introduced into every school of whatever grade, where elementary instruction is given."

The "Schoolmaster," an eminent educational publication, has the following remarks in reference to the same series: "We believe that we know more or less of every set of reading books published in Britain, and we feel assured that in none of them are the illustrations in any degree so excellent as in this series. They are really works of art, certain to dwell in the memory, and to be recalled with pleasure in after years. Judge these books by what standard we may, they occupy the first rank. The variety of matter, the extent of information conveyed, the taste exhibited in the selections, the manner in which the subjects are treated, and the facilities for making books thoroughly useful in developing intelligence on the part of the pupil, are all of the highest order and call for
unqualified praise." From these and many like testimonials, I venture to affirm that any country might be proud to affix to the series its unmistakeable "Imprimatur".

In connection with this most important branch of school requisites, I would beg to direct attention to the miserable economy practised by some Boards, with funds even to their credit, in not providing slates, copy-books, pens, and pencils, to the permanent mischief to the children, in keeping them, and in teaching them to be idle, and to the consequent unsatisfactory instruction found upon inspection to be giver. In one school there were not only not enough books from which to examine the children, but such an entire absence of pens and pencils, that a great part of this branch of inspection had to be dispensed with. Maps and blackboards, I hope to be able to report next year, have been more largely introduced. The value of the whole school apparatus, apart from books, I estimate at from $\$ 500$ to $\$ 600$.

For the guidance of Boards, furnishing new or fitting up old schools, I subjoin a list of the necessary appliances for teaching:

1. A sufficient number of reading books for each class.
2. A large blackboard and easel ; two for a school with over fifty children.
3. A plentiful supply of slates, slate pencils of reasonable length, and pens.
4. If copybooks are found by scholars, a supply to be kept on hand for sale.
5. Sufficient desk accommodation for each child.
6. Ink-wells with moveable tops, and good black ink.
7. Two maps at least, one of the world and another of the country in which we live. More, if funds will permit.
8. Cards of animals and other illustrations to decorate the walls, from which simple lessons to children may be given.

[^7]10. Platform, desk and chair for teacher.
11. A school elock, without which it is impossible to carry out the time table accurately.
12. A capacious cupboard, in which the school materials may be orderly and safely kept.

## Teachers.

The difficulty of procuring suitable teachers for our public schools was referred to in the last report, and while our wants have to some extent been supplied in the important settlements of Burin, Heart's Delight, and Harbor Buffet, in the two former by young men from England, having some experience and training, and in the last named by one trained in St. John's, still the demand for them is great and pressing. My endea ${ }^{-}$ vours to obtain any teachers from the Training Colleges in England at the salaries we are able to offer, having failed, our more diligent attention has been directed to the youth of the country, and the success which has attended these efforts con= vinces me that there is no lack of material out of which to make teachers, and that we shall soon be able to provide a supply adequate to our wants and necessities. I am happy to be able to report that my endeavours to improve the capacity of teachers employed have resulted in a better examination of schools generally than was the case last year; and I trust that by stimulating them to study, and holding out encouragement of better schools and higher salaries, they may be induced to qualify themselves for the highest grades. I have inserted, for the benefit of teachers desiring information, with a view to offering themselves for grading, the conditions and requirements in Appendix B to this Report.

## Pupil Teachers.

The Board of Examiners, specially charged with the important business of examining and grading teachers and pupil teachers, began their duties by prescribing appropriate books, calculated to qualify them for passing in the required subjects of study, and by arranging the times most convenient for the semi-annual examination. The first formal examination of pupil teachers, under the new Act, was accordingly held in

December of this year, and the Board of Examiners have been pleased with the result. The subjects, from unavoidable circumstances, were not at this time strictly in accordance with the programme laid down, and consisted of papers on English Grammar, Geography, Arithmetic, Dictation, Euclid, Algebra, Latin, and an oral examination in reading and recitation, in all which a creditable and intelligent amount of knowledge was shown. The list of those under training during 1875--6 will be found in Table E., Part II. I regard the regulations of the Act 39 Vic., in reference to the whole subject of training and examining, as one of the promising features of that Bill, and such as, by having a far reaching influence, must be attended by inestimable advantage to our present system. Butin order to secure the full advantages contemplated by that Act, and for rendering effective the efforts of the Board of Examiners, special attention must be directed to

## The Training Schools,

which are required by law "to afford facilities for the illustration and practice of the most approved methods of teaching to pupil teachers appointed to be trained therein." The two training schools recognized by law belonging to the Church of England, are the Academy and Central School of the Colonial and Continental Church Society ; and as these are to be the centre of life, whose vitality and activity should be felt in every part of the Island, and upon which the success of our present school system must largely depend, it is absolutely necessary that nothing should be wanting to make these institutions as effective as circumstances will allow.

The school accommodation of the Church of England Academy has hitherto been of too limited a character to permit of much being done in this way; but with the now enlarged premises, and more and better appliances and apparatus, hereafter to be referred to, I hope to be able to report next year that instruction in the "art of teaching" has been more liberally afforded than heretofore.

The other training school is under the management of a trained and competent master from England, and supervised by the Society's superintendent. It is to this institution that the Colony is very largely indebted, as being the seminary
where most of the Society's and the best and most successful of the Board teachers have received their training. My visits to this school have been particularly gratifying, inasmuch as the details of its organization, discipline and instruction, as well as the way in which the pupil teachers are drilled into the methods of management, have convinced me of its entire fitness, in our present circumstances, for a training school for our public school teachers, and as a model school well worthy of imitation. During the visit of the Board of Examiners the pupil teachers were severally examined in the mode of conducting a class, and acquitted themselves satisfactorily. I have added, in Appendix C to this report, the Syllabus of studies for pupil teachers, for the benefit of intending candidates and the general public.

I cannot close this part of my report without bearing witness to the good the schools of the Society above referred to have accomplished during the many years of its existence in this Colony; and to the appreciation of their efforts in the interests of education by very many intelligent members of our community. Beyond question, their teachers are, as a rule, better qualified than the Board teachers, by reason of their larger salaries, the schools more abundantly supplied with school requisites, and there is an air of comfort surrounding each school which one would heartily desire to see more general. This is the only endowment of an educational character I believe the Colony possesses, and stands prominently forward as the memorial of the large-hearted and benevolent endeavours of a successful Newfoundland merchant.

## Night Schools.

This is a subject of great interest; and as the mass of our people will not for some time attain a sound or satisfactory education without them, everything should be done to encourage their establishment. Many have been in operation during the year now past, some attended with successful results ; but as the statistics furnished on the subject are very imperfect, I can here but give them this passing notice, and hope with the assistance of teachers and others interested, to furnish a list of them and the work they are accomplishing for education in my next Report.

I beg to refer to Part III. for particulars respecting school operations in the several districts.

In conclusion, I desire to express my cordial thanks for the personal co-operation and generous hospitality, in prosecuting my work, received during many months' travelling, not only from mercantile gentlemen, but also from the Chairmen especially of Boards of Education, who afforded me every facility in my labors, and accepted my suggestions with kindness and courtesy.

I have the honor to be, Your Excellency's obedient and humble Servant,

## WILLIAM PILOT,

Superintendent of Education for the Church of England.

## PART II.

## STATISTICAL REPORT,

1876. 

## TABLE A. <br> The Public Schools of Newfoundland

|  |  | Receipts. |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Districts. |  |  |  |  |  |
|  | St. John's ... | \$2175 96 |  |  |  |  |
|  | Brigus ... ... | ${ }^{451} 19$ |  |  | \$238 45 | $\bigcirc 88964$ |
|  | Port-de-Grave... ... | 47892 |  |  |  |  |
|  | Bay Roberts ... ... | 63171 |  |  |  |  |
|  | Harbor Grace... ... . | 129864 |  |  |  |  |
|  | Carbonear ... ... | 25200 | \$43 47 |  |  |  |
|  | Bay-de-Verds ... ... ... | 15146 | 13740 |  |  |  |
|  | Trinity Bay, W. ... ... | 111703 |  |  |  |  |
|  | Trinity Bay, N. ... ... | 82691 |  |  |  |  |
|  | Trinity Bay, E. ... .. | 21947 |  |  | 4695 | 26642 |
|  | Bonavista Bay, S. ... | 44879 | ........ |  |  |  |
|  | Bonavista Bay, W. | 36666 |  |  |  |  |
|  | Salvage ... ... ... | 39919 |  |  |  |  |
|  | Bonavista Bay, N. ... .. | 68958 |  |  |  |  |
|  | Fogo ... ... ... ... | 70318 |  |  |  |  |
|  | Twillingate ... ... ... | 66719 |  |  |  |  |
|  | Exploits ... Notre Dame Bay, N. | 273 198 | 17040 |  |  |  |
|  | Notre Dame Bay, Ferryland N. | 19694 4615 |  |  |  |  |
|  | Placentia Bay... ... ... | 36026 |  |  |  |  |
|  | Burin ... ... ... .. | 22400 |  |  |  |  |
|  | Lamaline ... ... ... | 21146 |  |  |  |  |
|  | Fortune Bay ... ... | 117090 |  |  |  |  |
|  |  | 534 279 20 |  |  |  |  |
|  | Channel ... ... ... ... | 31040 |  |  |  |  |
|  |  | 14,485 77 | \$351 27 |  |  |  |

N. B.-By rules and regulations respecting the expenditure of $\$ 40,000$ granted by the Legislature for school-houses and property, each Education Board is required to render to the Government a complete return, with necessary vouchers, of the expenditure of its proportion of the said amount, on or before December 31, 1876, or such other time thereafter as may be directed.
under Church of England Boards.
ACCOUNT.


## TABLE B.

## Public Schools of Newfoundland under Church

Income.


* From the Lord Bishop of Newfoundland.
$\dagger$ For Books sold.
§ Amount received and paid to Notre Dame Bay North, from balance on hand at Sub: division of the former district of Moreton's Harbor.
of England $\mathbb{B}$ oards, for year ended June $\mathbf{3 0}$, 1876.
STA TEMENT.


[^8]| 8＇88I | 909 | $9 \cdot 9815$ | 7－809 | 6．167I | ｜9985 | 709 | ［．898 | 7．768 | 9． 780 L | 7601 | ［870 ${ }^{\text {L }}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 第 |  |  |  | $\begin{aligned} & 0 \\ & 0 \\ & 0 \\ & 0 \\ & 0 \\ & 0 \\ & 0 \\ & 0 \\ & 0 \\ & 0 \\ & 0 \end{aligned}$ |  |  | Standard IV． | $\begin{aligned} & \text { W్ } \\ & \text { \#\# } \\ & \text { \% } \\ & \text { \# } \\ & \text { E } \end{aligned}$ |  | 品 |  |
|  | ๆәшบน！． |  |  | aty！M |  |  |  | －8uṭrey |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |
| L＇708 | L26L\％ | L：9601 | 01＇86 | LI $9 \mathrm{I} \mid 0$ | 08I 12 | $\cdots$ | $\cdots 62$ | $\cdots$ ．．．．．． | ｜gII｜… |  | ${ }^{\text {B7\％}}$ |
|  |  | （ |  |  |  |  |  |  |  |  |  |
| －${ }^{\circ} \mathrm{N}$ |  | ［enumy |  |  |  |  |  |  |  | प＇S |  |
| TVY五N边り |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |
| － D 阯TGVL |  |  |  |  |  |  |  |  |  |  |  |
| －XIUN＇HJdV |  |  |  |  |  |  |  |  |  |  |  |



[^9]
# TABLE C.-(Continued.) <br> Public Schools of Newfoundland under Church 

GENERAL

of England Boards for the Year ended June 30, 1876.
STA TISTICS.

| Numbe quarter | regi $\qquad$ $\text { -s[ụ jo } 0 \mathrm{O}$ | istered路 |  |  |  | ance. |  |  |  |  | its. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 73.8 | 54.2 | 12.8 | 151 | 37530 | 430 | 87.2 | 66 |  |  | 3 |  |
| 69.5 | 36 | 105.5 | 152 | 27434 | 441 | 62.2 | 59 |  |  |  |  |
| 20.2 | 25 | 45.2 | 66 | 10158 | 448 | 22.7 | 50 |  |  |  |  |
| 13.2 | 15.3 | 28.5 | 43 | 6572 | 414 | 15.9 | 56 | 25 | 40 |  |  |
| 12.8 | 17.5 | 30.3 | 41 | 5914 | 372 | 15.9 | 54 |  |  | 2 |  |
| 8 | 17 | 25 | 25 | 1234 | 90 | 14 | 56 | 36 | 54 |  |  |
| 19.6 | 19.9 | 39.5 | 50 | 11446 | 436 | 26.6 | 66 |  | 38 |  | 5 |
| 35.8 | 32.2 | 68 | 89 | 15508 | 420 | 37 | 54 |  |  |  |  |
| 37.2 | 38.5 | 75.7 | 78 | 18348 | 446 | 41 | 54 |  |  |  |  |
| 65.5 | 32.8 | 98.3 | 104 | 26954 | 454 | 59 | 60 |  |  |  |  |
| 38 | 25 | 63 | 88 | 12732 | 268 | 47 | 75 |  | 49 |  | 1 |
| 22 | 23 | 45 | 60 | 7344 | 272 | 27 | 60 |  | 50 |  | 1 |
| 20.8 | 14.5 | 85.3 | 38 | 9196 | 464 | 19.8 | 56 |  | 85 | 7 |  |
| 64.34 | 550.9 | 787.3 | 102 | 190370 | 4955 | 475.3 | 60 |  |  | 12 | 10 |
| 17 | 23 | 40 | 40 |  |  |  |  |  |  |  |  |
| 37.8 | 25 | 62.8 | 81 | $16716$ | 398 | 42 | 67 |  | . 90 |  |  |
| 26.8 | 24.2 | 51 | 65 | 11602 | 408 | 28.4 | 56 | 65 | 100 | 12 |  |
| 71.6 | 72.2 | 153.8 | 186 | 28318 | , 806 | 70.4 | 46 |  |  | 12 |  |

## TABLE C.-(Continued.)

Public Schools of Newfoundland under Church


[^10]of England Boards, for year ended June 30, 1876.


## TABLE C.-(Continued.)

Public Schools of Newfoundlaind under Church
GENERAL

|  |  | Localities. | \| |  |  | Annual average each |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Distriets. |  |  |  |  |  |  |  |
|  | Port-de-Grave | $\left\{\begin{array}{l}\text { North River .. } \\ \text { Bareneed . } \\ \text { Hibb's Hole... }\end{array}\right.$ | Geo. Bussey <br> G. \& Miss Payn <br> Mrs. Hammond |  | \$140.00 | 13.9 | 17.5 | 1.3 |
|  |  |  |  |  | 259.00 | 16.6 | 56.4 | 14 |
|  |  |  |  |  | 116,00 | 10.6 | 12.2 | 6 |
|  |  |  |  |  | 515.00 | 41.1 | 86.1 | 15.9 |
|  |  | $\left\{\begin{array}{l}\text { Coley's Point. } \\ \text { B. Roberts, W. } \\ \text { B. Roberts, } \\ \text { B. } \\ \text { Spaniards Bay } \\ \text { Sor } \\ \text { Pond } \\ \\ \end{array}\right.$ | William Bursell $\qquad$ <br> Samuel Mercer. $\qquad$ <br> Samuel Myers $\qquad$ <br> Miss Harvey |  | $\|$180.00 <br> 202.10 <br> 319.65 <br>  <br> 701.75 | $\begin{aligned} & 12.2 \\ & 30 \\ & 27 \\ & \hline 69.2 \end{aligned}$ | $\begin{array}{r} 66.5 \\ 36.2 \\ 29.7 \\ \hline 132.4 \\ \hline \end{array}$ | $\begin{gathered} 4.8 \\ 4 \\ 22.3 \end{gathered}$ |
|  |  |  |  |  |  |  |  |  |  |
|  | Bay Roberts |  |  |  |  |  |  |  |  |
|  |  |  |  |  | 31.1 |  |  |  |
|  | 5 Hr. Grace $\left\{\begin{array}{l}\text { Big Pond } \\ \text { U. Isl'd Cove. } \\ \text { Uryant's Cove }\end{array} . . . .\right.$. |  | Stephen Gosse J. \& Miss Martin Thos. Stevenson. ... William \& Miss Webber <br> E. \& Mrs. Martin .. |  |  | ) | ...... |  |  |
|  |  |  | . 324.00 | 31.7 | 5421 | 11.8 |  |  |
|  |  |  | 160.00 | 15 |  |  |  |  |
|  |  |  | 304.00 | $\begin{aligned} & 16.8 \\ & 19.8 \end{aligned}$ | $\begin{aligned} & 33.9 \\ & 48.2 \end{aligned}$ | $\left\|\begin{array}{r} 7.3 \\ 10.5 \end{array}\right\|$ |  |  |
|  |  |  | 304.00 |  |  |  |  |  |
|  |  |  | 1252.00 | 82.8 | 157.1 | 36.6 |  |  |
| 6 Carbonear |  | $\left\{\begin{array}{l} \text { Carbonear ... } \\ \text { Spout Cove. } \end{array}\right\}$ |  |  | $\text { E. B. Chipman . } \ldots$ |  | $220.00$ | 11.2 | 43.2 | 19 |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

## of England Boards for year ended June 30, 1876.

STA TISTICS.

| Number registered quarter. |  |  |  | Attendance. |  |  |  |  |  | Visits. |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  |  |  |  |  |  |  |  |
| 22.2 | 10.5 | 32.7 | 40 | 9924 | 454 | 21.9 | 67 |  | 60 | 20 |  |
| 42 | 45 | 87 | 98 | 25416 | 460 | 53.3 | 61 |  |  |  |  |
| 8.6 | 14.8 | 23.4 | 30 | 9990 | 554 | 18 | 77 |  |  |  |  |
| 72.8 | 70.31 | 143.1 | 168 | 453301 | 1468 | 93.2 | 65 |  | $\ldots$ | 20 |  |
| 45.5 | 38 | 83.5 | 100 | 19720 | 406 | 48.5 | 58 | 200 |  |  |  |
| 45.2 | 25 | 70.2 | 77 | 19894 | 406 | 49.7 | 70 |  |  |  |  |
| 45 | 34 | 79 | 102 | 18994 | 288 | 65.9 | 84 | ......... | 60 | 6 | 6 |
| 135.7 | 97 | 232.7 | 279 | 58608 | 00 | 64.1 | 71 |  |  | 6 | 6 |
|  |  |  | 50 |  |  |  |  |  |  |  |  |
| 50 | 47.5 | 97.5 | 124 | 22236 | 408 | 54.5 | 56 |  |  | 1 |  |
| 24 | 19 | 43 | 48 | 3842 | 214 | 18 | 42 |  |  |  |  |
| 32.2 | 25.8 | 58 | 76 | 19824 | 472 | 42 | 72 | 76 | 60 | 1 | 5 |
| 43.5 | 34.5 | 78 | 110 | 18990 | 422 | 45 | 58 |  |  |  |  |
| 149.7 | 126.8 | 276.5 | 408 | 648921 | 1516 | 159.5 | 58 |  |  | 2 | 5 |
| 51.2 | 22.2 | 73.4 | 107 | 18445 | 434 | 42.5 | 58 |  | 80 | daily. |  |

## TABLE C.-(Continued.)

## Public Schools of Newfoundland under Church

Average Number of Pupils in the


[^11]of England Boards, for Year ended June 30, 1876.


[^12]
## TABLE C.-(Continued.) <br> Public Schools of Newfoundland under Church

GENERAL


APPENDIX.
of England Boards, for Year ended June 30, 1876. STA TISTICS.

| Numbe quarte | $\square$ | istered -sाॅdud reqoul |  |  |  | ance. |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 29 | 24.8 | 53.8 | 64 | 15460 |  | 36.1 | 67 |  | 65 | 8 |  |
| 22.5 | 28 | 50.5 | 58 | 9848 | 228 | 43.2 | 86 |  | 100 | 4 |  |
| 19.5 | 23.5 | 63 | 92 | 16328 | 426 | 38 | 60 |  | 60 |  |  |
| 18 | 19 | 37 | 37 | 5963 | 212 | 28 | 75 |  |  |  |  |
| 6 | 17 | 23 | 23 | 1664 | 104 | 16 | 70 |  |  |  |  |
| 16.5 | 10.5 | 27 | 50 | 6920 | 400 | 17.3 | 64 |  |  |  |  |
| 10 | 12 | 22 | 22 |  |  | ...... |  |  | 60 | 3 |  |
| 90 | 82 | 172 | 224 | 30875 | 142 | 99.3 | 57 |  |  | 3 |  |
| 10 | 4.2 | 14.2 | 18 | 4688 | 408 | 11.5 | 80 | 200 | 25 |  |  |
| 47.5 | 23 | 70.5 | 82 | 21388 | 412 | 51.9 | 73 |  |  |  |  |
| 14.3 | 19.3 | 33.6 | 42 | 9120 | 304 | 30 | 89 | 54 |  |  |  |
| 30 | 31 | 61 | 61 | 4446 | 222 | 20 | 33 |  |  |  |  |
| 26 | 15 | 41 | 41 | 3510 | 214 | 16.4 | 40 |  | 60 |  |  |
| 14.5 | 12.2 | 26.7 | 32 | 7696 | 414 | 18.6 | 70 |  |  |  |  |
| 22 | 8.8 | 30.8 | 35 | 7686 | 398 | 19.3 | 63 |  |  |  |  |
| 10 | 7 | 17 | 17 | 1100 | 84 | 13 | 77 |  |  |  |  |
| 26 | 17 | 43 | 43 | 2600 | 160 | 35 | 81 |  |  |  |  |
| 200.3 | 137.5 | 337.8 | 371 | 62234 | 2616 | 215.7 | 64 |  |  |  |  |

## TABLE C.-(Continued.)

Public Schools of Newfoundland under Church

Average Number of Pupils in the


[^13]of England Boards, for Year ended June 20, 1876.
different Brancees of Instruction.


TI One quarter return, school in building. $a$ Trignometry.

# TABLE C.-(Continued.) <br> Public Schools of Newfoundland under Church <br> GENERAL 


of England Roards, for Year ended June 30, 1876.

## STATISTICS.



TABLE C.-(Continued.)
Public Schools of Newfoundland under Church

of England Boards, for Year ended June 30, 1876.
different Brangeies of Instruotion.


[^14]TABLE C.-(Continued.)
Public Schools of Newfoundland under Church

of England Boards, for Year ended June 30, 1876.
STA TISTICS.


TABLE C.-(Continued.)
Public Schools of Newfoundland under Church


[^15]

## APPENDIX.

## TABLE C.-(Continued.)

Public Schools of Newfoundiand under Church

of England Boards, for Year ended June 30, 1876.
STATISTICS.


## TABLE C.-(Continured.

Public schools of Newfoundland under Church


[^16]

## TABLE C.-(Continued.)

## Public Schools of Newfoundland under Church


of England Boards, for Year cuded Jume 30, 1876.
STA TISTICS.


TABLE C.-(Continued.)
Public Schools of Newfoundland under Church


[^17]. Diagram.


[^18]TABLE C.-(Continued.)
Public Schools of Newfoundland under Church
GENERAL

of England Roards, for Year ended June 30, 1876.
STATISTICS.

| Number registered quarter. |  |  |  | Attendance. |  |  |  |  |  | Visits. |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $\begin{gathered} \dot{n} \\ \stackrel{0}{\circ} \\ \ddot{0} \\ \dot{0} \\ \dot{0} \\ \dot{z} \end{gathered}$ |  |  |  |  |  |  |  |  |  |  |  |
| 34 | 34 | 68 | 68 | 13768 | 441 | 31.2 | 46 | 130 | 100 | daily. |  |
| 13.8 | 7.5 | 21.3 | 23 |  |  | ..... |  |  |  | , |  |
| 10.2 | 8.5 | 18.7 | 20 | 6150 | 441 | 13.9 | 74 | 40 | 40 | 8 |  |
| 18 | 12 | 30 | 33 | 8088 | 402 | 20.1 | 67 | 42 | 35 | 2 |  |
| 11 | 16 | 27 | 27 | 4211 | 224 | 18.8 | 70 |  |  | 4 |  |
| 8 | 10 | 18 | 21 |  |  |  |  |  |  | 3 |  |
| 95 | 88 | 183 | 192 | 322171 | 1508 | 84 | 46 |  |  | 220 |  |
| 24 | 24.3 | 48.3 | 71 | 16598 | 430 | 38.6 | 80 |  | 50 | 11 | 7 |
| 28.2 | 20.3 | 48.5 | 54 | 14303 | 427 | 33.5 | 69 |  |  |  |  |
| 16.5 | 5 | 21.5 | 26 | 7010 | 433 | 16.2 | 75 |  |  |  |  |
| 8.5 | 4.8 | 13.3 | 18 | 3821 | 466 | 8.2 | 62 |  |  |  |  |
| 5.8 | 4.7 | 10.5 | 20 | 3608 | 438 | 8.2 | 98 |  | 25 |  |  |
| 38.8 | 17.3 | 56.1 | 66 | 18045 | 438 | 41.2 | 74 |  |  |  | 。 |
| 97.8 | 52.1 | 149.9 | 184 | 46787 | 2202 | 07.3 | 73 |  |  |  |  |

## TABLE C．－（Continued．

## Public Schools of Newfoundland under Church

Average Nuarber of Pupils in the

\begin{tabular}{|c|c|c|c|c|c|c|c|c|c|c|}
\hline \multirow[t]{2}{*}{} \& \& \multirow[b]{2}{*}{Localities．} \& \multicolumn{5}{|c|}{Reading．} \& \multicolumn{3}{|r|}{Writing．} \\
\hline \& Districts． \& \& \[
\begin{aligned}
\& \text { H } \\
\& \text { ت̈ } \\
\& \text { ت⿹\zh26灬 } \\
\& \text { ت్⿹\zh26灬 }
\end{aligned}
\] \&  \&  \&  \&  \&  \& 碦 \& 哭 \\
\hline \multirow[t]{2}{*}{} \& Burgeo \& \multicolumn{2}{|l|}{\(\left\{\begin{array}{lll|l|l}\text { Burgeo } \ldots . . . . \& . . \& 16 \\ \text { Upper } \& \text { Burgeo } \& \ldots \& \ldots \\ \text { Hunt＇s } \ldots \& \ldots \& \ldots \& 15 \\ \text { Ramea } \ldots \& \ldots \& \ldots \& 4 \\ \text { Rencontre } \& \ldots \& \ldots \& 4 \\ \text { New Barbor．．．} \& 7.8 \\ \text { Richard＇s Harbor．．．} \& 15\end{array}\right.\)} \& \begin{tabular}{c}
21 \\
\(\cdots\) \\
\hline
\end{tabular} \& \begin{tabular}{|c}
13 \\
\(\cdots \cdots .\). \\
\(\cdots\) \\
17 \\
\(\cdots\) \\
\(\cdots\)
\end{tabular} \& 18
\(\cdots\)
\(\cdots\)
\(\cdots\)
\(\cdots\)
\(\cdots\)
\(\cdots\) \& \begin{tabular}{|c}
\(\cdots\) \\
\(\cdots\) \\
\(\cdots\) \\
\(\cdots\) \\
\(\cdots\) \\
\(\cdots\) \\
\(\cdots\)
\end{tabular} \& 13
9
6

23
3.5
2 \& $\left\{\begin{array}{c}18 \\ 8.2 \\ 4 \\ 12\end{array}\right.$ \& $\cdots$ <br>
\hline \& \& \multicolumn{2}{|r|}{57.8} \& 35 \& 36 \& 18 \& ．．． \& 56.5 \& \& <br>

\hline $$
26
$$ \& LaPoile \& \[

\left\{$$
\begin{array}{l}
\text { Rose Blanche } \\
\text { LaPoile ...... } \\
\text { Harbor LeCou* }
\end{array}
$$\right.

\] \& \[

11
\] \& 10.3 \& 12 \& 10 \& ．．． \& 18 \& 19.3 \& 19.7 <br>

\hline \multirow[t]{2}{*}{27} \& \multirow[t]{2}{*}{Channel} \& \multirow[t]{2}{*}{$$
\cdots\left\{\begin{array}{l}
\text { Channel } \\
\text { Burnt Island... } \\
\text { Isle-au-Morte } \\
\text { Cape Ray } \\
\text { Codroy ... }
\end{array}\right.
$$} \& \[

$$
\begin{aligned}
& 5.7 \\
& \ldots . \\
& 4.5 \\
& 7
\end{aligned}
$$

\] \& \[

$$
\begin{array}{r}
9.7 \\
\ldots \ldots \\
3.8
\end{array}
$$

\] \& | 5 |
| :---: |
| $\times 2.8$ | \& ．． \& …

$\cdots$
$\cdots$

$\cdots$ \& \[
$$
\begin{gathered}
18.7 \\
20 \\
6.8 \\
7 \\
\hline
\end{gathered}
$$

\] \& \[

\left\{$$
\begin{array}{c}
5 \\
16 \\
3 \\
38.8
\end{array}
$$\right.

\] \& | $\cdots$ |
| :--- |
| 8.5 |
| 9.5 | <br>

\hline \& \& \& 17.2 \& 13.5 \& 7.8 \& 1 \& ．．． \& 49.5 \& 62.8 \& 17.5 <br>
\hline
\end{tabular}

[^19]74


## TABLE D.

Academies, Grammar and Training Schools, FINANCIAL

| Name. | Directors. | Incone. |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Lord Bishop of Newfoundland Sir H. Hoyles, Chief Justice Judge Robinsos Hon. F. B. T. Carter, Q. C. D. W. Prowse, Esq., Q. C. |  |  |  |  |  |
|  |  | \$21.5 | 2667.2 |  |  |  |

feademies, Grammar and Traiming Schools, GENERAL


* N. B.-Error in payment corrected in next account $\$ 18.96$.

| $\mapsto$ | No. of examinations in the year. |
| :---: | :---: |
| $\begin{aligned} & \infty \\ & \infty \\ & \infty \\ & \hline \end{aligned}$ | No in Reading, Spel ling and Dictation. |
| $\begin{aligned} & \infty \\ & \infty \\ & \infty \\ & \hline \end{aligned}$ | No. writing on Copybooks. |
| - | No. in Drawing. |
| $\stackrel{+\infty}{\infty}$ | In Arithmetic. |
| $\stackrel{\rightharpoonup}{0}$ | In Mensuration. |
| $\begin{aligned} & \infty \\ & \infty \\ & \infty \\ & \hline \end{aligned}$ | In English Gram- |
| 8 | In Composition and Elocution. |
| $\begin{aligned} & \stackrel{\leftrightarrow}{\infty} \\ & \infty \\ & \infty \end{aligned}$ | In History. |
| $\begin{aligned} & \infty \\ & \infty \\ & \infty \\ & \hline \end{aligned}$ | In Geography. |
| $\stackrel{\square}{\circ}$ | In Book-keeping. |
| $\vdots$ | In Geometry. |
| ! | In Algebra. |
| ! | In Navigation. |
| ! | In Trigonometry. |
| ! | In Natural History. |
| ち | In French. |
| ! | In German. |
| $\infty$ | In Spanish. |
| ¢ | In Lain. |
|  | In Greek. |




TABLE E.
Pupil Teachers in course of Training during the year Church of

| Board of Examiners. | Names. | Where being Trained. |
| :---: | :---: | :---: |
| Rev. J. F. Phelps. | 1 Nathaniel LeMoine * | Church of England Academy. |
|  | 2 Samuel Dawe... ... |  |
| Rev. A. C. F. Wood, M. A. | 3 John Blackler... ... | " |
|  | 4 Henry Harvey ... | " |
|  | 5 Edward Snelgrove ... | " |
| Rev. F. R. Murray. | 6 Arthur Gardner ... | " $\square^{\circ}$ |
|  | 7 Charles Belbin ... | " |
| J. W. Marriott, Esq. | 8 William Gabriel ... | " |
|  | 9 George Crane... ... | * |
| The Superintendent of Education for the Denomination. | 10 Luke Pittman... ... | " |
|  | 11 William Long... ... | Central Training School. |
|  | 12 William Pearce ... | 66 |
|  | 13 Robert Mundy ... | " |
|  | 14 George Adams ... | " |
|  | 15 Elizabeth Crocker ... | " |
|  | 16 Emma Garland ... | 4 |

[^20]
## APPENDIX.

## ended June 30, 1876, for Public Schools under England Boards.

| Date of Admission. | Amount voted. | Remarks. |
| :---: | :---: | :---: |
| September 9, 1872..... | \$ 5800 | In England. |
| " 1873...... | 11600 |  |
| $\begin{array}{ll}\text { October, } & 1873 . . . . . \\ \text { January, } \\ 1875 . .\end{array}$ | 11600 | In charge of School at Twillingate. |
| $\begin{array}{ll}\text { January, } \\ \text { September, } & 1875 . . . . \\ 1875 \ldots .\end{array}$ | 11600 11600 |  |
| January, 1876..... | 5800 |  |
| April, 1876....... | 5800 4930 |  |
| " 1, 1876...... | 2900 |  |
| June, 1876...... | 700 |  |
| October, 1873...... | 11600 | In charge of School at Harbor Buffett |
| September, 1874...... | 11600 |  |
| November, 1874..... | 11600 |  |
| January, 1875..... | 11600 |  |
| July, 1875..... | 10700 2000 |  |
| April 1, 1876...... | 2000 |  |
|  | \$1,314 30 |  |

## PART III.

## VISITATION AND INSPECTION.-1876.

The Statistical Tables, (Part II.,) being the work of our schools down to June 30th, 1876 ; the part now to be furnished brings it down to December 31st, 1876.

I have already observed that I regard the work of this year as preparatory, chiefly in making teachers acquainted with the provisions for grading their schools, and with my mode of proceeding in the examination of them. And in the prosecution of this work, I have visited during the year now closed, nearly all the school settlements in the extensive Bays lying between St. John's and Channel ; and with the exception of those in Bonavista Bay, and about four in the District of Trinity Bay north, nearly all those between St. John's and Cape John, embracing almost a complete visitation of the whole Island.

The state and condition of many of our schools, as regards qualification, being so similar, and the remarks applying to one applicable also to many, I have, in order to prevent needless repetition, and presenting bald and uninteresting details, preferred rather to present somewhat of a summary of the educational operations of each district, singling out, where necessary, schools for particular remark.

I commence with the Church of England Academy.
Church of England Academy.
This being the chief school in the Colony, under the direction of members of the Church of England, and being liberally subsidized by the Legislature, it is not unnatural to expect that such an institution should be as complete as possible in all educational appliances, and one in which every endeavour is made to provide for the superior instruction of our youth in
their due preparation for the business principally of a commercial city, and if need be, the professions.

The Academy is divided into an upper and a lower school, in the former of which the fees are $£ 88$ s. 0 d., and in the latter $£ 44 \mathrm{~s}$. 0 d., per annum, with an additional annual charge of 10 s . for coal, pens and ink, \&c. The course of instructions comprehends in the lower school English grammar and composition, writing, arithmetic, book-keeping, modern history and geography, and the other branches of an English education. In the upper school, (besides the above subjects,) Latin, Greek, French, Ancient History and Geography, Algebra, Geometry, Trigonometry, Land Surveying and Navigation.

The building in which the business of instruction has for many years been conducted becoming too small for the increasing number of pupils, the Directors have, with a view of further extending the benefits of the Academy and of lowering the fees, afforded larger and improved accommodation by the erection of a most suitable and comfortable school-room, and one in which, when fully furnished with desks, graduated as to height, a liberal supply of maps, physiological diagrams, charts illustrative of natural philosophy, and a pair of globes, the work of the Academy will be largely facilitated. The directors have lately imported a small number of Moss's patent dual school desks, held in high estimation in England, of an admirable plan and construction, to take the place of the old and antiquated ones now in use ; and I hope that nothing will deter them from fully equipping the school with them, together with other very necessary apparatus.

With a view of making the examination as complete as possible, I submitted all the pupils to a written as well viva voce examination in all the subjects which had formed the curriculum of instruction during the term then closing.

The examination on the whole was satisfactory ; the papers in the upper school were very creditably done, and exhibited considerable care and thoughtfulness, but the result in the lower school was not so satisfactory.

In the classical department, no pains have been spared to make this part of the school work thorough and intelligent;
the pupils shewing a very respectable amount of progress in Latin, displaying correctness in translation, a fair familiarity with grammatical forms, and an intelligence in subjects read. In fact this part of the examination was a recreation rather than a task, and affords the highest proof of the care taken in its preparation. The subjects read were Horace, Odes, lib. II, Cæsar, De Belle Gallico, lib. Iv., and Phædrus.

But while eulogizing the school in this department, I may venture to suggest that this excellence is purchased by perhaps too much of the time of the head master.

All the pupils in the upper division, with a slight exception, passed well in English history and in the Geography of Newfoundland.

The arithmetic and algebra were also exceedingly well done, shewing that great care had been taken to illustrate principles and secure intelligence at each step. Difficult sums in vulgar and decimal fractions were worked with ease, as well as sums in algebra as far as quadratic equations.

The writing requires attention. Specimens of very creditable free hand drawing were shown, and the composition, dictation and spelling were good.

English grammar is about to receive, as it deserves, more attention, the proficiency in this subject not being so marked as in the former ones; and I am glad to be able to add that a more systematic course of home lessons is now about to be inaugurated.

The papers in the lower division were too meagre, and the subjects not very well known.

I would recommend for use throughout the school the higher standards of Royal Readers, and a more careful supervision of the lower division.

## DISTRICT OF ST. JOHN'S.

## School Houses.

There are fifteen schools in this District, all, on the whole, somewhat above the average, being fairly comfortable and cheerful, and furnished with books and needful apparatus. A new school has been erected at Pouch Cove, at the expense of the Board, and the school room at Middle Bight is in process of considerable improvement and enlargement, while the school at the south side of St. John's has already been considerably enlarged by the sole energy of the Rector of St. Mary's. A new school also has been built at the Goulds, mainly by the people, assisted by the Lord Bishop of Newfoundland, and now taken under the direction of this Board, whose funds will be considerably strained to meet the expense of supporting it. Estimates and plans have also been made for the erection of a suitable building in a more eligible situation at the east end of St. John's, but the funds of the Board at present will not admit of the design being executed.

## Quality of Teaching, \&c.

The teachers are all faithful in the discharge of their duties, and have generally afforded me much gratification. The successful conduct of the St. John's west-end school calls for special notice. The children are under efficient discipline, and well grounded in reading, spelling and arithmetic, with a fair knowledge of grammar and geography in the first and second classes. The recitation of the first class was good. The schools on the South shore are satisfactorily conducted, and the teachers earnest and efficient. The fluctuating nature of the population of Quidi Vidi necessitates a change in the arrangements for that place. At my last inspection only seven were present out of fourteen registered. A winter school for the benefit of children living at the White Hills and places adjacent would be a great boon. The teacher of this could also undertake the Quidi Vidi school in the summer months. The chief teacher of the east-end school (St. John's) is at present absent from ill health, and the school has suffered in consequence. The other
schools call for no special remark, being much on a par with each other, and of the ordinary type. All the schools are much indebted to an intelligent oversight of a diligent Board.

## DISTRICT OF BRIGUS.

## Buildings.

Three neat, commodious and comfortable school houses, each having a teacher's residence adjacent or attached, are under the management of this Board. The school at Burnt Head has been lately built.

## Teaching.

The schoolmaster at Burnt Head was ill at the time of my visit, and no inspection took place; but I am satisfied of his ability to conduct an elementary school, having in the previous year been pleased with his work at Salmon Cove. The teacher at Clark's Beach lacks punctuality-a cause which contributes no doubt to the low and irregular attendance of his school.

## District of Port-de-Grave.

A new and commodious school-house has been built at Bareneed, with teacher's residence attached, in the place of a dilapidated and unhealthy one, and the work of education cannot fail to be greatly improved by it. It was in building at the time of my visit. I was much pleased with the improved condition of the school at Hibb's Hole, while I saw at North River school nothing special to notice, save the prevailing blanks of absences in the register.

## District of Bay Roberts.

An improvement in educational matters was manifested since my former visit. The quondam Commercial school is being considerably enlarged to meet the pressing demand for admission. An addition, affording accommodation for a teacher, has been made to the school at Spaniard's Bay Pond, and a new one is in process of erection, of the required standard, at the increasingly important settlement of Coley's Point. The schools are all largely attended, fairly supplied with apparatus, save blackboards, and are well placed. I shall be glad to report the erection of the very necessary out-houses.

With no school have I been more generally satisfied than with the first mentioned ; as from the lowest to the highest class there was a complete graduation, the reading, writing, geography, good ; arithmetic and dictation very good ; discipline excellent. Four boys showed acquaintance with Latin accidence. This school stands first of all Board Schools under my superintendence. The master, holding a first-class certificate from the Board of Trade for both sailing and steam, conducted a successful navigation class during the winter, but the numbers were not so large as the opportunity seemed to anticipate. The teachers of the other schools are diligent and painstaking. I inserted my impressions of each school in the visitor's book where such had been provided.

The Royal Readers are partly in use in these schools.

## District of Harbor Grace.

There are five schools under the management of this Board, four of which are creditable buildings. I was particularly struck with the neat and suitable arrangements of the school on the south side of the town of Harbor Grace, especially in the matter of desks, all facing the teacher's, and being furnished with seats with backs. I have urged the chairman to effect like improvements in all their schools. A new school house has been built at Big Pond to supply the place of one destroyed by fire; and a new one is very sadly wanted at Bryant's Cove.

I have already referred to the judicious arrangement of this Board in the matter of needlework, and have pleasure in reporting further that all the schools are well supplied with books, but lacking in blackboards and maps. The teachers are nearly all efficient; the ones at Harbor Grace, North, and Upper Island Cove manage their schools well with fair results, though a more careful use of Time Tables and the Royal Readers will effect greater improvements.

Carbonear.
The school in this town owes much of its success to a punctual and efficient Chairman; its discipline is good, but the attainments of scholars on the day of examination rather low. The room seemed too dark, especially for writing, and would
be much improved by the desks being arranged to face that of the teacher's. A new school house is in course of erection at Spout Cove.

## Bay-de-Verds.

The business of this school will be greatly facilitated by the introduction of the Royal Readers and with desks arranged as recommended above.

The standard of attainments is low, but as my visit was at the height of the fishing season, only the smaller children were present. A new school is about to be erected at Grate's Cove.

## Trinity Bay West.

By means of the special grant, this district has been able to secure property exceeding the amount apportioned it for that purpose, the people in the settlements, hereafter mentioned, having contributed largely by voluntary labor and materials. New schools have been built at Scilly Cove, Shoal Harbor, (here with teacher's residence adjoining), Green's Harbor and New Harbor, and the school at Heart's Delight is in process of enlargement. The average attendance in all these schools is low, and as a consequence the attainments of the majority of the scholars are low also. The copy books and arithmetic of the New Perlican school were neat and well executed. The school at Heart's Delight is in a very creditable state, and bids fair to become one of our best, under the charge of the teacher before referred to, Mr. Goodchild. The registers of Green's Harbor and Chance Cove schools were very imperfect. The Royal Readers are used in some of these schools. I did not visit the school at Heart's Ease.

## Trinity Bay North.

The school accommodation in this district is being considerably improved by the erection of new buildings at English Harbor and Trouty, and might further be most advantageously extended by the erection of one at Salmon Cove. The school at present there is poor in the extreme, and was lumbered up with flour barrels at the time of my visit. The school at Trinity, north side, will be improved by the erection of outhouses, being at the present time untidy and neglected.

The standard of attainments is low, even in the usual branches, attributable to poor buildings and irregular attendance, as well as to the sad want of a larger supply of books, cards, maps and blackboards. Two of the teachers were away from their schools during the time of my visit. The former Commercial School is much more intelligently conducted, but though the teaching power is good, and the result very fair, it does not appear to be sufficiently appreciated. This school possesses the only pair of globes to be found in schools under my superintendence.

## Trinity East.

Catalina will shortly have the benefit of a new, commodious and healthy school room, in exchange for a poor, wornout, antiquated one. A large attendance is made here in the winter, and during my visit in November sixty-six were present, acquitting themselves very fairly in reading and spelling, but requiring much attention in arithmetic and writing. The teacher is competent, and with a little more experience in school management, will prove a successful one.

A small school supported by this Board, at Bird Island Cove, is attended by few, with limited qualifications.

## Bonavista Bay South.

There is good school-house accommodation at Bonavista and Newman's Cove, and the Chairman has made vigorous efforts to procure a good teacher for the former place, and I am happy to say that one having both English and Colonial experience will commence operations in the spring.

The examination showed moderate proficiency in reading, writing and arithmetic.

## Fogo.

The school houses at Barr'd Island, Seldom-come-by, and Indian Islands, are commodious and comfortable; the one in Fogo harbor requires enlargement, and a new one is sadly wanted for the Eastern Tickle. The school at Change Islands is in course of enlargement. All the schools need more blackboard surface.

I noticed irregularities in the keeping of the Registers at Barr'd Island and Change Islands, and have little to say for the proficiency of either school. The teacher of the latter place has resigned, and is succeeded by one competent and active; and I have no doubt of its success. The teacher of the harbor school is conscientious in the performance of his duties, but as yet the pupils are not so advanced as could be wished ; but there is an improvement since my last visit. The changes made in the educational boundaries of Bonavista north and this district will be found most advantageous in their practical operations, as the vexed question of the Cat Harbor school is settled, and arrangements for its conduct left with the former Board. The necessary outhouses to these schools are much required.

## Twillingate.

A new school, for the benefit of the children living at Crow Head and Wild Cove, is in course of construction, suitable and commodious. Ample accommodation is everywhere else provided for this district ; but from apathy and indifference the results are neither commensurate with the teaching power employed, nor with the persevering efforts of the Chairman and other members of the Board. There are competent teachers employed, and ample school requisites furnished. The school on the South Side, conducted by W. Blackler, a teacher trained in St. John's, is not sufficiently appreciated. The school of the Colonial C. C. Society is successfully conducted under a competent teacher. The school at Clarke's Cove (Herring Neck), deserves mention for its moderate proficiency in arithmetic, singing and drill.

## Exploits.

A new school has been built at the Leading Tickles, almost entirely by the inhabitants, encouraged and stimulated to completion of it, by my visit in 1875 ; and I am happy to be able to say that a school is now in operation, where no regular teaching was ever done before, although the people number three hundred. A new school house has also been built by the proprietors of the mill at Dominion Point, but as yet only a night school has been kept in it. It will be seen by reference to Table C. that no statistics have been furnished for rear sons already given.

## Notre Dame Bay North.

A new school house is now completed at Round Harbor at no expense to the Board, but largely indebted to the energy and perseverance of the Rev. W. Smith and Messrs. Colton and Collins. It will be a valuable acquisition to this settlement, hitherto also deprived of all educational advantages. I was much pleased with the result of the first five months' work. The school at Tilt Cove, largely assisted by the proprietors of the Tilt Cove Mining Company, is conducted by Mr. Coffin, a teacher trained in St. John's, and is well supplied with books, but lacking in maps. The result of the examination was satisfactory; fair care had been taken with the reading, spelling and writing, while the arithmetic, with a few exceptions, was not so good. The discipline of the school would be much improved by a certain amount of drill, as part of the school routine.

The spirited proprietors of the Bett's Cove Mine have established, at their own cost, a school for the children of their employees, under a teacher from Nova Scotia; and I was pleased with the general deportment of the pupils, and the apparent capability and efficiency of the teacher. The school at Shoe Cove is of the ordinary type, with an average of from twenty to thirty pupils.

The property question of this district having only lately been adjusted, for want of the revised census, the schools at Nipper's Harbor and Burying Place have not been regularly opened for some time.

## Placentia Bay.

The schools in this district are not of more than very moderate proficiency. The one at Harbor Buffett had been closed for a whole year previous to my visit; and I deemed it prudent to call a public meeting and addressed it upon the matter, and am happy to be able to report, that at the solicitation of the people my endeavours to secure a teacher were attended with success, and that he is going on satisfactorily. The school at Bain Harbor is going on, under its present teacher, with fair success ; and those at Tax Beach and Isle Valen, conducted by one teacher, who devotes six months to each, are
> both of very poor attainments. New schools are in course of erection at Harbor Buffett and Bain Harbor, and another is required at Oderin.

## Lamaline.

I was unable by adverse weather, without entailing a loss of much valuable time of the summer, during which alone the greater part of the work of inspection can be prosecuted, from reaching this important settlement. At my visit in the year before the teacher was ill, has since died, and been succeeded by another after a long interval. The erection of a new school is in contemplation.

## Burin.

The schools at Rock Harbor and Port-au-Bras, the former reopened after an interval of four years, and the latter after one of two and a half years, are much below the average, and at my visit in the summer were poorly attended.

The principal school under this Board is at Burin, and under the management of a very competent teacher, who, at my visit, though recently appointed, had raised the school in quality and number. The qualifications of scholars in all subjects were low, but under the good discipline and instruction the school cannot fail to be greatly improved. The forms are too high and the desks too slanting, and the business of the school will be more easily conducted with the introduction of blackboards, and the sanitary condition of the premises improved by the erection of the very necessary outhouses.

## Fortune Bay.

There were fourteen schools in operation in this district during the year ending June 30,1876 , but up to this date the number has been increased to seventeen. For the most part the schools are comfortable and cheerful; those at Harbor Briton, Sagona, Coomb's Cove, Garnish, English Harbor, Grole, and Pushthrough, being well adapted to school work, and when more liberally supplied with blackboards and easy cards, will make the business of the teacher lighter. I am glad to report the introduction of the Royal Readers into these schools and hope for good work next year. The difficulty of keeping all the schools in operation simultaneously, for want of suitable
teachers, is the great drawback to their proficiency ; but it is a difficulty we cannot cure at once. The Garnish school has been re-opened after an interval of more than a year; and as the teacher is well spoken of, I have good hope of faithful work being accomplished. He had gone for his family at the time of my visit. The children at Harbor Briton are well taught under a mistress, who has had some English training, and their proficiency was much above the average, their knowledge of grammar and geography, besides that of the usual branches, was pleasing; and the routine of the school provides for singing and drill, both of which were good. The lower classes of the Sagona school require more attention, and the school room at Pass Island to be kept clear of boxes and tools. I have little to say for the proficiency of the schools at Pushthrough, Grole, Pass Islands, and Hermitage Cove; but I hope that with the introduction of the new books and the carrying out of my suggestions, to report improvement. Much is done by way of voluntary contributions in this district by the people; for although no returns are given under this head in the financial statement, I have before me papers by which it appears the people in six different sections in this Bay have contributed towards teachers' salaries, nearly by as much as that voted by the Boards for the same. I have to report also the erection of outhouses to most of the schools, and the building of new school houses where required, particulars of which I hope to furnish in my next report.

## Burgeo.

A new school house is being erected with small help from the Board at Rencontre, and is sadly needed. The progress of the scholars was considerable. The school at New Harbor adjacent was closed by reason of an epidemic. The accommodation at Rameo is fair, but no teacher can be found suitable to take it. I am hoping to be able to procure one by the summer. The school at Burgeo is about to be enlarged to meet the requirements of this increasing settlement. It is one of the best conducted schools under my inspection, the discipline good and the attainments of scholars very fair indeed, the pronunciation as good as any I have heard in the Island. There were sixtysix present who went through their exercises in drill and singing with credit. The school is much indebted to the constant care and visits of the Chairman of the Board. A useful school,
but of very moderate pretensions, is conducted at Hunts, and with the use of the lower standards of the Royal Readers will be much improved. The school at Upper Burgeo is satisfactorily conducted.

## La Poile.

A neat, commodious and well-conducted room has now been finished at Rose Blanche, to supply the place of an old, leaky, unhealthy one, and if furnished with desks as I have advised, will form a most valuable addition to this settlement. A new school house is also about to be erected between La Poile and Little Bay to accommodate the children of both settlements. The teacher of the Harbor Le Cou school was away at the time of my visit. At the first named school there were thirty-four children on the day of my inspection, and the first class read fairly well and spelt well. The copybooks were far too advanced and the arithmetic poor. The use of a Time Table and drill will much improve the discipline of the school.

## Channel.

All the schools were closed in this district at the time of my visit. The school at Burnt Islands is poor, cheerless and unsuitable; and the one at Channel, although commodious and cheerful, very poorly fitted up for school purposes. The Board are very anxious to secure a good teacher, and four of them personally bound themselves to pay each $£ 10$ a year, in addition to the vote of $£ 60$ made by the Board. The school has been temporarily filled up, but I hope to be able to supply the desired teacher in the summer. The adjustment of property was settled this summer, and entrusted by the Board to myself to arrange, which has been done to their satisfaction.

## Honours.

A candidate for any certificate may receive honorable mention for acquaintance with any languages or branches of natural science, or of mathematics, not enumerated in the above curiculum.

Females are not required to pass examination in Algebra, Euclid, and practical Mathematics; but credit will be given for acquaintance shown therein. They shall, however, be required to be able to give instruction in domestic economy, needle work, knitting and netting.

## APPENDICES.



Grading of Schools.


## SCHEDULE $D$.

## SYLLABUS FOR GRADING TEACHERS.

## General Regulations.

1. Every candidate shall be at least sixteen years of age, in good health, and of unexceptionable moral character.
2. Shall have been a Pupil Teacher in one of the Training Institutions provided for by this Act: or
3. Shall have been trained in some other recognized Training or Normal School abroad.
4. Or shall have served as teacher for at least two years.
5. Shall be acquainted with the provisions of this Act.
6. Shall have a knowledge of school organization, comprising the classification of pupils, the arrangement of studies, the real object and necessity as well as the best means of discipline, and of securing the health and comfort of the pupils.
7. Shall have a knowledge of approved methods of teaching, and to be able to illustrate the same by actual practice.

## GRADE III.-Language.

Reading.-To read with distinct utterance and due attention to punctuation.

English Grammar.-To parse any simple sentence and apply the rules of syntax.

Composition.-To write a composition from a short narrative read.

History and Geggraphy.
History.-Outlines of English History.

Geography.-To be acquainted with elementary geography in general, particularly that of Newfoundland, and to be able to draw from memory an outline map of the same.

## Mathematics.

Arithmetic.-To work any sum in practice, simple proportion and bills of parcels, and to have some knowledge of mental arithmetic.
GRADE II.-LaNGUAGE.

Reading.-To read with fluency, ease, and expression, and to recite thirty consecutive, lines from any Standard Poet.

English Grammar.-To parse and analyse any simple sentence.

Composition.-To write a composition from a narrative read, or on a given familiar subject.

## History and Geography.

History.-To have a fair knowledge of British history.
Geography.-To be able to draw from memory an outline map of North America, and to indicate the chief mountain ranges and principal rivers, and to have a fair knowledge of ${ }^{\prime}$ the geography of the world.

## Mathematics.

Arithmettc.-To work sums in interest, compound proportion and vulgar fractions, with an increased knowledge of mental arithmetic.

Boor Keeping.-To understand the keeping of accounts by single entry.

## Euclid.-Book I.

Algebra.-As far as simple equations.
GRADE I.-Language.
Reading.-To read a passage in prose and another in verse, with distinct utterance, correct pronunciation, proper pauses, fluency and expression, and recite correctly and with taste, forty lines of poetry or prose, from memory.

English Grammar.-To parse and analyse any given English sentence.

Composition.-To write narrative composition and prepare an original essay on any given subject pertaining to their professional work.

History and Geography.-To have a good knowledge of British History and of Newfoundland, as soon as a suitable text book on the history of the Colony is obtained and approved.

Geography.-To draw from memory an outline map of any of the continents, with the mountain ranges and chief rivers accurately marked, and to answer any question on the general geography of the world.

## Mathematics.

Arithmetic.-To show readiness in mental arithmetic and to work any sum in the several rules of an authorised text book.

Algerra.-To understand Algebra as far as quadratic equations.

Euclid.-Books I. to IV. inclusive.
Practical Mathematics.-Mensuration of surfaces and simple solids, plain Trigonometry, Navigation, and to have a knowledge of Land Surveying, and of Book-keeping by single and double entry.

## SILLABUS

OF
SUBJECTS FOR TRAINING PUPIL TEACHERS.
syllabus of Subjects for

|  | Health. | Character and Conduct. | Reading. | Writing. |
| :---: | :---: | :---: | :---: | :---: |
| For admission | A certificate of good health satisfactory to the Board of Examiners. | A certificate of good character from the Chairman of Nominating Board. | To read a passage from a stan-1 dard book with moderate ease and a expression. | To write in a neat hand with correct spelling and punctuation a short paragraph from a first-class school book, slowly dictated. |
| First year. | A certificate from the mas. ter that the health of the pupil teacher continues good. |  | To read with fluency and expression, and be able to recite 30 lines from any standard poet. | To write from dictation in a neat hand, with correct spelling, a passage of simple prose. |
| Second year. | Same as above |  | To read with improved articulation and expression and recite 40 consecutive lines. | To write from memory the sub stance of a pas sage of simple prose. |
| Third year. | Same as above |  | To read as above and to recite 60 consecutive lines of poetry. | To write as above, and be able to produce an original composition on some subject given by the Board of Examiners. |

## Training Pupil Teachers.

| Arithmetic, \&c. | Grammar. | Geography. | History. | Teaching. |
| :---: | :---: | :---: | :---: | :---: |
| To work a sum in any of the compound rules. | To point out the parts of speech in a simple sentence. | To have an elementary knowledge of geography, in cluding definitions. | As far as the Norman conquest. |  |
| To work a sum in Practice, simple Proportion, Bills of Parcels, with some knowledge of mental arithmetic. | The noun verb and adjective, with their relations in a simple sentence. | The Western hemisphere, particularly the British colonies; maps to be drawn. | $\begin{aligned} & \text { From A.D. } \\ & 1060 \text { to } \\ & \text { Henry VII, } \\ & \text { outlines of. } \end{aligned}$ | To teach a class to the satisfaction of Board of Examiners. |
| To work a sum in in terest, compound pro postion, vulgar fractions, with an increased knowledge of mental arithmetic. | The pronoun, adverb \& preposition, with their relations in a simple sentence. | The Eastern hemisphere, particularly the British Isles. | From Hen ry VII, to A.D. 1820 , outlines of. |  |
| Decimal fractions, including decimal coin age Newfoundland; Algebra as far as simple Equations, Euclid, book I. Navigation. | The analysis of sentences. | Newfoundland and the Dominion of Canada. | From A.D. 1820 , to the present date, with review. | As abo |

## No. 46.

## Report of the Public Schools of Newfoundland under Methodist Boards, for the Year ended December B1st, 1876.

$$
\left.\begin{array}{c}
\text { St. JoHn's, } \\
\text { February } 26 \text { th, 1877. }
\end{array}\right\}
$$

Sir,-
I have the honor to transmit, for presentation to His Excellency the Governor, my Report of the Public Schools of Newfoundland, under Methodist Boards, \&c., for the year ended December 31st, 1876.

I have the honor to be,
Sir,
Your obedient Servant,
GEORGE S. MILLIGAN,
Superintendent of Methodist Schools.
The Hon. E. D. Shea,
Colonial Secretary.

## REPORT.

To His Excellency Sir John Hawley Glover, G.C. M. G., Governor, \&e., of Newfoundland and its Dependencies.
May it Please Your Excellency;-
I have the honor to present my annual Report of the Public Schools under my superintendence, and am happy in feeling assured that the facts herein contained will indicate decided and gratifying progress.

## PART I.

## General Report.

Returns.-As reliable statistics respecting the number and operation of these schools from year to year can alone exhibit their true condition and mark their relative efficiency, "The Education Act, 1876," Sec. XXVI, wisely provides, that "the annual meeting of every Board of Education shall be held on the first Wednesday in July in each year, or within one month thereafter, for the purpose of choosing a chairman and other officers, auditing accounts, and transacting such other business as may then be necessary; and the chairman of such Board shall, as soon thereafter as possible, transmit to the proper superintendent a correct return, and accounts duly audited, according to the forms of Schedule A of this Act, prescribed." An examination of the comprehensive details of said Schedule, required in the first instance for year ended June 30th, 1876, or for a year nearly or wholly expired before its requirements could be known by Education Boards, seeing the Act passed April 26 th, 1876 , will make it sufficiently obvious, that the collection of statistics herein tabulated has been attended with more difficulty and trouble to all concerned than can be the case hereafter. In some cases, for want of suitable registers, present returns are defective and only approximate. Nevertheless they may be accepted, as a whole, as fairly accurate and as complete as could be expected for the first year ; so that they will furnish a starting point for future comparison, and, I trust, act as a stimulus to present a better exhibit in time to come. Great pains have been taken to provide schools with registers for the required data, and to impress upon teachers the necessity of faithfulness and accuracy in noting all details at proper times each day; so that I apprehend the superintendent will receive the annual returns in due time and better shape hereafter. If, however, my expectations in this matter be not realised, I shall deem it to be my duty, in every case of delinqubrey, done mined yom honorabie Government to put into

 neglecting to transmit such returns on or before the first day


#### Abstract

of September of each year, shall not receive further payments until such default be remedied." By this means alone I can hope to have prompt and complete returns, essential to healthful supervision and needful for future legislation.


## TABLE A.

School Property.
It affords me great pleasure to report that the settlement of property belonging to the late Protestant Boards has been completed, and that this has been effected in every instance without litigation or serious difficulty. This gratifying result has been reached, in a number of cases, through the mediation of the two Protestant Superintendents, acting by request as impartial friends, and without even once having to assert their powers as commissioners appointed for the settlement of school property. The amounts received or paid by Methodist Boards will be found in Table A.

I am pleased also to inform your Excellency that Education Boards are turning to good account the grant of $\$ 9,149.95$, or Methodist proportion of $\$ 40,000$, for building purposes. As the period allowed by your honorable Government for the expenditure of this amount extended "to December 31st, 1876, or such other time thereafter as may be directed," I can as yet submit only a partial return. It will suffice to observe that the above grant has been supplemented largely by voluntary contributions, chiefly made in materials or free labor, and, where necessary, by appropriations from the ordinary income of Boards; and that about twenty school houses have been built, and more than half of that number are now in course of erection, with two of which a teacher's residence will be combined. Repairs in other cases, generally badly wanted, have been made to good effect, and in a few others much needed furniture has been supplied; so that, altogether, the property vested in Methodist Boards has been greatly improved. The change for the better, in many places, is indeed marked; and
its value on different grounds can hardly be over-estimated. Public buildings in any country are accepted as generally pretty correct exponents of its social condition, and when tasteful, and erected for praiseworthy objects, are undoubtedly important factors towards its higher civilization. In this case the direct benefits, educationally, by the erection of these new buildings, which as a whole are highly creditable and well adapted to school-work, must be indeed very great, as by means of a cold and cheerless school room in winter, or a badly ventilated and forbidding one in summer, the efforts of the teacher, however diligent, must be greatly frustrated.

## Furniture, Blackboards, Water Closets.

In the appointments of the Public Schools under Methodist Boards, I have also to report very considerable improvement. Better furniture, comprising desk and chair for the teacher, and desks and seats with backs for the pupils, and all arranged with regard to school organization, has been very generally introduced. Blackboards, now deemed as necessary for primary as for high schools, and demanded by skilful teachers, as much to render easy and interesting instruction in the alphabet, or in reading in monosyllables, as if the subject were any of the higher mathematics, are gradually putting in an appearance in former school houses, and are now or soon will be found in all the new ones. Water closets for the use of the schools, and separate for the sexes, have been generally provided, and will be required by the Superintendent to be supplied without exception, as hereby a want will be supplied that has been greatly needed, one too important in its moral and social aspects to be longer neglected or here passed by without reference.

## TABLE $B$.

Part 1 is a general summary of the Public Schools under Methodist Boards for year ended June 30th, 1876; Part 2 is a general financial statement; and Part 3 represents general statistics.

The number of schools reported as in operation was seven-ty-one. Two reasons will be deemed sufficient for this number not having been greater. The first and chief one was the want of school houses. In nearly one-third of the districts, and some of these such as Twillingate and Trinity North, very extensive ones, Methodist Boards, by settlement of property according to Act, were left without one school house; and in some localities in them all, and these often at St. John's, Brigus, \&ce., principal centres of population, new buildings had to be erected or others fitted up before school operations could commence. Add to this a scarcity of teachers, the available supply not being nearly sufficient for the demand.

## Grading of Schools.

Preliminary arrangements for the consummation of this important desideratum, at the earliest period practicable, have been duly attended to during my course of inspection. Prudential reasons, in my judgment, have existed to induce me in this matter to " make haste slowly." Thus far, I have regarded it sufficient to direct the attention of members of Boards and teachers to this requirement of law, give necessary explanations of the standards of grading embodied in the Educational Act, urge the need of an immediate adoption of suitable and approved Text Books (on which more hereafter), and by stimulating all parties concerned, prepare them for a work required from the Superintendent, which will, for the time being, educationally, stamp the character of the localities in which the schools are situated. Meantime, an examination of the statistics tabulated respecting each, and of remarks made under inspection will make known, pretty well, the condition of all.」

## Teachers.

There were seventy-one teachers employed during the year, of whom fifty-six were males and fifteen females.

As this number has been inadequate to supply the schools, which the Boards have been able to open during the past summer, I have endeavoured to assist these in getting the best qualified persons offering or at all available; and I am happy to say that there have been several very eligible ones added to the list of teachers, who have been trained for the profession
or have given evidence of adaptation for the work. My chief ground of hope for obtaining fit teachers, in sufficient number, to supply the schools under Methodist Boards, is connected with the Academy and Model School, of which I will speak hereafter. Meantime, the course indicated in the joint Report of Protestant Inspectors last year to improve the condition as well as qualifications of teachers, is being steadfastly kept in view, and to the remarks then made in reference thereto $\mathbf{I}$ have litte to add.

Regarding the employment of competent young women, my observation, while visiting the schools, has confirmed my previously decided opinion, that many more females than at present can be employed in teaching, with profit to themselves and great advantage to the country. Both sexes have special recommendations, and in my attempts to raise up an ample staff of teachers, thoroughly trained for their work, the claims of each, as also the wishes of the country, will be duly respected.

## Grading of Teachers.

My remarks above, concerning grading of schools, will apply, in great measure, to the grading of teachers. In the latter, the responsibility of action rests with the Board of Examiners for the denomination of which the Superintendent is a member. I am warranted, however, in saying, that every reasonable influence will be brought to bear upon those employed in the work of teaching to induce them to prepare for grading; and I encourage the hope that the time is not very distant, when I shall be able to ask that the Legislature shall make it imperative upon Boards to employ those only as teachers of our Public Schools that have obtained a certificate for some grade or have at least got for the time being a license guaranteeing some degree of efficiency. Hereby alone will duly qualified persons be protected in their professional work, and incompetent persons prevented from remaining in a sphere, or hereafter getting into it, for which they have no other recommendation than what is connected with a well meant but mistaken charity.

## Pupil Teachers.

The number of Pupil Teachers was ten-five males and five females. (Table D 3.) At this date, (December 31,) there
are indentured four males and six females. Besides, there is one employed without indenture or receipt of usual allowance, but preparing for the profession by mutual arrangement.

By "The Education Act" very important duties were assigned to the Board of Examiners, which was appointed by your Excellency in July last; and I am glad to know that the responsibility of selecting the most eligible candidates, supervising them in their general conduct and studies, and finally grading them according to their respective merits, has devolved upon gentlemen associated with the Superintendent for the denomination, in whom the public will have fullest confidence.

In this department it will be readily understood that the work under my direction is but getting into shape. The maximum number of pupil teachers has been selected. These are giving satisfaction as to their deportment, diligence, and progress; and their training is proceeding at the Methodist Academy, by law required to "afford facilities for the illustration and practice of the most approved methods of teaching, and of the organization and management of schools to such pupil teachers as shall be duly appointed to be trained therein."

To secure this professional training for pupil teachers, the Board of Directors for said Academy has wisely arranged with the St. John's Methodist Board of Education and the Newfoundland Methodist Day School Society for the establishment and maintenance of a

## Model School,

comprising an infant school and primary school, each having two departments or classes, under the management of a competent mistress and assistant, in which pupils will be taught the elementary branches of education, and to which pupil teachers, as in the Normal schools of the colonies and of other countries, will be drafted regularly for practice. The want of model schools was declared by the Protestant Inspectors last year, in their joint report, to be then in their judgment the greatest defect of our system. I cannot but feel gratified therefore in being able to report, as a chief token of the year's success, the completion of arrangements for the immediate opening of such an institution. An unpretending but very neat, comfortable and spacious building, two stories high, has been erected at a
cost of upwards of eight hundred pounds, whose appearance and appointments for school work are highly creditable. On the ground floor is the infant school room, with cloak-rooms, a small class room, \&c.; on the second floor is the principal school room, truly a very fine room, with a gallery to seat a class of sixty or seventy pupils. Both rooms have American desks and chairs (to accommodate one hundred and twenty pupils), ample blackboards, maps, illustrated cards, a small globe, ball frames, a set of kindergarten toys, and other things suitable for an infant or primary school.

A mistress long connected with the Model school, Truro, Nova Scotia, and highly recommended by its Principal, has arrived to take charge of the Model school, which will be opened on the 15 th proximo.

## Salaries of Teachers, and Fees.

The amount of annual appropriations by Boards, so far as reported, including fees returned by teachers, was $\$ 11,303.05$. In some instances, very respectable sums appear in the table, as paid to the teachers. This would have been the case in some others, it the fees collected had been reported, which, according to previous usage of many Boards, have not been reckoned an item of school revenue to be entered in the Financial Statement. The practice in their districts has been to engage teachers for definite sums, termed salary, irrespectively of tees, which by agreement, should be collected by them, and, whether much or little, should be theirs, apart from any responsibility to their Boards. This usage, I readily grant, seems convenient, and recommends itself on the ground of making teachers feel personally concerned, and stirring them up to do their duty, so as to be popular in their several localities. I am, nevertheless, after pretty careful consideration of the matter, compelled to condemn it in very strong terms, as the practical result I find in many places to be financially ruinous to teachers and therefore pernicious to the interests of education. In many settlements little has been collected, and in some I regret to say nothing at all, from the people. Fees have been regarded as a mere perquisite and not a lawful debt; and hereby teachers have had to choose between suffering severe pecuniary loss in peace, or take the consequences of coming into direct collision with those that would give them trouble. I am persuaded in this way useful
quiet men frequently suffer ; and in course of time, becoming discouraged, are lost to their honorable but often poorly paid profession. I doubt not that most persons will agree with me in thinking that salaries must bear some proportion to qualifications; and if the latter be much improved the former must be proportionately increased. This, without additional Legislative grants, must be accomplished by means of fees or voluntary contributions. This subject has been strongly enforcea by the Superintendent in his public addresses throughout the island, and I trust, as it is a vital one to education, it will soon bear much fruit. Were it not invidious to mention names (which, however, are readily suggested by this Table), I might call attention to large sums collected in some places from fees which probably are but examples of what many other Boards might accomplish. I strongly recommend, that while teachers collect fees, as by law required, they shall do so in the name and on account of their respective Boards, and that these render them all needful countenance and authority in this collection, as is implied in Education Act, Sec. XXXVI. By this course, in my judgment, Boards will have an income which will enable them to pay teachers larger amounts than so-called salaries and fees.

## Number, Ages, Sex, and Attendance of Pupils.

The average number per quarter registered was 2,962 . Of these 803 were under seven years of age, 1,458 between seven and twelve, and 701 over twelve.

There were 1611 boys, and 1351 girls. The whole number reported to have been under instruction during any part of the year was 3501 , or adding 160 for pupils registered at Me thodist Academy 3661 , or 1 for 9.4 of the population of the denomination; or, leaving out the population of those districts in which there were no school houses, and of those localities in which there were none (in which children have in some cases been attending schools under Boards of other denominations), 1 for every 7.8. The grand total attendances were 691,356 , giving 117 full days' instruction for each of the average number registered, and 99 full days for each under instruction during any part of the year.

The average attendance at each session for the whole island, of pupils in the public schools under Methodist Boards,
was 2000.4 , and the per centage of average attendance compared with average number registered was 68 . (Similar data may be found in this Table B, Part 3, for Districts and Localities.)

The times school was opened, in the aggregate, was 20,431 or 288 times for each school in operation for a longer or shorter period.

These statistics, giving measures of school work done, as ascertained from times school has been opened, morning or afternoon, and from actual attendance, if reported from year to year, will enable your Excellency to judge as to the appreciation of our public schools by the people, and may lead to some improvement in attendance. Doubtless the shortness of our fishing season and the migratory habits of many of our families, must act prejudicially to regularity. I sincerely trust, nevertheless, that a growing appreciation of the advantages of education will lead parents to prize more highly means within the reach of their children; and, if needs be, even make sacrifices for the present, that the future good of their families may be secured. Of course a good attendance, and that in regularity as well as mere number of pupils, is essential to the perfect success of our educational system. For this reason in all of many public addresses in the country, I have laid great stress on the need of scholars attending regularly.

## Visits by Members of Boards and School Visitors.

The number of visits reported as made by the former was 103 and by the latter 44. In some districts in which the Chairmen have been most attentive to this duty of visitation, the number has not been given ; but it is not, I presume, unfair to think, that, in general, there is room for great improvement, particularly on the part of school visitors. Few men are more deserving of encouragement in their work than the teachers of our public schools; and I am assured they will both value and profit from the more frequent visitation of their schools. "The Education Act," Sec. XXVIII, provides that " when any school is held at a distance from the residence of the chairman or members of the Board, the Board shall nominate one or more persons, residing near the school, to visit and supervise the same, subject to the order of the Board and the provisions of
this Act;" and Sec. LIV., " all Judges, Members of the Legislature, Clergymen, and Members of the other Learned Professions, Justices of the Peace, and Grand Jurors, shall be School Visitors," \&c. I sincerely hope that this reference will suffice to insure the improvement I desire in this particular.

## Number of Pupils in the Different Branches of Instruction.

For the most part, the subjects taught are those deemed essential. It is quite plain from the table, that the attainments of pupils are much lower than should be desired. The causes are sufficiently obvious. To improve this state of things, I must depend largely upon what has been already stated, as being done, or as herein suggested to be done, to make better the qualifications, condition, and supervision of teachers, and upon a growing appreciation of education in the country which it will be my aim to foster. I am glad to be able to specify some further important gains during the year in the means of securing this end. These have arisen partly from improved organization in the schools, which has followed the introduction of Time Tables in many places, and the observance of rules for the government of schools, approved of by your honorable Government. The principal cause for gratulation and hope of change for the better has been the adoption by the Boards of

## Uniform Text Books.

In their joint Report last year, the Protestant Inspectors called attention to the urgent want of a uniform series, suitable for use in our public schools, and to the means taken by them to bring about this result. I am now happy to report that the Royal Reader Series has been generally introduced into the public schools under Methodist Boards, and to know that it has been also adopted by other Boards for use in their schools, as I believe it has incomparable excellence, and wherever used will prove of immense service, educationally. It has been received with very great favor in the mother country and in the colonies, and is recommended by many of the very highest educationists. An examination of its different books will show among other things, the following:-It presents interesting matter written in a very attractive style, and usually very happily as well as rery handsomely illustrated. It aims, from the very first, at teaching the art of reading, and proceeds step
by step through an admirably graduated course of instruction. It imparts, in a winsome form, a vast amount of useful knowledge, which all will do well to know ; and which, if acquired, is sure to create a thirst for more. It is self-interpreting, communicating to the reader all needful information in respect to the accentuation and signification of difficult words, or particular allusions to persons or things entering into the text, and to the teacher all that he requires with ordinary or even moderate intelligence to know, that he may prosecute his work skilfully and successfully. It recognizes throughout the true method of making scholars spell well, and of giving them the power of expressing their own ideas with ease and elegance ; and it seems to have been prepared with the idea of teaching spelling and composition as much as of what may be termed the rhetoric of reading. In short, it would be difficult to overstate the advantages to teachers and pupils, and I might add to the families of our people, that must accrue from the use of this very superior yet cheap system of reading text books. Having said this much in reference to the Royal Readers, I have only to add that the Royal School Series, of which they form a part, comprises a complete set of educational works on nearly all the subjects required to be taught in our public schools. As these are possessed of like rare excellence as the Royal Readers, they too, as circumstances warrant, are being brought into general use, and I doubt not will prove of great service in elevating our public schools to higher standards of attainments than at present.

In this connection I am pleased also to report that the number of large wall maps has been considerably increased, and I entertain the hope, from the judicious action of Boards in this respect, that the time is not distant when even third grade schools will be provided with such maps as are necessary for the successful teaching of the geography of our own colony, the world in its grand divisions, and perhaps of Great Britain, the Dominion of Canada, and the United States.

## Needlework, Knitting, \&c.

In some schools needlework, \&c., have been taught by the mistress or wife of the teacher with advantage to the girls. In a few others a class has been formed in domestic economy.

I shall gladly encourage all such efforts, as they must tend to promote a better home-life, particularly among the humble classes of our population.

For special remark, respecting particular districts and schools, I beg to refer your Excellency to Part III, visitation and inspection.

In conclusion, as I review the work of the past year, I beg most gratefully to acknowledge the hearty co-operation of the various Boards, and, particularly, of their official members, in my endeavours to promote a deeper interest in everything pertainining to educational progress. I have found these gentlemen ever ready to forward my plans and adopt my suggestions at the cost often of much time and at great inconvenience; and, in superintending or directing the erection of buildings or repairs, their services, in most cases gratuitous, have been to their districts invaluable.

The Public Schools of Newfoundland under Congregationalist Boards, for the Year ended December 31st, 1876.

The Financial Statement will be found in Table C.
No other statistics have been returned, as the work prior to June 30th was chiefly preparatory. A school house has been built at Bay-de-Nord, Fortune Bay, where a school was conducted last winter. This school has been in charge of a mistress trained at the Congregationalist Training School since August last, but, not being in operation at the time of my visitation Westward, could not be inspected.

Two other schools have been in operation, but as these do not receive grants, they do not come under Government superintendence, excepting the principal one of the two in relation to Pupil Teachers, as provided for by the Education Act. It affords me great pleasure in reporting that this school, now re-
cognized by your honorable Government as the Congregationalist Training School, and conducted by the Misses Good, is thoroughly efficient, and besides being prepared to train teachers for the schools of the denomination, is doing good service in the work of education to a large number of pupils, chiefly young, in regular attendance.

Particulars respecting this Training School may be learned from Table D 2nd. There are no pupil teachers at present indentured under Education Act. Nine females are, however, being trained for teaching, three of whom have taken Grade III. All of these have been indentured to the Principal.

> The Methodist and General Protestant Academies, and the Harbor Grace and Carbonear (Methodist) Grammar Schools, for year ended June 30th, 1876.

## Methodist Academy.

This institution has had a year of prosperity under the principalship of R. E. Holloway, Esq., B. A., who has been assisted by two efficient masters. It affords to both sexes facilities for obtaining a thorough and liberal education, a girls' school being conducted separately from that for boys. The pupils registered averaged one hundred and thirty for the year, of whom ninety were boys and forty girls.

Table D 2nd, will show that the course of study has been comprehensive, and that a fair proportion of the pupils was engaged in the study of the Languages, Mathematics, and Natural Science. So long as our public schools under Boards of Education do not come up to their standards, as now recognized by the Education Act, our higher schools must be expected to have the majority of their pupils pursue elementary branches of study. Nevertheless, as education advances in the country, these will be relieved from much elementary drill, and allowed to carry forward the work of instruction to a greater extent than is now possible in what is strictly speaking their legitimate sphere.

As means towards this end, I cannot but regard with favor the arrangement to which I have referred elsewhere respecting a model elementary school, as tending to secure a better gradation in School work, aud a better preparation by "laying well the foundation" for instruction in the higher branches. Another hopeful feature for the future of the Academy, I find in the expenditure of the Board of Directors of $\$ 102.23$, and in a further appropriation since for apparatus to illustrate Natural Science, an acquaintance with which has become of great consequence to the youth of this colony, because of the development of its extraordinary natural resources.

In my inspection of the Academy, I was specially pleased with classes in spelling, in English Grammar and Analysis, and in English History. Many of the specimens of writing, mapping, and drawing, were very good. In plane Geometry and Mensuration some of the pupils acquitted themselves creditably, but others only moderately. In Latin (Cornelius Nepos and Sallust) the translation was good, but in some cases the knowledge of the grammar, particularly of analysis or grammatical structure, was defective. Altogether, I am gratified to report that the Methodist Academy has an efficiency, in the management of its principal and in the thoroughness of its teaching which are very auspicious for the future success in life of the many interesting youth now enjoying the facilities it offers not only to obtain knowledge, but with this, what is of greater consequence, intellectual culture.

As a training school for pupil teachers, I have only to add to what I have said elsewhere, that with means for teaching the different branches of instruction and for imparting an acquaintance with the art or business of teaching, I cherish very sanguine hopes as to future results. I can bear cheerful testimony as to the deep interest the principal takes in all that pertains to the training of those who are to be the future teachers of schools under Methodist Boards.

## The General Protestant Academy and Presbyterian Commercial School, St. John's.

Concerning the higher department of this institution, the Chairman of the Board has reported that he is unable to furnish Returns for the current year, as arrangements have not
been perfected for its successful administration. As I was unexpectedly prevented from visiting the Commercial school under Mr. Robert Stott, I am indebted to Rev. William Pilot, Superintendent of Church of England schools, for the substance of the following notice :-

Of 57 registered pupils, 50 were present. Great improvement was manifest in the school from the date of a visit about a year previous, attributable in part to the introduction of the Royal Readers. In first class reading and writing were quite above the average ; the spelling of all was creditable, and their acquaintance with geography, particularly that of Denmark, showed that they had been well drilled. In arithmetic the result was not quite so favourable ; but in English grammar all parsed ordinary sentences with marked readiness. In second and third classes pupils did fairly.

## Harbor Grace Grammar School.

This school, so long under the able management of Mr. Roddick, is, by special arrangement of the Board of Commissioners, under the charge of Mr. James Munn, who was trained at the Normal School, Truro. It is well provided with maps, blackboards, and superior American desks. Twenty-eight pupils were present on the day of my visit, who acquitted themselves very creditably in arithmetic, geography, and English grammar, and moderately well in reading. The generally correct and prompt answers given to questions proposed by the master or myself, assured me of ability and faithfulness on his part, and of general attention to their studies on the part of the pupils.

## Carbonear Methodist Graminar School.

This school was not in operation owing to the difficulty of finding a suitable master. It has since re-opened, under the principalship of Mr. Storey, and promises to be successful.

## PART II.-STATISTICAL REPORT.

# TABLE A. The Public Schools of Newfoundland 

PROPERTY

|  |  |  | Receipts. |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Districts. |  |  |  |  |  |  |
| 1 | St. John's |  | \$802 39 |  |  | \$196 51 | \$998 90 |
| 2 | Brigus .. |  | 57625 | \$320 00 |  |  |  |
| 3 | Port-de-Grave |  | 9440 | 11000 |  |  |  |
|  | Bay Roberts... |  | 12666 | 23383 |  |  |  |
|  | Harbor Grace . |  | 30400 | 12000 |  | 5695 | 56705 |
|  | Carbonear ... |  | 96478. |  |  |  |  |
|  | Bay-de-Verds |  | 105704 |  |  |  |  |
|  | Trinity Bay, S |  | 71412. |  |  |  |  |
|  | Trinity Bay, W | $\cdots$ | 10347 | 3588 |  | 3179 | 17114 |
|  | Trinity Bay, N ... |  | 34800 |  |  |  |  |
|  | Trinity Bay, E $\ldots$ | ... | 17732 | 2000 |  | 30747 | 50479 |
|  | Bonavista Bay, S... |  | 60132 | 28000 |  |  |  |
|  | Bonavista Bay, W | $\ldots$ | 13146 |  |  |  |  |
|  | Bonavista Bay, N... | ... | 37439 | 9728 |  | 29293 | 76460 |
|  | Musgrave Harbor... | $\ldots$ | 16854 |  |  |  |  |
| 16 | Fogo ... ... ... | ... | 18639 | 41817 |  |  |  |
| 17 | Twillingate ... ... | ... | 48506 | 52671 |  | 79441 | 180618 |
| 18 | Moreton's Harbor |  | 43225 |  |  |  |  |
| 19 | Notre Dame Bay, N | $\ldots$ | 34666 | 17405 |  |  |  |
| 20 | Placentia Bay |  | 6373 |  |  |  |  |
| 21 | Burin ... ... |  | 44960 |  |  |  |  |
| 22 | Grand Bank... |  | 44559 |  |  |  |  |
| 23 | LaPoile ... |  | 13840 |  |  |  |  |
| 24 | Channel... ... | ... | 5654 | 2000 | . |  |  |
|  |  |  | \$9149 95 |  |  |  |  |

N. B.-(1.) By rules and regulations respecting the expenditure of $\$ 40,000$ granted by the Legislature for School-houses and property, each Education Board is required to render to the Government a complete return, with necessary vouchers, of the expenditure of its proportion of the said amount, on or before December 31, 1876, or such other time thereafter as may be directed.

## under Methodist Boards.

ACCOUNT.

(2.) As the net voluntary contributions made chiefly in materials and free labor are not reported above, it will be satisfactory to learn that in each case returned property has been secured far exceeding in value the amount of cash expenditure.




TABLE B 2.
Public Schools of Newfoundland under
GENERAL FINANCIAL

Income.


In Carbonear and Burin financial statements, grants from $\$ 40,000$ vote are not included. Returns of expenditure not received from Bonavista West, Musgrave Harbor, Moreton's Harbor, and Notre Dame Bay North.
N. B.-By adjustment of Balances the sum of $\$ 210.68$ is due Musgrave Harbor Board from Fogo Board, $\$ 160$ due Trinity East from Bonavista South.

[^21]Methodist Boards, for Year ended June 3®s 1876.
STA TEMENT.

Expenditure.

|  |  | $\begin{aligned} & \text { Salaries to Teach- } \\ & \text { ers. } \end{aligned}$ |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | \$ | \$ c |  |  | \$ c . | \$ |  |  |
|  |  | 0 |  | 40 | 600 | 9922 | 88800 | 137362 | 21355 |
|  |  | 92750 |  | 4667 | 2000 | 15878 | 11955 | 127250 | 72247 |
|  |  | 14008 |  |  |  |  |  | 14008 | 35178 |
|  |  |  |  |  |  |  | 5 | 2025 | 55496 |
|  |  | 290 |  |  | 500 |  | 56705 | 86347 | 917 |
|  |  | 119917 | 4600 | 6517 | 4014 | 6680 | 2770 | 144498 | $14479$ |
|  |  | 142060 | 2000 | 5560 | 6400 | 2160 | 67317 | 225497 | $6546$ |
|  |  | 113600 |  | 8000 |  | 3200 | 45560 | 170360 | 8370 |
| 6180 |  | 15960 |  |  |  | 10 ${ }^{\text {is }}$ | 17114 | 33014 |  |
|  |  | 42468 |  | 2517 | 1000 | 1915 | 22100 | 70000 |  |
|  |  |  |  |  |  |  | 50479 | 50479 |  |
|  |  |  | No | Returns. |  |  |  |  |  |
| 11242 |  |  |  |  |  |  |  | 112060 |  |
|  |  |  | No | turns. |  |  |  |  |  |
|  |  |  |  | 7327 | 2740 | 1900 | 11468 | 75315 | 61233 |
| 87 |  | 17500 | 2000 | 6800 | 6552 | 820 | 180618 | 214290 |  |
|  |  | 55000 | 2000 | 11690 | 8839 |  |  | 77529 | 84000 |
|  |  |  |  |  |  |  |  |  |  |
|  |  | 633 |  | 5247 | 1200 | 200 |  | 69947 | 17095 |
|  |  | 804 |  |  | 1540 | 8737 |  | 90677 | 37201 |
|  |  |  | 209 | 010 |  |  |  | 24210 | 22158 |
| 3367 |  | 17500 |  |  | 1767 | 3786 |  | 23053 |  |
| . 35709 |  | 99 | 2800 | 4 | 71 | 51 | 02 | 6077 | 507689 |

## TABLE B 3. <br> The Public Schools of $\mathbb{N}$ ewfoundland under



## Wethodist Boards, for Year ended June 30, 1876.

STA TISTICS.

| Number registered quarter. |  |  |  | Attendance. |  |  |  |  |  | No. visits by Members ofBoard. |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  |  |  |  |  |  |  |  |
| 12 | 13 | 25 | 35 | 8172 | 360 | 22.7 | 91 |  | 40 |  |  |
| 28 | 35 | 63 | 90 | 27000 | 450 | 60 | 95 |  | 100 |  |  |
| 12 | 14 | 26 | 30 | 5650 | 226 | 25 | 97 |  | 40 |  |  |
| 52 | 62 | 114 | 155 | 40822 | 036 | 07.7 | 95 |  | 180 |  |  |
| 16.5 | 22 | 38.5 | 45 | 7171 | 230 | 31.2 | 81 |  | 75 | 2 | 2 |
| 45.8 | 31.5 | 77.3 | 102 | 9114 | 183 | 498 | 65 |  | 70 | 3 | 9 |
| 18 | 21.8 | 39.8 | 58 | 10876 | 372 | 29.2 | 73 |  | 50 | 5 | 2 |
| 24 | 13 | 37 | 37 | 2536 | 100 | 2 2. 4 | 69 |  | 40 |  |  |
| 11 | 17 | 28 | 48 | 5024 | 322 | 15.6 | 56 |  | 70 | 4 | 5 |
| 115.3 | 105.3 | 220.6 | 290 | 34721 | 1207 | 151.2 | 69 |  | 305 | 14 | 18 |
| 22 | 23.5 | 45.2 | 76 | 14144 | 416 | 34 | 75 |  | 30 |  |  |
| 42.5 | 21 | $63.5$ | $83$ | 7464 |  | 41 | $65$ |  | $120$ |  |  |
| 13 | 23 | 36 | 56 | 2358 | 108 | 21.9 | 61 |  | 30 |  |  |
| 55.5 | 44 | 99.5 | 119 | 982. | 290 | 62.9 ! | 63 |  | 150 |  |  |
| 60.3 | 23.3 | 83.6 | 102 | 15670 | 304 | 51.5 | 62 |  | 60 |  |  |
| 39.2 | 41 | 80.2 | 97 | 19430 | 407 | 47.7 | 60 |  | 60 |  |  |
| 24 | 21 | 45 | 45 | 2908 | 98 | 29.7 | 66 |  | 30 |  | a |
| 46.6 | 30.4 | 77 | 88 | 12066 | 300 | 40.2 | 52 |  | 90 |  |  |
| 11.5 | 14.5 | 26 | 27 | 2448 | 172 | 14.2 | 55 |  | 50 |  |  |
| 28.5 | 23.5 | 52 | 53 | 4660 | 164 | 28.4 | 55 |  | 50 |  |  |
| 15.0 | 16.7 | 31.7 | 36 | 6884 | 328 | 20.9 | 54 |  | 40 |  |  |
| 225.1 | 170.4 | 395.5 | 448 | 64066 | 1773 | 232.6 | 59 | ......... | 380 |  |  |

## TABLE B 3.-(Continued.)

The Rublic Schools of Newfoundland under


[^22]
## APPENDIX.

Methodist Boards, for Year ended June 30, 1876.
the different branches of Instruction.


TABLE B 3.-(Continued.)
The Public Schools of Newfoundlard under


Methodist IBoards for Year ended June 30, 1876. STATISTICS.


TABLE B 3.--(Continued.)
The Public Schools of Newfoundland under


[^23]
## Methodist Boards, for Year ended June 30, $\mathbf{1 8 7 6}$.

the different branches of Instruction.


## TABLE B 3.-(Continued.)

The Public Schools of Newfoundland under



## The Public schools of Newfoundland under

Average Number for the Year in



TABLE B 3.
The Public Schools of Newfoundland under


## Methodist Boards for Year ended June 30, 1876.

STA TISTICS.


## TABLE B 3.-(Continued.)

The Public Schools of Newfoundland under


[^24]§ Returns for one quarter. II A Union school was maintained at Nipper's Harbor during winter by Church and Methodist Boards. No returns.

the different brandeies of Instruction.

## TABLE B 3.-(Continued.) <br> The Public Schools of Newfoundland under <br> GENERAL




## TABLE B 3.-(Continued.) The Public Schools of Newfoundland under



## TABLE C.

## The Public schools of Newfoundland



| $\vdots$ | Balance if overdrawn July 1st， 1875. |
| :---: | :---: |
| 880 | Salaries to Teachers． |
|  | Am＇t paid Secretary． |
| ¢ | For books，maps，\＆c |
| ！ | For incidentals，fuel， insurance，\＆c． |
| ： | For repairs，rents，\＆e． |
| － <br> 8 <br> 8 <br> 8 | For sites and build－ ing school－houses． |
| $\begin{aligned} & \text { N } \\ & \text { N } \\ & 8 \\ & 8 \end{aligned}$ | Total expenditure． |
| \％ | Balance on hand June 30th， 1876. |


| 틉 | $\stackrel{\stackrel{\rightharpoonup}{\oplus}}{\stackrel{\rightharpoonup}{+}}$ | $\stackrel{\sim}{\circ}$ | Cr |  | Standards II and III． |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | $\underset{\sim}{\infty}$ | er 0 | 込 | \％or | Standard IV． |  |
|  | $\infty$ | －7 | $\begin{aligned} & 1 \\ & \text { OT } \\ & \text { is } \end{aligned}$ | $\infty \stackrel{\ddots}{c}$ | Standard V． |  |
|  |  | $\infty$ | $\checkmark$ |  | Standards III \＆IV． |  |
|  |  | A | $\checkmark$ | Э | Standard V． |  |
|  |  | $\infty$ | $\stackrel{\text { 券 }}{ }$ | or os ： | Standards III \＆IV． |  |
| 己 |  |  | or |  | Standard V． |  |
| $6$ | ， | ； |  | ： | History． |  |
| $\pm 0$ | 10 | $\vdots$ |  | $\vdots$ | Book－keeping． |  |
|  | ！ | $\vdots$ |  | $\vdots$ | Mensuration． |  |
|  | ： | $\vdots$ |  | $\vdots$ | G－ometry． |  |
|  | $\vdots$ | $\vdots$ |  | ： | Navigation． |  |
|  | ！ | ！ |  | ！ | Algebra，इ |  |
|  | ！ | ！ |  | ： | Other subjects． |  |
|  | 8 | $\stackrel{\sim}{\infty}$ |  |  | Square feet of Blackboard． |  |
|  |  |  | $\stackrel{ }{\wedge}$ | $\stackrel{\square}{1}$ | No．of Maps． |  |
|  |  |  |  |  | Other apparatus． |  |

[^25]Mrethodist Eisoards，for Year ended Jume BO， 1876.



[^26]


TABLE D 3.
Pupil Teachers at the 所ethodist Academy for the Year cnded June 30, 1876 .


## PART III.-VISITATION AND INSPECTION.

## General Remarks.

This part of the work of the Superintendent has been in some districts, and in many localities, general rather than particular ; and in all, as elsewhere stated, preparatory, under the Education Act, for the grading of schools. This report, there. fore, must be also general.

## St. John's Distriot'.

The attention of the Board has been largely directed towards the Model school, for the successful establishment of which it has taken a deep interest. In the east of the city it has had a school in successful operation for the year. At last visitation of this school I observed good progress and was pleased with very marked improvement in reading. At Pouch Cove a piece of land has been purchased for school purposes, so that, with the superior school room, the premises are very eligible. Two visits were made within the year ; at the latter it was obvious a new departure in the way of progress had been made from the time of the former one. Scholars present numbered fifty-seven, and yet, as at my previous visit, they were chiefly young. At Bauline the scholars shewed pains had been taken by the teacher, and, although the school was elementary, the answers were satisfactory.

Brigus District.
In Brigus a neat school house has been erected, 45 feet by 25 feet, and 10 feet 6 inches high, with ceiling arched and plastered. Both the exterior and interior reflect much credit upon the Board. In the latter it has panel work under the windows and all around, above which it is ceiled to the wall plates, where it is finished with a neat cornice. It has a blackboard twenty-five feet long, and is fitted up with suitable furniture, \&c. While this school house has been in course of erection, the superior school under Mr. Murrish has been conducted in the Temperance Hall. The maintenance of the school under
a first-class teacher, trained at Westminster, England, does honor to the public spirit of the community, and its general efficiency, as I have learned from two visits, must prove a great blessing to the pupils generally. At Riverhead the Board has built a schoolhouse in every respect a duplicate of the above, except that the cite obliged them to build it not quite so wide. At Cupids a new schoolhouse, with teacher's dwelling, is about to be built, which is greatly wanted. I was pleased to note great progress in the interval between two visits, one in January and the other in September last, attributable partly to the introduction of better furniture, a black board, and approved text books. The copybooks showed considerable merit in penmanship, and the classes, generally, painstaking on the part of the teacher. At Clark's Beach a thorough examination of the classes proved satisfactory, and like results appeared from the use of the Royal Readers. At the Gullies the school is elementary. At Bull Cove school had been closed for a time owing to the death of the teacher.

## Port-De-Grave District.

The teacher had been laboring under great disadvantages for want of a suitable schoolroom, maps, blackboard, and uniform text books. The Board has but limited meane, but since my visit has been doing all in its power to correct these great wants. With tokens of diligence on the part of the teacher, under the above unfavorable circumstances, I found also very pleasing results fram the co-operation of his wife, who, in the afterncons, had taught needlework, crotchet, \&c., to the girls.

## Bay Roberts District.

There has been no school in operation under this Board till lately, as school houses were in course of erection.

## Harbor Grace District.

There have been two schools in operation under this Board. The principal one has been held in the new, commodious, and comfortable schoolhouse. With limited means the Board has done well in securing this school property, and, except in the matter of seats, has in every respect a school house which, with its premises, does it much credit. Up to the time of my visit the teacher had not been able to manage his large school
very successfully for want of classification, rendered impracticable by the use of a diversity of books. Since then this evil has, at least in measure, been corrected, and I doubt not another visit will enable me to discover a condition of the school far more satisfactory than in September last. The other school has been conducted at Ship's Head by a painstaking lady, whose efforts have been considerably marred in like manner to the above.

## Carbonear District.

The Board has arranged with the Commissioners of the Grammar School to conduct a graded school in two departments, under the principalship of Mr. Storey, who was trained at Westminster, and holds a first-class certificate, assisted by Mr. A. S. Peach, previously teacher of the Board School. This arrangement has my fullest approval, and I doubt not, educationally, will prove highly beneficial. As it commenced only at the time of my last visit, made for the purpose of helping to effect it, I can only add that the chairman reports it to be a success. At South Side and Freshwater the Board has built two very superior schoolhouses, and has another in course of erection at Perry's Cove.

The teachers at the first two places have for some years done good service in their localities, and have eagerly received all hints communicated to them to render their schools still more effective.

The four other schools under this Board are very elementary and capable of great improvement.

## Bay-De-Verd's Dis?rict.

This is the most populous of all the districts under Methodist Boards, and its grants are not only the largest on that account, but its operations become to the country, as well as to the denomination, of prime consequence. These hitherto in my judgment have been, as a whole, not very satisfactory ; but I am glad to report some encouraging tokens of progress. Two large and very respectable schoolhouses have been built at Blackhead and Island Cove, and some others are in course of erection; so that when the latter are completed, and some improvements effected upon some of the older houses, this district will be well supplied in respect to school buildings. At the
time of my visit (in May) one of the teachers was in Saint John's, and the school of another was reported closed through an epidemic then prevalent. Three of the eleven schools under this Board being winter schools only, were closed. In the six visited by me I found a very great want of books, as the Board had been waiting to learn the issue as to uniform text-books. Blackboards and maps were also required, but not to the same extent. These wants, I have reason to believe, the Board has since in part supplied, and will do so more fully in the future. The schools at Blackhead and Western Bay appeared to fair advantage, and gave evidence of having had faithful teachers who had striven to do their duty. An educational apathy among the people in some of the other places, greatly affecting the attendance of pupils, or other causes operating against the success of their schools, left upon my mind the impression that very great reform is practicable in this important district.

## Trinity South District.

At Old Perlican a new schoolhouse forty-four feet by twenty-four feet, which had been long greatly needed, has been nearly completed. Thirty-five pupils were present at the time of inspection, who, despite of the great drawbacks from, lack of suitable books, \&c., passed pretty well in all their classes, showing very clearly an amount of industry and tact on the part of the teacher, which, under more favorable circumstances that the chairman is striving to bring about, will, I doubt not, show itself to much greater advantage. At Grate's Cove the school appeared to disadvantage, there being only nine present. The children were in the potato gardens, or I fear in not a few cases at home, through the indifference of their parents.

I did not visit the other schools under this Board, but may say that in the previous summer I found the school at Hant's Harbor efficiently conducted, and the one at Seal Cove evidencing industry on the part of the teacher.

Trinity West.
At Green's Harbor a very neat schoolhouse, thirty-two feet long and otherwise well proportioned, has been built. A worthy man, with moderate attainments and a few modern
ideas of teaching, conducts the school. Books, \&c., were greatly needed. Twenty-six scholars were present.

## Trinity North District.

Several schoolhouses are in course of erection, and others are urgently required. An elementary school is taught in a private dwelling at Trinity Harbor, whose teacher prosecutes her work with assiduity and success. At English Harbor twenty-six pupils, out of twenty-nine registered, were present, chiefly very young. Books and classification were very noticeable wants, both of which the chairman has since strenuously endeavoured to supply. At Cuckhold's Cove, where a new schoolhouse has been built, the school had just closed for the season. Few districts under Methodist Boards, when the isolation of settlements is taken into account, will have more demands upon their means to overtake their educational necessities.

## Trinity East District.

At Catalina a schoolhouse has been built and furnished in a style truly handsome. School at my visit had just opened auspiciously under a well qualified teacher from New Brunswick. At Little Catalina I found little to approve.

## Bonavista South District.

At Bonavista things in general were most satisfactory. In the West a large school showed respectable progress under a teacher trained in England, in a new and commodious schoolhouse, furnished with blackboards, illustrated cards, ball frame, \&c., and supplied with approved text books. In the East I found also a new and handsome schoolhouse, in which a worthy teacher showed he too was doing good service to the Board, under circumstances similarly encouraging. At Bird Island Cove a schoolhouse was being built.

## Bonavista West District.

At Musgrave Town it has been the custom to engage a female for summer as teacher, and a master who is a resident for the chief part of the remainder of the year. My visit was made in the transition period. Nevertheless, the master marshalled the children of the settlement, who being examined
in the elementary branches, particularly in order to illustrate methods of teaching that I wished to be introduced, passed moderately well, evincing an encouraging aptitude to learn, which I find to be a general characteristic, under average conditions, of the usually healthful children of the colony.

## Bonavista North District.

At Greenspond a very handsome school house has been built on a commanding site, adding another public building to those previously attractive to the visitor. Here I found a school had been for a short time in operation under a teacher who had been two years a pupil teacher, and that it was bidding tairly to be successful, having the advantages of the new text-books which everywhere seem to do half the battle by interesting the children.

## Fogo and Twillingate, Moreton's Harbor and Exploits Districts.

These received from me but a transient visit, as they had been visited the summer previous. In each 1 found that things were going forward satisfactorily. The Twillingate Board has had its means thus far largely absorbed by its six new buildings, two of which are finished and all the rest well advanced. I sincerely hope that before long this Board, having by its judicious energy recovered itself from the anomalous position into which it was thrown by the settlement of school property, will soon have a school in successful operation in all its neat and suitable new school-houses.

## Notre Dame Bay North District.

The final settlement of school property having been till lately delayed by the incompleteness of the census, school operations in this fine district were in some of its settlements greatly retarded. The death of its chairman, Rev. John Dixon, so soon after it had been constituted a district, also operated for a time prejudicially. Under its present energetic chairman, I feel assured the Board will soon have things more as I desire. The school at Little Bay Island has been lately re-opened under a new master; that at Ward's Harbor under a mistress ; a new school opened at Jackson's Cove, under a master; and arrangements made for the speedy erection of several


#### Abstract

new school-houses where they are required. Much needs to be done in this Northern district to overtake the educational necessities of the youth; but, with a good understanding between the denominational Boards, and each doing its proper part judiciously, I shall soon expect satisfactory results.


## Burin District.

The school which for some time has been held alternately at Collins's Cove and Burin Bay, was kept last summer at the latter. Thirty-one pupils were present at my examination. The condition of the school was satisfactory, and in some branches scholars showed more than average promptitude and accuracy in their answers. As the distance between the settlements has acted unfavorably in respect to good attendance, and the people are desirous of having a superior school, a public meeting was called during my visit, at which the claims of education were strongly enforced by the Chairman, assisted by the Superintendent; at the close of which the Board, actuated by the sentiments of the people, resolved to have a central school midway between the settlements, and to build, without delay, a suitable schoolhouse and teacher's residence, several gentlemen present, who were anxious for a superior school, promising contributions.

At Great Burin Island I found thirty-eight scholars present. The schoolhouse was very poor; but a new one is now being built. The teacher gave evidence of diligence, and the pupils of having profited therefrom, so far as they had gone iu their respective classes. At Spoon Cove, Foots' Cove, Mortier Bay and Flat Islands, elementary schools have been taught with moderate success. The Chairman has exerted himself much to introduce uniform text books, etc., and with salutary effect.

Grand Bank District.
There are two schools at Grand Bank, one for boys and another for girls. The former had received a new teacher trained at the Methodist Academy a few weeks before my visit, consequently it was just newly organized. The prospect was, however, encouraging, the attendance being good and the teacher apparently resolved to succeed. The girls' school was doing


#### Abstract

well; fifty-four were present, who were under excellent discipline and gave me gratifying proof of having done their work well under their energetic and devoted mistress. New school-houses are badly wanted, or, what would be still better, one building adapted for a graded school. This matter, I am persuaded, is in good hands, and I am sure, educationally, a new era has been inaugurated. At Fortune Harbor the school is, I believe, very ably conducted. The unexpected arrival of the steamer shortened my examination of it, but the good singing of the pupils, led by their teacher on a Cabinet Organ, the neatness of the copybooks and quality of the writing, the specimens of reading which I heard, and the general appearance of the scholars, and I may add of the schoolroom, decorated with illustrated cards, left very favorable impressions on my mind, both as to the competency and faithfulness of the teacher, and the general efficiency of the school.


## La Poile District.

At Petites the master is painstaking and faithful, but till lately experienced much inconvenience from want of books, maps, \&c. In some of the higher classes reading was very good; spelling generally was fair; writing also was good. The school at Western Point was not open.

## Channel Board.

The school at Channel has had the services of a teacher who has a certificate of grade B from Nova Scotia, and whose salary has been made up considerably by fees or contributions. The schoolhouse is well situated but very inferior. It has, nevertheless, ample blackboards, desks and seats with backs for the pupils. Twenty-eight scholars were present, whose reading and writing were good, and whose examination in arithmetic and grammar was satisfactory.

I have the honor to be, Your Excellency's obedient Servant,

GEORGE S. MILLIGAN, Superintendent of Methodist Schools.

## Standard for the

|  | Subj | ects. | Reading. | Writing. | Arithmetic. | Grammar. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | Stand- <br> ards. <br> I. | To read in Monosyllables | To print letters or figures on slates. |  |  |
|  |  | II. | To read a paragraph from an elementary book. | To transcribe correctly a sen tence on slates. | Simple addition and subtraction of numbers, and multiplication tables to 6 times 12. |  |
|  |  | III. | To read with intelligence a short paragraph from a more advanced book. | To write on slates from dictation a sentenc correctly and neatly, and in copy books smal hand, capitals and figures. | To work a sum in any of the compound rules. | To point out nouns in a passage read. |
|  |  | IV. | To read with expression a passage of poetry or prose selected by the superintendent. | To write from dictation a passage from an advanced school book; copybooks to show improvement. | Practice, bills of parcels and simple proportion. | To point out nouns, verbs, and adjectives and tell their relations on a sentence. |
|  |  | V. | To read with fluency and expression, and recite 20 lines of poetry. | To write from memory the substance of a story read out twice ; spelling, grammar, and bad writing to be considered. | Compound proportion and vul gar fractions. | Parsing of simple senten ces. |

APPENDIX.

## Grading of Schools.



## SCHEDULE D.

## SYLLABUS FOR GRADING TEACHERS.

## General Regulations.

1. Every candidate shall be at least sixteen years of age, in good health, and of unexceptionable moral character.
2. Shall have been a Pupil Teacher in one of the Training Institutions provided for by this Act : or
3. Shall have been trained in some other recognized Training or Normal School abroad.
4. Or shall have served as teacher for at least two years.
5. Shall be acquainted with the provisions of this Act.
6. Shall have a knowledge of school organization, comprising the classification of pupils, the arrangement of studies, the real object and necessity as well as the best means of diso cipline, and of securing the health and comfort of the pupils.
7. Shall have a knowledge of approved methods of teaching, and to be able to illustrate the same by actual practice.

GRADE III.-Language.
Reading.-To read with distinct utterance and due attention to punctuation.

English Grammar.-To parse any simple sentence and apply the rules of syntax.

Composition.-To write a composition from a short narrar tive read.

History and Geography.

Historx.-Outlines of English History.

Geography.-To be acquainted with elementary geography in general, particularly that of Newfoundland, and to be able to draw from memory an outline map of the same.

## Mathematics.

Arthneric.-To work any sum in practice, simple proportion and bills of parcels, and to have some knowledge of mental arithmetic.

> GRade II.-Language.

Reading.-To read with fluency, ease, and expression, and to recite thirty consecutive lines from any Standard Poet.

Evglish Grammar.-To parse and analyse any simple sentence.

Composition.-To write a composition from a narrative read, or on a given familiar subject.

## History and Geography.

History.-To have a fair knowledge of British history.
Geggraphy.-To be able to draw from memory an outline map of North America, and to indicate the chief mountain ranges and principal rivers, and to have a fair knowledge of the geography of the world.

## Mathematics.

Arithmetic.-To work sums in interest, compound proportion and vulgar fractions, with an increased knowledge of mental arithmetic.

Boor Keeping.-To understand the keeping of accounts by single entry.

Euclid.-Book I.
Algebra.-As far as simple equations.

## GRade I.-Language.

Reading.-To read a passage in prose and another in verse, with distinct utterance, correct pronunciation, proper pauses, fluency and expression, and recite correctly and with taste, forty lines of poetry or prose, from memory.

English Grammar.-To parse and analyse any given Enga lish sentence.

Composition.-To write narrative composition and prepare an original essay on any given subject pertaining to their professional work.

History and Geography.-To have a good knowledge of British History and of Newfoundland, as soon as a suitable text book on the history of the Colony is obtained and approved.

Geography.-To draw from memory an outline map of any of the continents, with the mountain ranges and chief rivers accurately marked, and to answer any question on the general geography of the world.

## Mathematics.

Arithmetic.-To show readiness in mental arithmetic and to work any sum in the several rules of an authorised text book.

Algebra.-To understand Algebra as far as quadratic equations.

Euclid.-Books I. to IV. inclusive.
Practical Mathematics.-Mensuration of surfaces and simple solids, plain Trigonometry, Navigation, and to have a knowledge of Land Surveying, and of Book-keeping by single and double entry.

## Honours.

A candidate for any certificate may receive honorable mention for acquaintance with any of the languages or branches of natural science, or of mathematics, not enumerated in the above curiculum.

Females are not required to pass examination in Algebra, Euclid, and practical Mathematics; but credit, will be given for acquaintance shown therein. They shall, however, be required to be able to give instruction in domestic economy, needlework, knitting and netting.

## SULLABUS

SUBJECTS FOR TRAINING PUPIL TEACHERS.

Syllabus of Subjects for

|  | Health. | Character and Conduct. | Reading. | Writing. |
| :---: | :---: | :---: | :---: | :---: |
| For admissicn | A certificate of good health satisfactory to the Board of Examiners. | A certificate of good char acter from the Chairman if Nominating Board. | To read a pa sage from a sta lard book with moderate ease a expression. | To write in a neat hand with correct spell ng and punc' nation a short paragraph from a first-class school book, slowly dic tated. |
| First year. | A certificate from the mas. ter that the health of the pupil teacher continues good. |  | To read with $f$ ency and expr sion, and be ab to recite 30 lin from any standa poet. | To write from dictation in a neat hand, with correct spelling, a passage of simple prose. |
| Second year. | Same as above |  | To read wi improved artic lation and expre sion and recite consecutive lin | To write from memory the sub stance of a pas sage of simple prose. |
| Third year. | Same as above |  | To read as abo and to recite consecutive lin of poetry. | To write as above, and be sable to produce an orrginal composition on some subject given by the Board of Examiners. |

## Traiming Pupil Teachers.



## No. $4 \%$. <br> Report upon the Imspection of Roman Catholic Schools for the year 1876.

## INTRODUCTORY.

My inspection of the Roman Catholic schools visited the past summer does not enable me to chronicle any marked improvement effected since my previous report of them.

The daily attendance has not increased, nor has the percentage of children learning the higher subjects taught in the schools been enlarged, except in geography and grammar.

The most favorable view that can be taken of the present position of our Board schools is that they have not retrograded when compared with the operations of the past years.

But as I have stated in previous reports, I am satisfied that far better results can be obtained, and it rests chiefly with the Chairmen to secure them.

No doubt there are creditable instances of honest endeavours being made by Chairmen to make the most of their available means towards rendering their schools more efficient; but, on the other hand, there are wanting, in too many instances, that earnestness in the management of the schools, and that constant supervision of their working, on the part of those upon whose action in this matter so much depends.

So long as we permit so large a number of our schoolhouses to remain unfinished, the rooms unfurnished, or but partially so, and the supply of books and other necessaries to be not only insufficient, but made without any regard to system, and in total disregard of the many suggestions offered to the Chairmen for their guidance in this matter, it can hardly be said that our efforts in this direction those years past have been marked by that earnest zeal that alone secures success.

In face, too, of the large aggregate balance that is returned each year lying unproductive in the hands of the Chairmen, this neglect appears the less excusable.

## School Houses.

There are 140 Roman Catholic Schools, leaving out some small schools which are not permanently in operation. Of these, 15 are held either in the vestry of a Chapel or at the residence of the teacher.

Of the 125 school-houses there are fully 30 that have either never been finished, or that require at present, a large amount of repairing to render them fit to have school held in them.

The remaining school-houses are in general good, and in some instances superior buildings; but even a number of these require some improvement in one shape or other to be effected, such as painting, having porches erected, and quite a number require to have fences put round them. With respect to outoffices there are not more than 20 school-houses provided with these necessary appurtenances.

I would beg to call the attention of the Chairmen of the several Boards to this latter fact, and would strongly recommend that this want be at once supplied.

As I have remarked in previous reports, our school-houses showld be models of neatness and comfort. The immediate benefit that would surely result would be a more cheertul and constant attendance of pupils. The remote might be looked for in the improved taste of the rising generation, in the style of their dwellings.

The want of means can hardly now be pleaded in excuse for any neglect in this matter. The ample grant for this special object, the building and repairing of school-houses, removing all difficulties on that head.

However, as it was only this year that the grant came into the hands of the Chairmen, it is to next year's operations that we must look forward to for the happy results that must follow from a prompt and judicious expenditure of this money.

## Books and Stationery.

I have entered so fully, in my last and previous reports, into the subject of supplying the R. C. schools with books, and the best mode, as I conceived, of doing so, that I need now only refer to my remarks on those occasions.

I am happy in being able to state that a few of the Chairmen concurred in my view of that matter, and requested me to furnish them with a list of the books which I thought would be required for each of their schools, which I did.

The necessity of providing the schools with stationery, at least in the extern districts, where these things cannot be procured with any certainty in the settlements where schools are established, must be obvious to any one visiting these schools and witnessing, as I have so frequently done, the number of children capable of writing and cyphering, who are precluded from the practice of either for months at a time from the want of these small necessaries, which the expenditure of a few pence would supply, but which are not to be purchased in their locality.

Of course these things are not to be given gratuitously to the children. The teachers should be supplied with a small stock of these necessaries, to be sold to the pupils, and the Chairman should hold each teacher responsible for the amount of stock confided to his care. The excuse that the parents will not purchase these things, and therefore it would be useless to provide them, must not be urged any longer. Where such unwillingness does exist among parents, it may fairly be a question as to how far the chairmen themselves are responsible for such a feeling, by their too readily adopting the idea that parents could not be got to purchase these necessaries, and that consequently there was no other mode open to them than the present uncertain and unsatisfactory manner which is too generally followed. Some little trouble was probably avoided by the adoption of that course, but it certainly has been productive of much harm.

The Chairman of the Brigus Board has, from his connection with the district, enforced the purchasing system, and last year he returned in his financial statement for that and a few
previous years the sum of $£ 51112$, received from the sale of books and stationery, and this year from the same source, £20 99.

Surely what can be done so successfully in one district, cannot be looked upon as impossible or even very difficult in the others.

## Statistics.

The new form of school returns would supply a large amount of valuable information if correctly filled up by the teachers, but a very large number have been so very imperfectly filled as to prevent full statistical information being gathered from a number of the items embraced in them. A more correct filling up will, no doubt, be secured next year.


The average attendance this year is 54 per cent. of the number on the register of the 101 schools. The average attendance last year was precisely the same, 54 per cent. The number reading with ease, writing on copy-books and from dictation, and cyphering advanced rules, is this year 74 per cent, being two per cent less than the number learning these branches last year. The number learning geography and grammar is 23 per cent. this year, being an increase over last year of three per cent.

The 86 returns that furnish the number of days schools were in operation, would give 226 days as the average. The number admitted and left the schools is, respectively, 913 and 656 , in the 48 schools furnishing that information.

Number of Visits made to the Schools by Members of the Board, or by School Visitors.

| Districts. |  |  <br>  |  | By School Visitors. |
| :---: | :---: | :---: | :---: | :---: |
| Fogo and Twillingate ... | 2 | 5 | 46 |  |
| Bonavista and Trinity ... ... ... ... | 10 | 5 | 46 |  |
| Carbonear ... ... ... ... | 4 | 2 | 2 | 21 |
| Bay-de-Verd ... ... ... ... ... ... | 6 |  |  |  |
| Harbor Grace ... ... ... ... ... | 7 | 1 | 8 |  |
| Brigus ... ... ... | 5 |  |  |  |
| Harbor Main... ... ... ... ... ... | 8 | 4 | 58 |  |
| St. John's ... ... ... ... ... ... | 19 | 7 | 76 | 53 |
| Bay Bulls $\quad . .6$ | 4 | 2 | 85 |  |
| Ferryland ... ... ... ... ... ... | 8 | 1 | 12 | 12 |
| Renews ... ...... | 8 | 3 | 26 |  |
| Trepassey | 3 | 1 | 3 | 6 |
| St. Mary's ... ... ... ... ... ... | 5 |  |  |  |

The districts of Burin, Placentia West, Great and Little Placentia, furnished their school returns accoraing to the old form. Thirty-seven teachers gave the number in their settlements of children between the age of 5 and 15 , as 2,428 . The number on the school registers in the same localities being 1,964 , giving 464 that do not attend school. Sehool accommodation is provided in 53 schools for 3,119 pupils, the number on the registers in these schools being 3,150 .

The relative age of pupils is, under 7 years, 1,312 ; under $12,3,421$; over $12,1,122$. The ages of 275 pupils not given. No. of boys, 3,205 ; girls, 1,935 .

Higher Subjects taught in Schools.

|  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 59 | 6 | 11 | 10 | 37 | 5 | 55 | 94 |

These subjects are taught in the schools. Six schools are furnished with a blackboard, and eighteen with maps. Only five of the female teachers appear to teach needlework in their schools. In one school only are any of the languages taught. Mr. Mackey, Carbonear, returns some of his pupils as learning Latin, French and Spanish.

The late period of the season at which printed copies of the Education Act could be procured, prevented my grading the schools and teachers this year, in accordance with the mode specified in said Act.

All the teachers, however, have been supplied with copies of the Act, so that they may be acquainted with its provisions, more especially their acquirements and duties as teachers under the Act.

Receiving the printed forms for financial and school returns at the same late period, accounts for some financial and school returns being furnished according to the old form, and also my being unable to enforce the section of the Act with respect to having the financial statement furnished before the 1 st of October.

I beg to call the attention of the Chairmen of the Boards to the following facts: The large number of school returns not furnished this year ; the omissions in some of the financial 86
statements in not giving the salary of each teacher, and in not having the accounts signed by two auditors; and the necessity of furnishing each school with a visitors' book, with which they have never as yet been provided, and in consequence of this want it was mere guess work with the teachers as to how often their schools were visited the past year.

I beg respectfully to submit my Report.

M. J. KELLY,

Superintendent R. C. Schools.

## REPORT.

District of Burin.
The school at Burin showed some slight improvement since former report of it, but the children attending are not yet quite as advanced as I think they should be. No proper register kept, and the school not sufficiently supplied with books to form classes. House in good repair.

The 24 children I found attending the school at Fox Cove were jammed into a room miscalled a schoolroom, of 15 feet by 9 . Although the door and window were open, the impure state of the air in the room compelled the children to leave the room occasionally during the day. About one-third of the children present wrote and read fairly, but were very deficient in spelling and tables; cyphering in elementary rules; poor supply of books.

The schoolroom at Beau Bois requires additional desks and forms; 23 pupils present, proficient in tables and catechism, spelling, reading and writing, being a fair average ; cyphering as far as Rule of Three. Room furnished with map of the world and a small blackboard. A supply of reading books needed.

I furnished the Chairman of this district, at his request, with a list of the books needed in a portion of his schools, for the purpose of carrying out in them the suggestions in my last report with regard to this matter.

In consequence of being compelled to return to Burin to meet the Placentia Packet, I was unable to visit the schools at Marystown and Spanish Room.

The 60 children present at the Oderin school seemed to be progressing fairly. The classification of the pupils was carried out as far as the advanced classes, and the examination of these was satisfactory, embracing, with elementary subjects, geography, grammar, history and arithmetic.

The school is fairly supplied with books and other requisites, including a blackboard. Not being provided with the new form of financial return when I visited this district, the Chairman furnished his account according to the old style.

Financial Statement for the District of Burin for the Year ending 30th June, 1876.

|  |  |  |  | - S.touot?rys ps syoog |  |  | ® |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $£ 33050$ | $£ 4915$ | $8 . .$. | $£ 287118$ | £5 0 | 0 | $£ 8$ |  |  |

I have not been furnished with the school return from six schools in this district.

## District of Placentia West.

There is no alteration in the Paradise school since former inspection. Of 31 pupils present, fully half were without books of any description. With respect to paper, pens and ink, pupils were totally unprovided. Two reading books in
the school, just precisely as I reported two years ago. A few pupils advanced in cyphering; in other respects very little progress. The school-house in the same unfinished state as reported of it for the last ten years.

The Anne's Cove school is still unfinished, and the room not furnished with desks or sufficient forms ; present, 16. Children fairly proficient in elementary subjects. Only two reading books in the school; this seems to be the standard supply. All other requisites very deficient.

The school-house at St. Kyran's continues to be the mere shell, neither ceiled nor fully clapboarded, that I have reported it to be for the past seven years. No school furniture, and books and other requisites being wanted. Present, 17 ; very little doing.

The school-house at Isle of Valen is totally unprovided with desks or forms; the house requires improvements and repairs, especially the entrance to the school, which is positively dangerous to the children attending. Great deficiency of books, \&c., and children very backward.

No register in any one of these four schools.
The school at Merasheen, which is held in the Vestry of the Chapel, is characterized by the same want of school requisites as the former schools. It is quite elementary, only two writing on paper and six cyphering elementary rules.

The school at Presque was closed in consequence of the illness of the teacher. No improvement with respect to schoolhouse or school furniture.

As will be seen from the foregoing report the school-houses and schools of this district are in a very discreditable state, not one finished or furnished with the necessary school requisites. In fact, there never has been a single school-house thoroughly completed or the rooms supplied with the needed requisites during the whole time of my inspection of schools.

The frequent changes that have taken place with respect to the resident Clergymen of the district, some of whom were not members of the Board, during some years past, no doubt
prevented to a great extent that improvement in the schools and school-houses they so much needed, and to which I so frequently called attention.

In the hands of the Rev. gentleman who has now charge of the parish, and who, I am glad to see, is Chairman of the Board, I feel satisfied that school matters in this district will speedily assume a more creditable aspect.

I have not been furnished with the school return from two schools of this district.

> Account of Income and Expenditure of the St. Kyran's Board of Education, for the year ending November 1 st, 1876 , shewing the amounts actually received and actually disbursed during the year :-

## Income.

To balance in hand from previous year ..........£130 66
To Legislative Grant for general Educational pur-

Total income for year ........... $£ 310 \quad 16 \quad 2$
Expenditure.


I hereby certify that the foregoing is a true account of income and expenditure, on account of St. Kyran's Educational District, for the year ended November the 1st, 1876.

Dated the 18th day of November, 1876.
(Signed)
$\dagger$ T. J. POWER, Locum tenens.

Auditors.

## District of Little Placentia.

The school-house at Marquies has been completed and the room made quite comfortable. An additional supply of forms needed, as also books and school tablets. A female teacher, Miss Freeman, has charge of this school, and appears to be conducting it very creditably. All the children were remarkably well instructed in the subjects taught them, and a fair per centage fairly advanced ; present, 39.

The 45 children I found assembled in the Little Placentia school were not at all so advanced or so well instructed as the pupils of the former school. The teacher, who had charge since the previous December, stated that the children were then very backward, a statement which I have every reason to believe to be correct. The school-house needs repairing, and the school a supply of books, \&c.

The small school-house at Ram's Island is completed. It appears to be large enough to meet the requirements of the settlement. The room has yet to be furnished with desks and forms. With the exception of two, the pupils present were not only backward, but deficient in the elementary subjects they were learning; a supply of books and other necessaries needed; attendance very regular ; present, 26.

I was unable to visit the three other schools of this district.
The financial account furnished from this district not being given according to form, I am only enabled to state that there was a balance in hands of Chairman of $£ 50$, at the time he wrote me in December.

## District of Great Placentia.

The school-house at North East Arm is still unfinished, and I was sorry to see several panes of glass broken in the windows. The door, too, had no lock, and some of the copybooks were defaced during the non school hours from the want of this necessary protection. No desks or forms supplied some miserable temporary seats provided by the pupils themselves. Under these trying circumstances I was delighted to see that the pupils present fully sustained the good character given of
this school in former reports in all the subjects examined. Pupils fairly supplied with books, \&c.

The South East school-house is also in an unfinished state, so much so that no school can be held there during winter. It would require an additional window to have the room sufficiently lighted. Room still unfurnished with desks or forms, and funnel of stove not secured against the danger of fire. Examination of pupils showed a considerable falling off from previous inspections. No doubt the occasional suspension of the school, from the unfinished state of the house, may to some extent account for the absence of progress.

A large number of the 35 pupils I found assembled at the School of Great Placentia, were only spelling and commencing to read. The 1st class was absent. Those of the 2nd and 3rd present, acquitted themselves fairly on examination. Attendance very irregular.

The Point Verd school-house is still unfinished, and the room not furnished with either desks or forms. The funnel of the stove requires securing to prevent the danger of fire. The School continues to be well conducted and the advanced state of the pupils, some of whom are very young, is highly creditable to the Teacher.

I have not been furnished with the School return from one School of this District. Financial statement also not furnished, being the second year I have failed to receive it.
Account of Income and Expenditure of the Trepassey Board of Education, for the year ending 31st March, 1876, shewing the amounts actually received and actually disbursed during the year:-

> Income.
To balance on hand from previous year ........ £27 $9 \quad 0$
To Legislative Grant for general Educational purposes
$63 \quad 19 \quad 4$
Total income for year -......... £91 $8 \quad 4$

## Expenditure.

By Salaries to Teachers -
Trepassey, Miss Butler . . . . . . . £27 00
Trepassey, Miss Tobin ......... 700
Portugal Cove, Miss Corrigan... 700
Biscay Bay, Miss Hartery...... 300
Daniel's Point, Miss Hacket . . . $10 \quad 0 \quad 0$
By Books and Maps . . ............... 2156
Total expenditure for year . . . . . . . . £56 $15 \quad 6$
Balance on hand..................... 341210

| $£ 91 \quad 8 \quad 4$ |
| :--- | :--- | :--- |

I hereby certify that the foregoing is a true account of income and expenditure on account of Trepassey Educational District, for the year ended the 31st March, 1876.

Audited and found correct, this 20th day of Dec., 1876.
(Signed) THOMAS HENEBERY,
Chairman.

## JAMES HADDLETON, $\}$ Auditors. JOSEPH HEWIT, and JOSEPH HEWIT,

## District of St. Mary's.

The school north side of Salmonier is at present held in the Chapel in consequence of the school-house there being burned down. The school is miserably supplied with all school
requisites. Only four reading books, and these not alike. No classification of pupils. Teacher appears however to he painstaking as the young children present were very well instructed in elementary subjects; present, 37, which was much below the average attendance.

The 26 pupils present at the school, South Side, acquitted themselves fairly in spelling and reading; writing tolerable; deficient in tables. Same great want of books and other necessaries as in former school. I could not examine a class in cyphering from want of slate pencils.

The school at River-head was closed in consequence of the teacher being in St. John's.

There is no change in the St. Mary's school since last reported. The attendance is still miserably small; the average for the year being only 8. Attainments low.

The school-house at Gasker's requires some repairs and improvements. A porch is especially needed; supply of books and other necessaries very deficient ; children present not quite so smart or well instructed as those I met on former visits.

The school-house at Hollyrood is in a wretched state, and quite unfit to have a school held there, even in summer. It is wanting in school furniture, and totally destitute of books and all other necessaries. It will not then be surprising to learn that the daily average attendance for the year is 8 , and that the children are very backward.

I have not been furnished with the school return from one school of this district.Account of Income and Expenditure of the St. Mary's Board ofEducation, for the year ending the 30th Oct., 1876, shewingthe amounts actually received and actually disbursed duringthe year:-
Income.
To balance on hand from previous year ..... $£ 104 \quad 3 \quad 0$
" Legislative Grant for general Educationalpurposes$188 \quad 19 \quad 9$
" To Grant for Books ..... $\begin{array}{lll}4 & 1 & 0\end{array}$
Other Legislative appropriations ..... $\begin{array}{lll}65 & 3 & 11\end{array}$
Total income for year ..... £362 ..... 8
Expenditure.
By Salaries to Teachers ............£153 0 0
" Books and Maps ..... 410
" Building, Repairs, Stoves ..... 6620
Balance in hands of Chairman ..... 139 ..... 8
£362 7822330

I hereby certify that the foregoing is a true account of income and expenditure, on account of the St. Mary's Educational District, for the year ending 31st of October, 1876.
(Signed) RICHARD O'DONNELL, Chairman.
Auditors.
District of Renews.
A fine school erection, with dwelling-house and garden, was approaching completion on my visiting Renews.

The school is well conducted, and well attended; the average being 50 daily. The teacher has charge about twelve months, and has accomplished a large amount of improvement during that time. The new school-house is for boys, as the girl's school is now in the charge of the ladies of the Presenta-
tion Convent, who have removed from Fermeuse to this place. A short time previous to my visit they had taken possession of the fine Conventual building erected for them by the zealous and enterprising Parish Priest, the Rev. John Walsh. This change of residence will accomplish doubtless a large amount of good, as the number of girls that will attend the Convent school here will be far in excess of the number that attended at Fermeuse.

No change has taken place in the school, south side of Renews, or in the Fermeuse school, as to attendance, \&c., since last reported.

The Broad Cove school was in operation with a daily attendance of 24 , who seem to be making fair progress.

The Kingsman's Cove school was closed from resignation of teacher.

I have not been furnished with the school return from two schools of this district.

# Accounts of Income and Expenditure of the Renews Board of Education, for the year ending 30th June, 1876, shewing the amounts actually received and actually disbursed during the year. 

Income.


Expendinure.

| By Salaries to Teachers:- |  |
| :---: | :---: |
| Miss Deacon | £17 00 |
| Mrs. Jackman | $9 \quad 0 \quad 0$ |
| Miss Coady | 120 |
| Thomas Foster | 250 |
| Mrs. Johnson | 200 |
| Miss Sliney | 1200 |
| Miss Jackman | $9 \quad 0 \quad 0$ |
|  | £104 0 |
| By Books and Maps | 5106 |
| " Repairs . . . . . . | 34811 |
| " Purchasing sites and building school-houses . . . . . . . . . . | 2970 |

I hereby certify that the foregoing is a true account of income and expenditure on account of Renews Educational District, for the year ending the 30th June, 1876.

Audited and found correct, this 15th November, 1876.

## District of Ferryland.

The school at Ferryland has not improved since last reported. Neither spelling, reading, writing or cyphering was at all creditable, and there was a total absence of discipline; present, 24.

The school at Aquaforte was closed.
The room in which the school at Caplin Bay is held is quite unsuited for the purpose, and not capable of affording sufficient accommodation for little more than half the number that attend. The school continues to be well conducted, and the teacher appears anxious to forward her pupils. Sufficient supply of books ; present, 22.

The school-room at Cape Broyle is too small for two schools. It would just give sufficient accommodation for the boys. In the boys' school 34 were present; spelling, reading, cyphering and grammar, fair. I have the same complaint to make with respect to writing as I had last year-but few copies to shew, and writing poor; no entering books. School needs to be re-supplied with reading books, as those in use are nearly worn out.

The girls' school was closed, as the teacher was in Saint John's.

The Brigus school appears to be working fairly, though the results apparent from the present teacher's tuition were rather under what I expected.

There are four school returns not furnished from this district. The financial statement, also, not being furnished by the Chairman, I have given the two following financial accounts in the space allotted for his return.

This is the third year that I have failed to receive the financial statement from this district.

The Chairman of the Educational Districts of Twillingate and Fogo has furnished his financial statement according to the old form.

Financial Statement for the year ending the 30th June, 1876.

| Districts. |  | $\begin{aligned} & \text { Balance from last } \\ & \text { year. } \end{aligned}$ |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Fogo | $£ 114$ | 219 |  | $£ 101191$ | £33 8 | $¢ 521$ |
| Twillingate | $\begin{array}{llll}119 & 7 & 4\end{array}$ |  | £28 03 | $57 \quad 0 \quad 0$ | 11.611 | 230 |

District of Bay Bulle.
The Toad's Cove school has not improved much"since last inspection; children are still backward. Only four of the twenty-eight pupils present were capable of reading. Some of the absent pupils were fairly advanced in arithmetic. The school-room is about being enlarged, which it very much needed. Supply of books insufficient; no register kept.

The Mobile school has not changed in the slightest degree since previous inspection. Pupils very backward: of the 22 present, only two capable of reading. Long division the most advanced in cyphering ; supply of books very deficient.

No improvement in the Witless Bay school. The attendance is still much less than it ought to be, and the attainments very low. None of the pupils attending school cyphering beyond elementary rules. The spelling, reading, writing, \&c., of the 21 pupils present being rather below an average. The room is well furnished and provided with the needed requisites.

Although the number I found attending the boy's school at Bay Bulls was much less than at my visit last year, there was the same evidence of progress and of strict discipline, favorably mentioned in my last Report.

The female school, too, appeared to be discharging its functions faithfully, as the advanced state of the pupils in subjects taught, testified.

There are 2 school returns not furnished from this district.
Account of Income and Expenditure of the Witless Bay Board of Education, for the year ending June 30th, 1876, shewing the amounts actually received and actually disbursed during the year :-
Income.
To balance on hand from previous year ..... $\$ 21220$
To Legislative Grant for general Educational pur- poses ..... 88400
To Grant for Books ..... 2362
Total income for year ..... $\$ 111982$Expenditure.
By Salaries to Teachers -
Gerald Whelan ..... $\$ 20000$
James Shanahan ..... 16000
James Molloy ..... 12000
Miss Moloney ..... 12000
Miss Moloney ..... 10000
James Whelan ..... 10000
By Books and Maps80000
" Repairs and Rents ..... 9000
Total expenditure for year ..... 93500
" Balance on hands. ..... 18482\$1119 82

I hereby certify that the foregoing is a true account of income and expenditure on account of the Witless Bay Educational District, for the year ended June 30th, 1876.
(Signed) PATRICK CLEARY,
Chairman.
Auditors.

## District of St. John's.

There were 76 children attending the River-head school on the day I visited it. Those examined were fairly instructed in elementary subjects.

In the Brookfield school a few young children were attending, and the register shewed the same poor attendance as noticed in last report. Not much progress making.

The Kilbride school secures a fair attendance during summer months. The children I found attending were fairly advanced for their ages. The copy and entering books were well kept, and writing fair. The desks supplied the schools are not suitable, and the teacher should also be provided with a desk.

The school at the Goulds was held in a small room off the school-room, in consequence of the latter not being furnished with a stove large enough to heat it. A desk for the teacher is also needed. The 15 young children I found attending had a fair knowledge of the subjects taught them, and their writing was fair.

In the boys' school, Petty Harbor, 29 were attending, all of whom were very young. Some of absent pupils well advanced in cyphering. Two representing 1st class read fairly, but spelling and writing were very indifferent. The school should be furnished with maps and the teacher with a desk.

The 30 girls assembled in the female school were also very young, and learning elementary branches. Writing moderately good, and entering books well kept.

The Quidi-Vidi school continues to secure a good attendance, and to be well conducted.

The Kelligrew's and Topsail schools were closed on my visiting them.

These were all the schools visited in this district.
There are four school returns not furnished from this district.

Since my last inspection the Orphan Asylum school has been placed in the charge of the Christian Brothers. According to the rules of their Order, these gentlemen do not permit Government inspection in any of the schools under their control. I had the privilege accorded me, however, of visiting their school on two occasions, and of witnessing the large attendance of boys secured, and in part, their excellent mode of tuition; but as the members of this Order are well known and appreciated as successful educationists, no eulogistic remarks of mine are needed. I will merely add, that in securing their services the great and growing difficulty surrounding the question of the education of the boys of St. John's, has been very happily surmounted.


I hereby certify that the foregoing is a true account of income and expenditure, on account of St. John's Educational District, for the year ended 30th June, 1876.

Dated 18th November, 1876.
(Signed) $\dagger$ T. J. POWER,

Chairman.
Auditors.
Districts of Bonavista and Trinity.
The 14 children I found attending the school at Trinity were very backward, and were-with the exception of spelling and catechism-deficient in subjects taught. Cyphering elementary rules.

The school-house at Ragged Harbor requires repairing and the school is not sufficiently provided with books, especially reading books; present, 24 ; spelling and reading good; writing fair ; deficient in tables.

The Catalina school appears to be working fairly. Spelling, reading, eyphering and catechism very good; writing and grammar fair; some of the advanced pupils absent; present, 24. A supply of reading books needed.

The teacher of the Bonavista school having resigned, I found the school in the temporary charge of a very young person, who had been retained until a suitable person could be procured.

The King's Cove school continues to be well conducted, and the pupils are making good progress; spelling, reading, cyphering, grammar and geography, being very creditable; writing fair. Some fairly successful essays of advanced pupils shown. A fair percentage cyphering in advanced rules; present, 42.

The repairs suggested in my last report as necesary for the Knight's Cove school-house have been effected and the house has been painted; present, 28.* All the advanced pupils, with the exception of three, were absent. These acquitted them-
selves fairly in subjects examined. The remaining pupils were merely spelling; writing fair in the few copies exhibited. Room furnished with sufficient desks and forms, and well supplied with books, \&c.

The school-house at St. Croix has also received the repairs and improvements suggested in last report. The attendance has improved and the pupils were evidently progressing under their present teacher, as the examination of pupils fully testified; present, 41. Room furnished with the necessary desks and forms, and well supplied with books, \&c.

Some of the improvements pointed out as necessary for the Red Cliff Island school-house in last report have been effected. Present, 16. Spelling, reading and tables very indifferent. A few copies of poor and careless writing shown. The present teacher had charge only from 20th of previous April. School fairly supplied with books.

The larger number of the 27 children I found attending the Plate Cove school were very young, but were fairly instructed in elementary subjects. One cyphering as far as rule of three. Writers merely beginners. School fairly supplied with books. House in good repair, but needs painting.

There are 4 school returns not furnished from this district.Account of Income and Expenditure of the Bonavista Board ofEducation, for the year ending 30th June, 1876, shewing theamounts actually received and actually disbursed during theyear:
Income.
To balance on hand trom previous year ..... $\$ 30442$
" Legislative Grant for general Educational purposes ..... 133949
" Grant for Books ..... 1563
" Sale of Books ..... 3864
Total income for year ..... $\$ 169818$
Expenditure.
By Salaries to Teachers:-
King's Cove ..... $\$ 30000$
St. Croix ..... 12500
Plate Cove ..... 8750
Cottrel's Island ..... 8000
Catalina ..... 20000
Trinity ..... 12000
Ragged Harbor ..... 4600
Greenspond ..... 4000
Knight's Cove ..... 11875
Bonavista ..... 12500
Red Cliff Island ..... 9000
Burnt Island, Sweet Bay \& Indian Arm ..... 2400
$\$ 135625$By Repairs
" Building School-houses ..... 1061522857
Total expenditure for year. ..... 169097
Balance on hand ..... 721
$\$ 169818$

I hereby certify that the foregoing is a true account of income and expenditure on account of the Bonavista Educational District, for the year ended June 30th, 1876.

Audited and found correct, this 23rd September, 1876.

> (Signed) WILLIAM VEITCH, Chairman.
> WILLAM HARTERY, and PATRICK MURPHY, $\}$ Auditors.

## District of Harbor Main.

The attendance to the school South Side of Holyrood is very good, and the young children I found attending were fairly instructed in subjects taught them ; writing and entering books well kept, and writing in general good.

The school North Side has not so good an attendance as the former school, nor are the results quite so good.

The Chapel's Cove school continues to be well conducted, and fair progress seems to be making; copy and entering books very creditable; cyphering as far as Practice and Vulgar Fractions.

No change in the Harbor Main school since last reported. A moderate share of progress seemed to be making.

The Salmon Cove school might as well be closed, for any benefit derived from it at present.

The attendance to the school at Conception Harbor is very good throughout the year. I am sorry to state that the examination of the pupils I found attending did not exhibit a very successful tuition ; spelling, tables, and writing being very poor, and the latter was in general so slovenly performed as to fairly warrant the suspicion that no supervision could possibly have been exercised by the teacher. He urged in extenuation, for the low state of his school, the absence of the more advanced pupils. Admitting their absence, it cannot account for or excuse the backward'state of the 45 pupils present.

This is an excuse that is so very frequently given by teachers, that I think it necessary to state that the character of a school as to its success or failure must certainly not be gauged solely by the degree of advancement secured in the first classes.

The school at Bacon Cove is at present very elementary. Only one pupil writing on paper, and none cyphering ; present, fourteen.

No change in the Collier's school since last year's report. The attendance irregular and the progress moderate.

The Holyrood school was closed the past summer.

The Chairman of this District has furnished his financial statement for six months only, as he was accustomed in previous years to bring his financial accounts down to the end of each year.

One school return not furnished from this district.Account of Income and Expenditure of the Harbor Main Board ofEducation, for the half year ending June 30th, 1876, shewingthe amounts actually received and actually disbursed duringthe half year :-
Income.
To balance on hands from previous year ..... $\$ 4220$
To Legislative Grant for general Educational purposes ..... 112524 ..... 112524
Total income for half year ..... $\$ 116744$
Expenditure.
By Salaries to Teachers -
Marbor Main ..... $\$ 10000$
Conception Harbor ..... 8000
Chapel's Cove ..... 5000
Holyrood ..... 6700
Collier's ..... 8000
Holyrood, South Side ..... 5000
Salmon Cove ..... 8000
Bacon Cove ..... 5000
Holyrood, North Side ..... 5000
Repairs of School-houses. ..... 589060700
Total expenditure for half year ..... 66590
Balance in hands of Chairman. ..... 50154$\$ 116744$
I hereby certify that the foregoing is a true account of income and expenditure on account of Harbor Main Educational District, for the half year ending the 30th June, 1876.
Audited and found correct, August 20th, 1876.
(Signed) JEREMIAH O'DONNELL, Chairman. $\left.\begin{array}{l}\text { JAMES HEARNE, } \\ \text { CHARLES FUREY, }\end{array}\right\}$ Auditors. and CHARLES FUREY, $\}$ Auditors.

## District of Brigus.

The examination of the pupils at the Brigus school was satisfactory. Spelling and tables very good; reading also good, meaning and derivation of words being carefully attended to; writing and cyphering fair ; present, 25.

The 52 children present at the Bay Roberts school, though younger and not so far advanced as those I found attending on former visits, acquitted themselves fairly in the subjects they were learning.

The attendance to the school at Northern River has improved, and the children appear to be making fair progress under their present teacher; spelling, reading, tables, \&c., being very good for young children; writing carefully attended to; present, 50.

The attendance to the school on the Gould's Road being still irregular, the examination of pupils did not exhibit much of an advance since last inspection. The absence of classification and method in the tuition, no doubt, contributes to the want of success. The writing of pupils, however, showed generally a progressive improvement.

The school at Turk's Gut has not been continuously in operation the past summer, chiefly from the ill health of the teacher, and who has resigned her position in consequence. A male teacher has been appointed. Results pretty much the same as reported last year.

The Cupid's school was also closed for a portion of the summer, but is now in charge of a young man who is certainly quite competent, and, I have no doubt, will be a diligent teacher.

One school return not furnished from this district.
The Chairman of this district imports all the books and stationery required in his schools, and the pupils are thus enabled to purchase at a less price than they could in St. John's.
Accounts of Income and Expenditure of the Brigus Board ofEducation, for the year ending 30th June, 1876, shewing theamounts actually received and actually disbursed during theyear.
Income.
To Balance on hand from previous year ..... $\$ 10325$
" Legislative Grant for General Educational pur- poses ..... 93220
" Cash received for books sold ..... 8194
6 Rev. R. H. Taylor, proportion of Commercial School ..... 1245
Total income for year ..... $\$ 112984$
Expenditure.
By Salaries to Teachers:-
Patrick Power ..... \$140 00
Edward Kenny, six months ..... 6000
John Keefe ..... 12000
Robert Power, 3 months ..... 1600
Patrick Haberlin ..... 12000
R. Kehoe ..... 6000
Miss Kehoe ..... 6000
F. Hennessey ..... 7000
64600
By Books, Maps, \&c. ..... 13234
" Repairs ..... 23345
Total expenditure for the year ..... 101179
Balance on hands of Chairman ..... 11805$\$ 112984$

I hereby certify that the foregoing is a true account of income and expenditure, on account of the Brigus Educational Distriet, for the year ending 30th June, 1876.
(Signed) E. F. WALSH, Chairman. JAMES MOORE, and PATRICK BROPHY, Auditors.
Financial Statement of the Board of Education for the District ofHarbor Grace, for the year ending the 30th June, 1876 :-
Income.
To Government Grant for Elementary Schools under the Board ..... $\$ 308187$
Expendirure.
By overdrawn balance from 1875 ..... $\$ 135312$
" Teachers' Salaries ..... 210400
" Paid insurance ..... 4000
" Repairing School-houses ..... 28310
" Incidental expenses ..... 7000
" Purchase of Books. ..... 5000
" Paid Secretary ..... 17000
407022
" Overdrawn Balance ..... 98835
$\$ 308187$
Harbor Grace, February 22nd, 1877.
(Signed) $\dagger$ H. CARFAGNINI, Chairman. Auditors.
Neither financial nor school returns have been furnished this year from Fortune Bay District.

Return of Convent Schools, for

the year ending 30th June, 1876.


Education Return for the


Year ending 30th June, 1876.


## Education Return for the



APPENDIX.

Year ending 3@th June, 1876.


Education Return for the



# Education Return for the 




[^27]Education Return for the

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Colucation ${ }^{3}$ eturn Cor the


Year ending Both June, 1876.


## Other apparatus.

Educ tion Return for the



 $8 ?$


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## No. 48.

## Report of Alexander Murray, Esq., F. G. S., upon the Geological survey of Newfoundland, for the year 1876.

## TO HIS EXCELLENCY

> SIR JOHN HAWLEY GLOVER, G. C. M. G., Governor of newfoundland, \&c., st. John's.

## Geological Survey Office, December 2gth, 1876.)

## May it Please Your Excellency;-

General progress.
The progress made upon the Survey under my direction in recent years, especially as regards geographical and topographical detail, has been so extensive, that a new

New Geological Map. edition of the small scale map published in 1872 has become a necessity for public information. A paper dated 13th October, 1873, shows that a second edition was then contemplated, which being now accomplished, I beg to lay before your Excellency in hopes of approval.* A compa -

[^28]
#### Abstract

rison of this new map with the former issue will readily shew the amount of addition and modification the original plate has undergone. In the meantime, moreover, the accumulation of manuscript maps upon various scales in this office has become so cumbrous and voluminous, that an index map was felt to be absolutely required. In order to expedite the engraving and coloring of this map, it was evidently desirable that I should be on the spot when the work was to be executed, to supervise these operations, as otherwise (the plate being in England) proofs after proofs would have to cross and recross the Atlantic, involving much loss of time, causing a good deal of extra expense, and probably at last proving unsatisfactory. I accordingly proceeded to England in the month of May last, and immediately on arrival in London, put myself in communication with Mr. E. Stanford, of Charing Cross, who had executed and still retained the original copper plate, and to whom I gave the necessary instructions for a new


[^29]engraving, with tracings from all the additional works ac* complished. This map comprises all the most recent Coast Surveys, taken directly from the original manuscripts of the Admiralty Surveyors, several Coast Surveys of considerable extent made by ourselves, and the whole of the geographical features of the interior country which have been surveyed in connexion with the geological investigation. The line of survey for a Railway, as run by transit and level by the R. R. Engineers in 1875, is also correctly represented. All these Surveys were first reduced from scales of various sizes to a uniform scale of one inch to one statute mile, then again to a smaller scale of four statute miles to one inch, and finally to the index size of the present publication, all of which work was draughted in this office, the manuscripts being filed and labelled, ready at any time for inspection. In order that the public may be made aware of the existence of such documents, I subjoin a list of the M.S. with the scales of each, to which any person can have access for reference at any time in week days while the officers of the Survey are in St. John's.

Manuscript Maps at the Geological Survey Office.

| No. | Particulars. | Scales. |  |
| :---: | :---: | :---: | :---: |
|  |  | \% |  |
| 1 Original survey of a part of the peninsula of Cape St. John to Notre Dame Bay |  |  |  |
| 2 Part of the above No. 1 ... ... ... ... ... <br> 3 Coast near St. John's Harbor, road surveys, \&c. |  |  |  |
|  |  |  |  |
| 4 South-west Arm of Green Bay ... ... ... ... |  |  | " 1 |
|  | 5 Peninsula of Cape St. Mary .... |  |  |
|  | 6 Part of Placentia Bay from Little Placentia to Come-by-Chance |  |  |
|  |  |  |  |
|  | 8 Conception Bay ... ... ... ... ... ... ... |  | " 1 |
|  | 9 Trinity Bay ... ... ... |  |  |
|  | 0 Peninsula of Cape St. John ... |  |  |
|  | 1 Gander Bay ... ... ... .. |  | " 1 |


|  |  | Scales. |
| :---: | :---: | :---: |
| No. | Particulars. |  |
| 12 | Gander Lake and Rivers, County of "Hill," \&c. | 1 to 1 |
| 13 | Gander Rivers above the Lake and tributaries, with Gambo Ponds, rivers and tributaries ... | 1 " 1 |
| 14 | Humber Rivers, Deer Lake, \&c... ... ... ... | 1 " |
| 15 | St. George's \& Port-a.Port Bays, with Rivers, \&c. | 1 " |
| 16 | St. George's Hr. and Flat Bay, Indian Head, \&c. | 1 " |
| 17 | Codroy Rivers ... ... ... ... ... ... | 1 " |
| 18 | Peninsula of Port-a-Port, colored | 1 ، |
| *19 | Southern Coast between Burgeo and Little River | 1 " |
| 20 | Exploit's River, Victoria River and Lake, and traverses across from ditto to LaPoile and Grandy's Brook | 1 " 1 |
| 21 | Piper's Hole and part of Placentia Bay ... ... | 1."1 |
| 22 | Rocky River, with part of Trinity, Conception and St. Mary's Bays | 1 \% 1 |
| 23 | Western Coast from Cape Anguille to Cow Head, Grand Pond, Indian River ; Exploit's River and Red Indian Lake; coast of Notre Dame Bay to White Bay, \&c. | 1 " 4 |
| 24 | West coast from Cape Ray to Bonne Bay, Codroy River, Flat Bay and Brooks; Humber River and Grand Pond | 1 " 4 |
| 25 | Bay d'Est, Terranova and Piper's Hole Rivers.. | 1 " 4 |
| 26 | Coast of St. George's and Port-a-Port, with surrounding country | 1 " 4 |
| 27 | Port-a-Port Bay, with serpentine rivers ... ... | 1 " |
| 28 | Bonavista Bay and part of Notre Dame Bay, Terranova, Gambo and Gander Rivers... ... | 1 " 4 |
| 29 | Gander Lake and Lower River, laid off in townships | 1 " 4 |
| *30 | Notre Dame Bay ... ... ... ... ... | 1 " |
| 31 | Indian River and Grand Pond | 1 " 4 |
| 32 | General Map of Newfoundland, in skeleton | 1 " 4 |
| 83 | General Map under construction | 1 " 7 |
| $\dagger 34$ | Cape Breton Island ... ... ... ... | 1 " 7 |
| 85 | Original small-scale General Map ... ... ... | $\begin{gathered} 1 \text { " } 25 \\ \text { Ins. Chs. } \end{gathered}$ |
| 86 | Original survey of Tilt Cove location ... ... | 1 " 4 |
|  | Plan of levels of No. 36, scale 20 ft . to $1 \mathrm{in} . . .$. |  |
|  | Original survey of Terranova mining location... | 1 " 4 |
|  | Plan and section of Harbor Grace Light-house Island | $1 " 2$ |

In addition to which there are many tracings taken from original Surveys upon various scales.
N. B.-The Coast Surveys marked (*) are reductions from the Admiralty Surveys. Copies executed elsewhere than in this office are marked ( $\dagger$ ).

Repairs of Instruments.

While in England I had an opportunity, long wished for, of having several of my most necessary Surveying Instruments repaired by the maker, H. Porter (late Cary) of London, which, after upwards of twenty years of constant service, they greatly required.

Before leaving St. John's I sent the following letter of instructions to my Assistant, Mr. James P. Howley, whose report upon the country he examined and surveyed, is appended :-

$$
\begin{gathered}
\text { Geological Survey Office, } \\
\text { St. John's, May ist, } 1876 .\}
\end{gathered}
$$

My Dear Mr. Howley;-

Mr. Howley's instructions for the season.

Until the season opens sufficiently for carrying on operations in the field, I wish you to employ yourself in arranging the specimens in the Museum and getting them catalogued, in the same way as was done formerly, any alterations that may have been made to be notified in the general catalogue. The specimens collected during last season must be labelled and boxed, and the box marked 1875. The duplicate printed labels can be used in the catalogue as before.

As early as possible in June, my desire is that you proceed to the Gander country to survey as far as you can the upper branches of that river above the Great Lake. I have already written to Mr. Peyton, of Twillingate, to engage the services of Charles Francis, (Indian) to accompany you, but I told Mr. Peyton at the same time that there had been some serious complaints made against Francis to the Government, which, unless he could clear himself of, I might scarcely be justified in giving him employment. This matter you can investigate on the spot. For my own part I believe he is more "sinned àgainst
than sinning." If you can get another Indian from Conne to cross over and join you on the Gander (Peter Stride for example) do so, and I think of course you will have John Stephenson ; but as I have been instructed by the Government to keep all our expenses at a minimum, I must caution you to avoid having more men than are absolutely required, or of incurring any extra liabilities. Two canoes for your service you can take with you; the larger and new one I should like to retain for my own use when I return. Should you not require the two when you get to the Gander, you can get one of them stored at Francis' or some other safe place at the salt water; or should you take both up to the lake, and find one sufficient afterwards, get the extra one well housed in at some sheltered place on the lake. I hope to be back to Newfoundland in July, although a good deal will depend upon the forwardness of the work I have to do in London, and as soon as I return my intention is to proceed to Freshwater, Bonavista Bay, and then to commence a survey of the Gambo. About August, if you can manage to get across to the Gambo waters, we may probably meet there, and afterwards work together.

Geologically, I am particularly anxious to learn the boundaries of the Laurentian with the Huronian systems, and of the Huronian with the Lower Silurian, a great spread of the latter being apparently of the age of the Quebec group. Unless we have the luck to discover fossils, the latter boundaries will be found very obscure; but close examination will, doubtless, reveal a great deal of useful and interesting detail. Take special note of the character of the forests and of the soil. I think you ought to supply yourself with a sheet or two of zinc, some copper tacks and resin, in case of requiring to mend or patch your canoes.

I shall have a credit of $£$ roo for you at the Union Bank; you can get a cheque book and pay all your accounts at once. Tell the parties from whom you get your goods to send their bills in at the same time they send the
supplies, to be settled without delay. The receipts you can put up in an envelope addressed to me, which I shall send with my own account to the Colonial Secretary on my return. These papers will be put into their proper place in my office.

Wishing you a prosperous season, and hoping to meet you at the time appointed,

> I am, yours truly,

## ALEXR. MURRAY.

To Mr. Jas. P. Howley, Assistant Geological Surveyor.

Expedition to the Gambo country. made preparations for the expedition up the Gambo, in accordance with the arrangement made with Mr. Howley, as indicated in the above instructions; but finding it difficult to obtain any means of conveyance for myself, men and equipage, direct to my destination, I gladly availed myself of the kind offer of Mr. Justice Hayward of a passage by the steamer Hercules, at that time engaged to carry the Judge and Counsellors on the Northern circuit. After some unavoidable detention, partly occasioned by the very unfavorable state of the weather, I was at length landed at Greenspond on the I3th September, when I Arrival at Gambo immediately hired a small vessel to carry me to the Gambo at the extreme head of Freshwater Bay, where I arrived on the night of the 14th. Finding that Mr. Howley had already ascended the Gambo, he having crossed over from the Gander Lake and continued his survey as he advanced, the measurement I had contemplated making up that stream became unnecessary; but I resolved to follow up the river as far as practicable, in order to be enabled to give an account of the physical characteristics of the region from personal inspection, and to compare them with those of the Gander. As a detailed account of the Gambo waters and the surrounding country will be found in Mr . Howley's report to me, I need only remark here that as a lumbering country it appeared to possess many advan-
tages, while large tracts, especially on the beautiful river flats or interval lands, are admirably adapted for the pursuits of agriculture. The pine timber on or near the Gambo waters is more scattered, and generally of smaller dimensions than on the Gander Lake and upper waters; but there appears, nevertheless, to be an abundant supply of the material, which, judging from the numerous logs cut, and being floated down the river, as well as the appearance of the trees standing, is of excellent quality. The white birch timber also, which is very abundant, seems to be of the very best description, sound and solid, many trees of which were seen to exceed two feet in diameter, and carrying their thickness upwards before bifurcation for fifteen feet or more. White spruce and fir of good growth constitute the greater part of the forest, which, except where destroyed by fire, densely covers the ground nearly to the top of the hills on either side of the river and its tributaries.

Two saw-mills are already established on the Gambo, Saw-mills on theone driven by sfeam of twenty-five horse power, the other Gambo. by water. The former of these is situated at the mouth of the river, conveniently for loading the lumber direct into sea-going craft; the latter is about a mile above the outlet of Mint Brook, which flows into the lower Gambo Pond. The lower mill has been in operation for several years, but failed to be a profitable speculation, not from lack of material to supply it amply with logs for lumber, but from ignorance and inexperience of the requisite construction on the part of the proprietor, whose capital, moreover, was insufficient for the necessary preliminary outlay. The water mill on Mint Brook was unfinished at the time of my visit; but it bore all the appearance of being at length an admirable building-capable of extensive operation. Like the other in some respects, as well as various attempts of a similar nature in this country, many serious mistakes were made, and mach unnecessary expense incurred, in the first instance, in the construction of the dam and other requisite adjuncts for the mill, which, if persevered in, might probably have proved disastrous to
the undertaking altogether; but all these errors were eventually remedied by the judicious employment of a skilled millwright from New Brunswick, who from long experience saw at a glance the defects of the case, and suggested alterations which, there is little doubt, will finally put the

## Prospects of the

 proprietors.Timber limits. is obtained, is liable to great objection. There, (in Canada), wild, unoccupied lands, were always considered to be primarily the property of the Crown, and the pine timber was exchusively reserved as Government property, in some cases even after the surface had been disposed of for agricultural settlement, either by grant or sale. To avoid waste and destruction, and prevent collision of parties in search of timber to supply the various mills, the ordinary system was for the Government to grant licenses to cut down, saw or square pine or other trees growing over a certain area, varying from twenty to one hundred square

Rules to be ubserved. miles. These areas were required to be surveyed by competent Crown Lands Deputy Surveyors, who determined and marked the boundaries, the expenses of which surveys were arranged between the Commissioner of Crown Lands and the future lessees of the timber limits. In his operations, the lessee was compelled to confurm to certain rules; first: to keep within the boundaries specified by the survey; second : when cutting out a line of road, to follow as nearly as circumstances would permit, a line that would eventually be made available for the permanent settlement of the land, in moderately sized blocks or lots, which would be represented on his plan ; thirdly, I would suggest further, that cutting down pine trees under a certain diameter, should be disallowed; and lastly, that the mill owners should be held responsible for the conservation of
the salmon and trout which frequent their respective Protection to salwaters; and that they should be compelled to place artifi- ${ }^{\text {mon and trout. }}$ cial means for ingress and egress of those fish, where dams or other obstructions are erected. These fostering cares for the future welfare of the Colony are surely worthy of some consideration; especially as there are in the meantime so many inducements calculated to encourage, rather than suppress, reckless waste and destruction. Granting Small areas obsmall areas, such as one or two hundred acres or the like, jectionable as in consideration of the grantee establishing a saw mill, is, in my opinion, an unmixed evil, unless some means are taken by which the said grantee will be compelled to confine his operations to the area granted. The result naturally is, that so soon as the timber on the given lot is exhausted (which a good mill would probably exhaust in a twelve month), the woods are felled right and left indiscriminately; and the refuse, as well as many valuable trees (which if permitted to grow would in time have produced millions of feet of lumber), are left to cumber the ground in inextricable confusion. Many of the disastrous fires by which the country is so frequently devastated, are Fires. probably due to those heaps of rubbish, which, after lying for a season, are as inflammable as tinder. I conceive that no system can be better adapted to simplify the laying off of such lumbering areas than that I proposed, and was to a limited extent carried out for the lands of the Gander. Meridianal line The meridian line, which was started from Salt Islet in as base. Gander Bay, if continued south, would eventually strike near the head of the Upper Gambo Point ; and a point from whence to continue the system of laying off blocks of thirty-six square miles each, can easily be found on that meridian, which is $54^{\circ} 29^{\prime} \mathrm{W}$., by measuring a minute of longitude east from the mouth of the Triton Brook, which is in $54^{\circ} 30^{\prime} \mathrm{W}$., almost exactly. The north-east angle of the block might be determined on this meridian, by measuring thirty-four chains north from the northern shore of the pond, which would place it in latitude $47^{\circ} 30^{\prime} 30^{\prime \prime}$ N., very nearly. Although the direct survey on a meridian, as commenced by Mr. McLeod, would undoubt-
edly be much more systematic and satisfactory than starting anew from another given point, I make the suggestion in case that the original scheme might at present be inconvenient to carry out; while it must be obvious that some plan must shortly be adopted to prevent confusion and disputes. The indiscriminate manner of carrying on lumbering operations at present, is not only ohjectionable, as destructive and wasteful, but will inevitably lead to collision between the rival gangs of men employed.

Corroboration of statements made in former reports.

It is very gratifying to perceive that the statements made by Mr. Howley, in his report for the late year, upon the capabilities of the Gander River and lake country, fully corroborate the representations I made of that region two years ago; and it is the more so, as the facts then announced, give a direct and unqualified contradiction to statements made by designing or self-interested individuals who have spared no pains to throw doubt or discredit on my assertions. By reference to my report of 1874, page 15 , it will be seen that the estimates then made of the quantity and value of timber in these regions is not by any means asserted as an actually determined fact, and is only offered as a probable or possible approximation to the reality; but it may at the same time be understood, that in making that rough estimate, I was guided, not only by what I actually saw in the region in question, but by the opinion of an experienced and most highly respected lumber merchant of New Brunswick, who personally inspected the ground, and who proposed the most favorable terms to the Government of the day for permission to cut timber over fifty square miles adjacent to the Gander
False rumours. Lake. The obstructionists who so diligently spread rumours to underrate the value of those fine regions are manifold; but there are two sets of individuals in particular whose accounts should be received with extreme caution. First of these are the so-called settlers, near the mouth of the river, whose sole occupation appears to be to destroy the salmon fishery by every sort of barbarous practice that can possibly be conceived; and, secondly, there are certain parties who designedly misrepresent facts
in hopes of securing thereby the better terms for themselves. Warnings are said to be given to strangers visit- Misrepresentaing those parts, of the inutility of ascending the river, and assurances offered that the whole region is as barren of pine as the country surrounding the estuary and lower reaches, where, as everybody knows who has visited the places in question, every tree of any value has been culled out long since.

In a letter I had the honor to address to the late Letter to Sir Governor of Newfoundland, Sir Stephen J. Hill, dated $\begin{gathered}\text { Stephen J. Hill, } \\ \text { on ton timber. }\end{gathered}$ 4 th January, 1875 , I made strong protest against the wasteful destruction perpetrated on the so-called French Shore, by cutting what is termed ton timber. Other evidences of the reality of the statements there made may be found in the official reports of Capt. Howarth, R. N., of C. H. McLeod, Esq., C. E., and in a letter addressed to the Royal Gazette, and dated at Bay of Islands, April 26 th, 1875, by Mr. John Tupper. I regret to find that this wasteful and destructive proceeding is not entirely confined to the limits, (whatever they may be), of that undefined and outlawed territory, but is practised upon bona fide Crown Lands, under undisputed British jurisdiction. I was informed while at Gambo that a certain Captain Wright, of Liverpool, had cut ton timber on that river, and brought to market, in $\mathbf{1 8 7 5}$, five hundred and eighty-three tons of the same; and it is rumored that similar operations are now going on at the Gander Lake. Were those lands located as timber limits, the evident in- Protection of terests of the lessees would be sufficient protection against ${ }^{\text {timber. }}$ such unjustifiable abuses.

Mr. Howley's report shews that the fertile lands of Fertile landso the Gander extend over a large area, above as well as below or on the banks of the great lake, especially in the valleys of the south-west branch and some of its tributaries; and it further shows that there is an area of at least three hundred square miles, where pine, although scorched by fire, still stands in a perfectly sound condition, capable of yielding an enormous supply of excellent timber.

Road from Fresh. water to Gander Lake.

Serpentine and mica slates, \&c.

Relations of rocks at the Terranova mining location, Little Bay.

At page 20 of my report for 1874 , the remarkable facilities for connecting Gander Lake with Freshwater of Bonavista Bay, by means of a tram-road, were adverted to ; the only difficulty which then presented itself for such a construction being the fallen and burnt timber which encumbered the ground. This tract of about nine miles was crossed by Mr. Howley, as will be seen in his report, who found that the whole, or nearly the whole of the encumbrances occasioned by the first fire had been swept away by a more recent conflagration, and left the ground clear of all obstructions. He crossed by the valley of a stream known as the Middle Brouk of Freshwater Bay, on the waters of which he found a fine pond; and, at or near the outlet into the salt water, a good site for a saw-mill. He also represents the soil of the valley of Middle Brook, and between the pond and Gander Lake, to be, for a great part, of very good quality.

## GEOLOGICAL MEMURANDA.

At page 22 of my report for 1874 , the presence of serpentine, chlorite slate and diorites, is shown to occur upon the Gander Lake, associated with mica slates; a great thickness of the latter apparently underlying the former. There is much obscuiity, however, as to the structural relation of these rocks; and the total absence of organic remains renders the recognition of horizon perplexingly difficult to determine; yet the lithological resemblances appear still in favor of the probability that the magnesian portions are representative of a portion of the Quebec group. The colour of the magnesian rocks varies from a very dark-green, through all shades of green to nearly white; and they are frequently characterised by the presence of a fibrous serpentinized actinolite, sometimes exhibiting fine veins of chrysolite. Grains of magnetic and chronic iron occur occasionally, and portions are more or less calcareous. It may now be observed that similar relations of strata are recorded at page 32 of my report for 1864, where a great mass of mica slate is described as having been seen to underlie the serpentine and associated rocks at Little Bay near Terra Nova Mine; and that the resem-
blance which exists in the characters exhibited at the two widely separated localities seems to warrant the suggestion that they are probably of the same age. On the On the western Western and Northern parts of the island, we have in coasts. former reports shown tolerably clear evidence to prove that a great accumulation of magnesian rocks with serpentine rests uncomformably upon strata containing abundance of fossils, representative of the calciferous and Levis formations, which want of conformity, if admitted in the case of the Gander country, might explain the apparent absence in that region of the subordinate lower silurian members. It will be seen by Mr. Howley's report that a Upper Gande.. set of rocks, similar to those of the Lake, were observed and traced for a long distance up the valley of the Upper River; and in my report for 1870 I have described the occurrence of like strata on the valleys of the upper waters of Bay d'Est River. The evidences of geological age in all these cases are extremely obscure ; but such as we have been able to procure, show at all events with some degree of certainty (whatever horizon may be assigned to the Mid Silurian serpentine group) that a mass of upper or middle silurian rocks. strata, corresponding with that seen at Gander Bay and some neighboring Islands, runs up the valley of the Gander, and immediately overlies the group. At one place Mr . Howley found some very obscure fossils in these latter rocks, one of which bore a resemblance to a Petraia, a Fossils. form of very common occurrence in rocks of upper or middle silurian age in New World Island. On the other hand, the black slates of Bay d'Espoir and of Long Pond on the Bay d'Est River, which are supposed to represent the Levis formation, seem to be repeated on the north side of the granite or gabbro of Round Pond, and again at the lower end of Elnuchibeish gospen, where a black fibrous slate passes below the massive beds of serpentine which form the hill range. These latter beds are characterised by the presence of bronzite, picrolite, chromic and magnetic iron. Copper and iron pyrites have been found Ores of metals. in the chlorite slates of the group within the same regions, which, although unimportant in themselves, further than

Results from opening out roads.

Natural facilities for ingress and egress.

Trunk and subsidiary roads.
as illustrative specimens, may lead to valuable developments. The more valuable ores hitherto discovered upon this Island, notably those of copper, nickel and chromic iron, have usually been found to be closely associated with serpentinous rocks; and the presence of such rocks has frequently instigated close inspection of the ground, resulting in the discovery of satisfactory metallic indications; and I have very little doubt, that were access to the interior regions as easy of accomplishment, as it is to the sundry parts of the sea coast, similar experiments would be equally successful. Indeed, the cuttings and excavations which would necessarily be made in constructing roads, would almost with certainty occasionally expose mineral deposits, and give good structural sections, which otherwise might never be observed except by mere accident.

Ingress and egress to and through all those regions is not only possible, but may be obtained with the greatest ease, by the construction of a few miles of road from Freshwater to the Gander Lake, and the establishment of a small steamer on the lake itself, which would give access at once into the interior for nearly fifty miles. Thence a road might be made to run between the two upper branches of the Gander, passing through the fertile tract and into the mineral district, to tap at the most convenient part of division B of the Railway survey, from which point the original alignment for the railway could be followed through the Island to St. George's Bay. From such a trunk line subsidiary roads might be built to connect all or most of the available parts of the Island, whether mineral or agricultural ; and especially those of the river and estuary of Exploits, where a large population might be maintained as farmers, having a ready market for their surplus produce in the mining districts of Notre Dame Bay.

I have the honor to be, Your Excellency's most obedient Servant,

ALEXANDER MURRAY.
His Excellency
Sir John Hawley Glover, G.C.M.G., Governor of Newfoundland, \&c.

# Report of Geological Explorations on the Gambo and Gander Rivers, 

By James P. Howley, Assistant Geological Surveyor.<br>Addressed to Alexander Murray, Esq., F. G. S., Director of the Geological Survey, St. Fohn's, N. F., 1876.

> Geological Survey Office, St. John's, February Ist, i876.)

SIR,-
I beg to submit the following report of my season's exploration on the Gander and Gambo Rivers, in connection with the Geological Survey of the Island.

The instructions received from you in the month of Instructions May last directed me to proceed as soon as the season was received. sufficiently advanced and the navigation clear to Gander Bay, ascend the river to the Great Lake, and thence make a survey of its upper waters as far as practicable. This being accomplished, the Gambo River was also to be surveyed by effecting a portage to some part of its waters from the most convenient point on the Gander River or Lake.

Owing to the unusual quantity of field ice in Notre Detention by ice. Dame Bay, especially on its southern side, which rendered the approach to Gander Bay out of the question, I was forced to delay my departure till the last week in June. I left St. John's in the steamer Tiger on the 27 th, accompanied by one Indian, and arrived at Twillingate in due time. Here a small schooner was engaged to convey myself and stores to Gander Bay, which we reached on Arrival at Gander the 4 th of July. At the latter place I was joined by two Bay. more Indians from Bay d'Espoir. After some little delay in packing our provisions, repairing canoes and arranging the camp equipage, I hired a fourth man (a resident of the place) to complete my crew, and started up the river

Point of commennment.
on the 8th. On reaching the Great Lake we immediately proceeded to the mouth of the main inflowing river where our season's operations were to commence. The river being exceedingly low at this time, it became quite evident that its ascent would be a matter of no little difficulty, and that our canoes could only be availed of to a very limited extent. We accordingly prepared for a long journey on foot, by leaving behind all unnecessary provisions, clothing, instruments, \&c., which were secured in a strongly built cache, on an Island in the river.

Ascent of main river.

The ascent of the main river was long and tedious. We succeeded with much difficulty in getting our canoes, very lightly laden, about twenty miles up stream, but were then compelled to abandon them and pursue the remainder of the distance entirely on foot, carrying camps, bedding, provisions, \&c., all on our backs. The survey terminated at an elevated bare ridge, sixty-one miles above the lake, and known to the Indians as Burnt Hill. This hill is only distant about a day's walk from Bay d'Espoir, Division B Rail- on the Southern Coast. The termination of the Railway way Survey. Survey line of Div. B., central interior, was reached about forty-eight miles above the lake. Having again returned to the mouth of the river, I made the ascent of Mount
Mount Peyton. Peyton, from which a set of angles was taken, and a splendid view of the surrounding country obtained. We next proceeded to the south-west arm of the lake, and commenced the survey of the South-west Gander River. After ascending this river a distance of eleven miles and fifty-eight chains, it splits into two streams, one branch, which appeared to be the principal, continuing in a southwesterly direction parallel with the main Gander River, Dead Wolf River while the other, which I have named Dead Wolf River, comes from an easterly direction. This latter was first followed to its head waters in the hope of finding an easy portage thence to the Gambo; but the river soon entered a great mountain range known as the Middle Ridge, became very narrow and tortuous, with numerous falls and cataracts, while its bed for miles was choked with boulders and huge angular fragments of granite, rendering it utterly
impossible to proceed with the canoes and provisions. While surveying this branch, the heat, which was every Excessive heat. day increasing, reached a climax, and was excessive in the extreme. To add to the intensity of the natural heat, Fire. a great fire was raging somewhere to the west of our position, the smoke from which for some days was occasionally almost suffocating. Fortunately a change of weather and heavy rain, on the 16th of August, extinguished the fire and greatly tempered the atmosphere.

On returning to the forks of the river it was found that our stock of provisions was all but exhausted. I was therefore obliged to despatch one of my men back to the lake for a further supply to enable me to carry out the survey of the western branch. I had previously sent another ${ }_{\text {Western main }}$ of my men to the eastern end of the lake for the purpose ${ }_{\mathrm{S}}^{\mathrm{S} \text {. W. Wanch of the }}$ of ascertaining the possibility of making a portage thence River.
to Freshwater Bay, and if so to clear away any existing obstructions. In the meantime I pushed on with the two remaining men up the river and reached some fourteen miles above the fork, when I was compelled, very reluctantly, to abandon the survey and retreat in haste to the lake. This was caused by the entire failure of our provi- Failure of sions, and the non-arrival of my messenger who had been provisions, \&c. sent down to procure an additional supply. We found on our return that he had been seized with an illness resembling paralysis and was unable to walk. He had reascended the river for some distance, but finding his illness was by no means subsiding, and fearing he would be unable to reach us, he finally retraced his steps to the lake. The season was now drawing on, and as I had not yet heard from my other man as to the prospects of our getting across to Gambo, I concluded to push on to the eastern end of the lake and ascertain the character of the ground to be crossed, for myself. On my way downwards we met the man returning and were rejoiced to learn that the difficulties in the way of transit were very trifling. Starting Portage from the from the extreme eastern end of Gander Lake we made a Gander Lake to portage of about four miles over a level country lately swept by fire, to a large pond called Butt's Pond, the water


#### Abstract

from which flows into Freshwater Bay, where it is known as the Middle River. Our canoes were thence passed down lightly laden on this stream to within less than a mile of the saltwater. The portaging of the remaining baggage was a work of considerable labor, but was accomplished without any great difficulty or delay.


We reached Freshwater Bay on the 28th August, and

Survey of the Gambo River.

Termination of survey. system.

## Report of 187 x .

 lost no time in refitting for the survey of the Gambo; but the progress of our work was much interrupted by the wet, cold, and stormy weather of the month of September.Having surveyed the two Gambo Ponds, Lower and Upper, the Riverhead brook was first followed for a distance of four miles, but beyond that distance the river was found impracticable for canoe navigation. It flows along the eastern flank of the Middle Ridge Mountain Range, and for over three miles of its course is walled in by perpendicular cliffs, which form a fearful chasm, through which the water foams and tumbles with terrific fury.

The Triton River, which is the main branch of the Gambo, was next surveyed to the forks, a distance of nearly twenty miles above the upper pond. Here it splits into two branches of small size. Neither of these being of much importance, I did not continue the survey beyond the forks, where the season's field-work terminated.

## HYDROGRAPHY OF THE REGION.

The drainage of the country lying between the Great Exploits River and the eastern seaboard is mainly effected through the Gander, the Gambo, and the Terranova rivers. Of these, the Gander with its tributaries alone drains an area of little less than four thousand square miles, and is consequently equal, or nearly equal, in the volume of water discharged ultimately into the sea, with the Great Exploits River. At page 6 of your report for 187 I , I perceive you there estimate that the drainage of the Exploits covered an area of a little under three thousand square miles; and at page 13 of your report for 1874 you put the
area drained by the Gander at 2,700 square miles. The surveys accomplished by myself since those dates, viz.: of the upper waters of the Exploits in 1875, and the upper Under-estimate. waters of the Gander last summer, tend to show that in both cases you have under-estimated the extent of the drainage systems, which together occupy an area probably little under 8,000 square miles.

The main branch of the Gander River takes its rise Main Gander on the western side of the range of hills known as the River above Lake Fox Ridge, from some small mountain tarns not far from the head waters of the Great Rattling Brook of the Exploits, situated in about $48^{\circ} 30^{\prime}$ north lat., and $55^{\circ} 49^{\prime}$ west lon. Thence flowing southerly it makes a great sweep around the south-west end of the Fox Ridge, becoming gradually expanded in its course by contributions from various small tarns and rivulets, the drainage of the marshes, till reaching the base of a hill known as Burnt Burnt Hill. Hill, when its course flows generally north-easterly, but with many sinuosities, to its junction with the Great Lake. A little to the westward of Burnt Hill it receives a small tributary which takes its rise near Newfoundland Dog Pond on the Bay d'Est River, and mentioned in your re- Bay d'Est River. port for 1870. Several other large tributaries join the river on either side between Burnt Hill and the lake. The Tributaries of principal of these are Maurice Lewis Brook, Nibnosse- $\begin{gathered}\text { Main Gander } \\ \text { River. }\end{gathered}$ guuanjeech, Upper and Lower Gull Brooks, and Island Brook on the south side; Fox Hill Brook, M'-skeguum, Miguel's and Copper's Brooks on the north side.

For a distance of thirty miles above the lake the General character river is wide and shallow with a gentle easy flowing current all the way, the banks on either side being often flat or sloping gradually upwards. Many islands or intervals occur especially at its outlet into the lake, where a delta Delta. of about three miles in extent is cut up into a group of islands. A little over thirty miles two chutes occur about a mile apart ; but beyond the upper of these nearly to the end of my measurement it continues to flow gently and evenly, devoid of rapids or even of strong currents. The

## APPENDIX.

river was at its lowest during our visit, owing to the long continuance of great heat and dry weather; but it usually Absence of lakes. is very low during the summer months, in consequence of the absence of large ponds and lakes to act as feeders. There are occasions, however, especially in the early spring and late fall, when the river, swollen by melting snows

Timber rafting, \&c. and long continuance of heavy rains, can hardly be excelled for canoe navigation or the rafting of timber.

The following tabular arrangement of courses and distances ascending the river from the lake, will give a more concise idea of its general character.

Tabular Arrangement of Courses and Distanges.

|  |  |  |  |
| :--- | :--- | :--- | :--- | :--- | :--- | :--- |

Tabular Arrangement of Courses and Distances.

| $\dot{8}$ | Course. |  |  | Remarks, \&c. |
| :---: | :---: | :---: | :---: | :---: |
| 14 | S. $39^{\circ} \mathrm{W}$. | 1.00 | 5 | Makes a curve, smooth curre |
|  | S. $18^{\circ} \mathrm{E}$. | 25 | 1 | Straight; gentle current. |
|  | S. $63^{\circ} \mathrm{W}$. | 1.00 | 6 | Forms a considerable curve. |
|  | S. $10^{\circ} \mathrm{W}$. | 1.00 | 5 | Nearly straight, wide and shallo |
| 18 | S. $50^{\circ} \mathrm{W}$. | 1.28 | 7 | Perfectly straight along centre of channel. |
| 19 | S. $86^{\circ} \mathrm{W}$. | 1.55 | 8 | Through group of islands to mouth of Lower Gull Brook. |
| 20 | N. $58^{\circ} \mathrm{W}$. | 2.20 | 20 | Along centre of channel through a group of islands and over first chute, to mouth of Small Brook, strong currents aud rapids. |
|  | S. $57^{\circ} 30^{\prime} \mathrm{W}$. | 1.06 | 4 | To foot of second chute. |
|  | S. $10^{\circ} \mathrm{E}$. | . 45 | 12 | Over second chute to sharp bend, rapids and strong current. |
| 23 | S. $60^{\circ} \mathrm{W}$. | 1.30 | 5 | Along centre of channel, very straight |
|  |  | . 68 | 4 | A slight curve, gentle current, river wide and shallow. |
| 25 | S. $55^{\circ} \mathrm{W}$. | . 55 | 4 | Gentle bend, high bluff of serpentine on east side. |
|  | N. $40^{\circ} \mathrm{W}$. | . 56 | 5 | Straight course, gentle current. |
|  | S. $80^{\circ} \mathrm{W}$. | . 70 | 6 | Forms a curve, do. |
|  | N. $51^{\circ} \mathrm{W}$. | . 52 | 5 | To mouth of Miguel's Brook, do. |
| 29 |  | . 50 | 5 | Along centre of channel, nearly straight. |
|  | S. $8^{\circ} 30^{\prime} \mathrm{E}$. | . 26 | 3 | Ditto ditto ditto. |
|  | S. $35^{\circ} \mathrm{W}$. | . 12 | 5 | A slight curve. ${ }^{\text {Pretty }}$ |
|  | S. $22^{\circ} \mathrm{E}$. | 1.12 | 17 | Nearly straight. $\quad \begin{aligned} & \text { Pretty } \\ & \text { strong }\end{aligned}$ |
|  | S. $3^{\circ} \mathrm{W}$. | 1.47 | 18 | Gentle turn, serpentine cliff on right side. $\left\{\begin{array}{l}\text { strong } \\ \text { current. }\end{array}\right.$ |
|  | S. $31^{\prime \prime} 30^{\prime} \mathrm{W}$ | 2.24 | 26 | Very straight, gentle current. <br> To mouth of Upper Gull Brook. |
|  | S. $16^{\circ} \mathrm{E}$ S. | . 63 | 5 | To mouth of Upper Gull Brook. Slight curve. |
|  | S. $71^{\circ} \mathrm{W}$. | . 56 | 8 | Do. do. |
|  | S. $23^{\circ} 30^{\prime} \mathrm{W}$ | . 45 | 6 | Nearly straight. ${ }^{\text {strong }}$ |
|  | S. $60^{\circ} \mathrm{W}$. | . 70 | 10 | To end of burnt woods. but flow- |
|  | S. $55^{\circ} \mathrm{W}$. | 2.20 | 25 | Nearly straight. ${ }^{\text {N }}$, ing very |
| 41 | N. $64^{\circ} \mathrm{W}$. | . 30 | 5 | [o termination of Rail- <br> way line, Div. B. |

Tabular Arrangement of Courses and Distances.

| $\stackrel{\circ}{\mathrm{Z}}$ | Course. |  |  | Remarks, \&c. |
| :---: | :---: | :---: | :---: | :---: |
| 42 | S. $66^{\circ} \mathrm{W}$. | 1.55 |  | Rather crooked. M'skeguum Brook comes in on north side, and Nibnosseguuanjeeck on south side. Indian mail route to Exploit's crosses the river near the mouth of the latter. |
| 48 | S. $36^{\circ} \mathrm{W}$. | . 45 |  | Forms a curve. |
|  |  | . 45 |  | Fox Hill Brook comes in on the north side. |
| 45 | S. $36^{\circ} \mathrm{W}$. | . 68 | 10 | Through a group of islands where there is a pretty swift current. |
| 46 | S. $64^{\circ} \mathrm{W}$. | 1.00 |  | To sharp angle, serpentine cliff on right side, pretty strong current. |
|  | N | . 35 |  | Ditto ditto ditto. |
| 48 | S. $44^{\circ} \mathrm{W}$. | 1.16 |  | Rather crooked, pretty strong current. |
|  | S. $3^{\circ} \mathrm{W}$. | 1.00 | 12 | Ditto ditto ditto. |
| 50 | S. $35^{\circ} \mathrm{E}$. | 1.30 | 20 | Ditto ditto ditto. |
| 51 | Sonth. | 1.35 | 23 | To mouth of Mayrice Lewis Brook. |
| 52 | S. $36^{\circ} \mathrm{W}$. | . 60 |  | Slightly curved. Pretty strong cur- |
| 53 | S. $6^{\circ} \mathrm{E}$. | . 30 |  | Straight curve. ${ }^{\text {dent. }}$ |
| 54 | S. $51^{\circ} \mathrm{W}$. | 1.20 | 25 | To end of measurement on river, very crooked. Several strong currents. |
|  |  |  | 498 | Total rise on rive |
| 55 | S. $10^{\circ} \mathrm{W}$. | 1.20 | 540 | To top of Burnt Hill. |
|  |  | 61.76 |  | Total distance and rise above lake. Height of lake above sea level. |
|  |  |  | $1118$ | Total rise above H. W. M. to top of Burnt Hill. |

## South-west Gander Rivbr.

Both branches of the South-west Gander River take their rise amongst the most elevated peaks of the Great Middle Ridge, at altitudes of little less than one thousand feet above the sea. This ridge which stretches across the country from Fortune Bay to the northern shores of Bo-ridge. Mountain navista Bay, forming a crescent-shaped belt of bare topped hills, is the great watershed of the east and north-flowing rivers in this section of the country. Rising gradually from the southern coast it attains the greatest elevation a little north of the termination of Div. C. Railway Survey, of last year, and then rapidly falls again in its north-eastern strike. It runs out to the sea coast between the eastern end of Gander Lake and Freshwater Bay, where it dies down to an elevation of only one hundred and fifty feet, and terminates in the broken, irregular country, forming the peninsula of which Cape Freels is the extreme eastern point.

The head waters of the main branch of the southwest Gander are situated in nearly the same latitude as those of the Main River, but fully a degree further east in longitude. The river flows from a lake about from three to four miles in length, known to the Indians as Little Gander Pond. Its course at first is nearly west, until it emerges from the mountain range, which it sweeps through gradually, finally assuming the general north-easterly direction, which it maintains with tolerably little divergence to its junction with the great lake at the head of the southwest Arm.

Dead Wolf River rises from a small tarn in latitude Dead Wolf river. $4^{8^{\circ}} 39^{\prime}$ N., long. $54^{\circ} 39^{\prime}$ W., nearly, and is only separated from a tributary of the Riverhead Gambo Brook by about half a mile of marsh. A little over a mile from its extreme head, it enters a lake three miles long, called Wengeguumjeech Gospen, or Little House Pond. Its general ${ }^{\text {jeech Gospen. }}$ course thence for nearly six miles is a little north of west, when turning sharply to the north it forms a right angle, and at a distance of two miles and a half it bends to the


#### Abstract

north-west one mile and a half further and joins the main Junction of streams.


S. W. River.

Canyon.
For the first nine miles of its course the south-west River is pretty wide, and when well supplied with water is good for canoe navigation. Many islands or intervals covered with beautiful soil are met with on these lower reaches, and extensive backwaters are also of frequent occurrence ; but about two miles below the forks there are some difficult and dangerous rapids, where the river becomes confined to a narrow space by slaty cliffs on either side. The main branch above the forks is again similarly confined between high perpendicular, and sometimes overhanging cliffs, forming a canyon three miles long, through which the water rushes with fearful force over precipices and broken crags, in an almost uninterrupted succession of falls and chutes. Beyond this, however, to the end of my measurement, there are only a few strong rapids, and the river becomes comparatively smooth and placid.

Dead Wolf river.
 its entire length from the forks to Wengeguumjeech, and is at times very small and insignificant.

## THE GAMBO RIVER.

Approach to the
The Gambo River is approached from the sea by Gambo river.

First Pond. The Straits. Second pond. Triton river. Freshwater Bay, a long narrow arm of the Great Bay of Bonavista, which stretches inland some twenty miles from the open water of the latter, bearing generally S . W. by W. and N. E. by E. The river enters at its extreme head, its mouth being situated in lat. $48^{\circ} 46^{\prime} 5^{\prime \prime}$, lon. $54^{\circ} 12^{\prime} 32^{\prime \prime}$. Two miles and three quarters from its outlet it expands into a long narrow lake known to the lumbermen as the First or Lower Gambo Pond. It then contracts at a place called the Straits for a little over one mile, and expands again into the Second or Upper Gambo Pond, nearly equal in length to the first, but somewhat wider. Triton River
enters this lake in a bay about three miles from its head, the Riverhead Brook falling in at its extreme western end. Riverhead brook.

The annexed table will more clearly shew the directions followed on this important river.

Table of Directions.

| 8 | Courses. |  |  | Remarks. |
| :---: | :---: | :---: | :---: | :---: |
| 1 | S. $34^{\circ} \mathrm{W}$. | 1.30 |  | From a point on the north side of the Gambo River at its junction with the Bay, to the first bend. River pretty wide. |
| 2 | S. $13^{\circ} \mathrm{W}$. | 1.30 |  | To outlet of First Pond, partly through I-lands, much eucumbered with boulders. |
| 3 | S. $48^{\circ} \mathrm{W}$. | 5.35 |  | Up centre of Firsi Pond. |
| 4 | S. $62^{\circ} \mathrm{W}$. | 3.00 |  | To head of do. |
| 5 | S. $44^{\circ} \mathrm{W}$. | 1.07 | 5 | I'hrough Straits to Second |
| 6 | S. $84^{\circ} \mathrm{W}$. | . 35 |  | To body of Second Pond. |
| 7 | S. $61^{\circ} \mathrm{W}$. | 2.48 | , | Up centre of do. |
|  | S. $85^{\circ} 30^{\prime} \mathrm{W}$. | 4.47 |  | l'o mouth of Riverhead Brook. |
| 9 | S. $73^{\circ} \mathrm{W}$. | 2.43 |  | From No. 7 to mouth Triton River. |
| 10 | S. $62^{\circ} \mathrm{W}$. | 4.10 | 30 | Along general course of Triton Hiver to sharp bend. River extremely tortuous. |
| 11 | S. $77^{\circ} \mathrm{W}$. | 5.25 | 38 | Along general course of River. |
| 12 | S. $57^{\circ} \mathrm{W}$. | 1.72 | 15 | Do. Do. |
| 13 | S. $36^{\circ} \mathrm{W}$. | 2.65 | 35 | To forks of river, end of measurement. |
|  |  | 36.47 | 183 | Total distance and rise on river. |

Several minor brooks flow into the lakes from the Tributaries of the country on either side. These are the Mint Brooks, ${ }^{\text {Gambo. }}$ Skimitan's Brooks, Oliver's Brook, and Parsons' Brook of the Lower Pond; Pine Brook and South Brook of the Upper Pond. Rocky Brook joins the Triton River three miles above the outlet. Mint Brook and Parsons' Brook Mint brook. are the two largest and most important of these. The
former, which joins the lake on the north side about a mile from the exit of the main river, rises, in close proximity to John Mitchell's Brook of the South-west Gander, and flowing eastward, passes through several large ponds. Two of these ponds, known as North Pond and Mason's Pond, lie parallel with the Gambo Ponds, and are situated between four and five miles to the northward of the latter.
Parsons' brook. Parson's Brook, which joins the Lower Pond on the south side a mile and a quarter from the head, almost meets the waters of Maccle's Pond, a tributary of the Terranova
Report of ' 69 . River (see report for 1869 ). Its general course is about north-west. Between two and three miles from its junction with thẻ lake it expands into a good sized pond called Parsons' Pond.

Middle brook.

Butt's pond.
Character of the Gambo river.

Middle Brook, the same which was partly availed of in making the portage from the east end of the Gander Lake, flows into Freshwater Bay about three miles northerly from the outlet of the Gambo. Its head waters interlock with those of Hunt's Brook (see report for 1874, page 10). Its general course is easterly, parallel with Mint Brook, till it reaches Butt's Pond, whence it turns sharply to the south-east and enters the salt water in a little over two miles. Besides Butt's Pond there are several others on its waters, of which Square Pond and Burnt Pond are the two largest. The Gambo is a fine stream, usually accessible for canoes or boats for many miles up its course. For two miles above the entrance at Freshwater Bay it is wide and rapid, much encumbered with boulders and islands; but there is a good channel sufficiently deep to permit boats to pass at all seasons, while for canoe navigation or driving logs it is well adapted. The navigation of these two miles might easily be made perfect to the Lower Pond at a very trifling expense, by clearing away the boulders and other obstructions, and diverting the waters into one main channel. There would then be no interruption until reaching the Straits, which connect the lower and upper ponds, where a small outlay would again guide the water into one leading channel and complete the operation, rendering the river navigable for
craft of a moderate size for twenty miles up its course, to the head of the upper pond. This work accomplished and a saw mill erected at the entrance to Triton River, the lumber (which is now chiefly obtained from the valley of that stream) could be shipped and forwarded direct to the coast and to the sea. Triton River is small, but exceed-Triton river. ingly well adapted for lumbering purposes. There are no obstructions of consequence up to the forks, and it has been ascended during the spring months by the settlers with their punts, in search of spars, for fifteen miles above the lake. From the forks upwards the branches of the river become very small. The main one follows general south-west course for some ten or twelve miles, when it opens into a small pond called Little Gambo Pond. The Little Gambo upward course of the other branch is in a southerly direc- pond. tion for about eight miles, within which distance it makes three small ponds, and its sources are separated from a tributary of the Terranova River by a very narrow watershed.

The Riverhead brook, which rises among the Middle Riverhead brooko Ridge Mountains, and between the two branches of the south-west Gander, follows a nearly parallel course with the Triton River; but it is so extremely rugged as to be utterly valueless for any practical puipose.

If I may seem to have been rather prolix in thus describing the geography of the Gambo, it is because little has hitherto been known concerning it, except to the settlers in the vicinity of Freshwater Bay. I have frequently heard the Gambo confounded with the Gander river. The similarity in name and the close relationship of the two no doubt have caused this, but it will be seen by the foregoing, that although their head waters are frequently in close proximity, they are nevertheless entirely and distinctly separate water courses.

## LUMBERING AND AGRICULTURAL RESUURCES.

So much has already been written upon this head, Report, 1874 . especially in your exhaustive report for 1874 , that it would almost seem superfluous to add thereto. My observations
during the past season, however, being more particularly directed to that part of the Gander country above the lake, which you had then only an opportunity of seeing and judging of from a distance, warrant me in going still further into details. In doing so I may have occasion to repeat in some measure what has already been written, but I think circumstances generally necessitate such repetition, more especially since there seems to be a disposition on the part of some individuals, and frequently by persons whose opinions are likely to be taken authoritatively, to decry every statement regarding the natural Character of the capabilities of Newfoundland in general. NotwithstandGander regions. ing every assertion to the contrary, there is within the immense region drained by the Gander and Gambo Rivers a vast area of country capable of being easily reclaimed, and coriverted from its present state of wilderness into agricultural settlement. If only one half the almost useless labor now expended in the vain endeavour to convert the barren rocks of the sea-coast into farms and gardens was directed in a legitimate manner to the opening up and
Settlement. settlement of these more promising districts, a very few years would suffice to shew not only the capabilities of the soil, but the advantages generally to be derived by the people from the cultivation of the land.
Upper valley of The country lying above the Gander Lake, and formthe Gander. ing the valleys of the two rivers, presents everywhere a gently undulating surface, rising to a moderate height in its more elevated parts, and sloping gradually and with beautiful regularity down to the river's banks on either side. For a distance of thirty miles ahove the lake, and at the least two miles on the western side of the main, and eastern side of the south-west rivers, the country is of this character, giving a block of thirty miles long by Area of good land ten wide, or an area of three hundred square miles, covered with a rich deep yellow sandy loam. Nearly every acre of this three hundred square miles is well adapted for agricultural purposes, while the whole is, or was, at one

Timber.
Interval lands. time densely timbered with magnificent pine, spruce, fir, and white birch. The islands or intervals in the rivers,
especially near their outlets, are perfectly level and covered with exceedingly rich and deep alluvial soil. Many of these flats are of considerable extent, and for the most part they support a large growth of timber, while a luxuriant crop of wild grass flourishes around the banks and on the lower levels. Much of the country surrounding the Great Lake is also well adapted for settlement, and the advantages of having a frontage on this futnre great around the Great highway will still more enhance its value.

On ascending the main river a little over thirty miles, Country on the or to the furthest limit of the pine forest, the character of river. the soil and timber changes very quickly. Although the country still continues flat for a long distance, with few elevations exceeding one hundred or one hundred and fifty feet above the general level, the rich alluvial land with dense forest is succeeded by extensive tracts of barren and marsh, interspersed with scattered patches of wood of very inferior quality; nevertheless there are still many hundreds of acres capable of being reclaimed, and a great portion of the remainder seems well adapted for grazing Grazing country. purposes, while much of the timber is sufficiently good to render it a valuable adjunct in agricultural or mining industries. Following the Dead Wolf branch of the Southwest River, and entering upon the flank of the Middle Ridge, a very rugged district is met with which supports Rugged district. only a stunted growth of black spruce and fir. Here marshes and barrens extend over great areas, while the more elevated summits are for the most part bare, or covered scantily with scrub-bushes. Some good tamarack Tamarack, was observed to grow along the river banks and near the edges of the marshes. Much of the space between the head waters of the South-west Gander and the Gambo is of this description ; but on crossing the ridge and falling into the valley of the latter, it begins to improve again. The timber on the Gambo, especially in the valley of the Triton River, is very fine. Pine is abundant, and though Gambo River ; not generally so large as that of the Gander, is of excellent quality. The white birch, spruce and fir along the banks of the river are remarkably fine ; indeed I have sel-

Available lands. dom seen finer in any part of the Island. The land available for general agriculture in the valley of the Gambo is not extensive, being chiefly confined to the alluvial flats on either side of the river. These, however, are frequently richly luxuriant, as testified by the indigenous vegetation;
Valley of Triton especially in the valley of Triton River, where they are River. generally upwards of a mile in width, extending from the outlet into the upper pond to the forks. The land surrounding the Gambo Ponds rises very abruptly from the water's edge, and although for the most part densely wooded, is much encumbered with boulders, and the sides of the hills often present bare rocky precipices. Spots of limited area, nevertheless, are to be seen here and there, which might be reclaimed, and become an important auxiliary to lumbering enterprises.
Area of pine lands From careful examination of the forests at many different points, and particularly as regards the limits of available pine, I feel myself in a position to furnish the following estimate of the area supporting that timber, with tolerable confidence :-
$\left.\begin{array}{lllll} & & \begin{array}{c}\text { Square } \\ \text { miles. }\end{array} \\ \text { Area of pine lands on the lower valley of the Gander }\end{array}\right)$

I conceive it probable that still further investigation may bring the total area up to one thousand square miles.
Varieties of pine. Most, if not all the pine here referred to, is of the white variety, pimus strobus, probably the most valuable species for the manufacture of lumber. I did not myself observe any other variety, but I was informed that the pitch pine, pimus rigida, exists in small quantity on Parsons' Brook, one of the tributaries of the Gambo.

Enormous destruction has been effected at nearly every Destruction by part of the Island from time to time by fire. Evidences ${ }^{\text {fires. }}$ of great conflagrations of very early date are occasionally encountered, which may have originated with the wild aborigines long before the days of Sebastian Cabot, or may have been occasioned by lightning, or spontaneous combustion ; more probably one of the latter causes, as it is contrary to the habits or evident interests of the savage, to wilfully or carelessly destroy the forests, from which he derives his subsistence. On the other hand, the more recent destruction is in many cases clearly traceable to the most culpable neglect, on the part of trappers, lumber explorers, or "rhynders," in omitting to extinguish their camp fires, or smoke heeps, which they had used to drive off flies. The more ancient of these conflagrations is recognizable by the present growth of a young and vigorous forest, surrounding the decayed or decaying trunks of large trees, whose charred limbs and stems remain as an indelible evidence of the manner of their destruction.

One of the most disastrous of the more recent fires Great recent fire. happened about eight years ago. It originated near the main Gander River, about forty miles above the lake, and then swept nearly the entire space between the two rivers, until checked by the intervention of the Great Lake, which saved the lower valley. One stripe of this fire crossed the South-west River a little above the forks, and pursuing an easterly course, ran through the country a few miles back of the southern shore of the lake, struck it at its eastern extreme, crossed to Freshwater Bay and thence laid waste the entire northern side of Bonavista Bay. Another stripe of the same fire ran down the west side of the main branch of the Upper Gander, swept over Mount Peyton, which it laid bare, thence struck northerly, finally reaching the shores of the Bay of Exploits, where Messrs. Winsor and Vallance's saw mill was caught in the flames and burnt to the ground.

Several fires of less magnitude have occurred since Partial fires. that great conflagration took place in parts of the same
region, still further enlarging the burnt area, which, taking it altogether, cannot be less than two thousand square miles in extent. The value of the enormous amount of timber destroyed by these dreadful conflagrations is beyond
Loss of timber. calculation. Millions of magnificent trees, especially the spruce, fir, and birches, have disappeared or been rendered utterly useless. The pine, however, though scorched does not appear otherwise to be much injured so long as it remains standing. I have examined hundreds of trees which,
Burnt pine, though stript of their leaves and bark, and bleached hard and white by long exposure, seem nevertheless to be in perfectly sound condition. The fact of its being so sound and thoroughly seasoned, occasioning considerable loss of weight, and rendering it so much more buoyant in the water, would, it appeared to me, greatly counterbalance any other defects it may have sustained. In conversation with some experienced lumbermen from New Brunswick, whom I met at the Gambo River, engaged in erecting a saw mill for Mr. John Murphy, I was glad to find my opinion in this respect fully borne out; and I learnt further from the same source, that while in New Brunswick burnt Destruction of pine is rendered almost useless in two or three years by a
ead pine by in. dead pine by insects. species of boring insect, the Newfoundland pine is, or appears to be, entirely free from the pest. From my own observation of numerous trees, in no one instance did I detect any injury resulting from the presence of insects, which fact ought to be appreciated by those about to engage in lumbering operations. The only objectionable feature to the utilization of this burnt timber, is the fact of its being hard to cut or saw. This disadvantage should not however cause its entire rejection. While thus endeavouring to shew the adaptability of this burnt pine for economic purposes, it should be particularly borne in mind that although a very great portion of it is in sound condition, it cannot be expected to remain so for a much longer period. Constant exposure to the elements must ere long cause it to decay. Most of the other forest trees, the spruces, firs, and birches, have succumbed and fallen to the ground, where they lay piled upon each other in heaps,
and are fast crumbling to dust. Many noble pines also fall as the roots loose their hold in the ground, a sudden squall of wind laying them prostrate, and occasionally the effect produced by a single tree of great bulk giving way in this manner is to carry several others along with it, making a gap of several hundred yards in extent. Some thousands of fine trees must be thus lost each year, and Loss of timber. no doubt the number is at a constantly increasing ratio. When once laid prostrate very few years suffice to render the timber valueless. The moisture which appears to take so little effect upon the trees while standing erect, has full power over them when on the ground; it soaks into every crack and fibre, producing rapid decay, finally to rot like their fellows. Thus an enormous amount of waste is going on and increasing annually, all or most of which might be checked and turned to account, by leasing the land judiciously as timber limits; thereby encouraging Timber limits. commercial enterprise and introducing capital and skilled labor.

To illustrate the probable loss of wealth caused by Probable loss. every year's delay, let us suppose that three thousand trees capable of yielding one thousand feet of lumber each are every year thrown down, and that three years on the ground are sufficient to render them unfit for marketable produce. In the first three years there would be three thousand trees entirely gone, and every year afterwards three thousand more, or altogether in nine years say twen-ty-one thousand. This would represent 2I,000,000 feet of board which, valued at say twenty dollars per thousand feet, would give a total waste up to the present time of $\$ 420,000$; and this probably is very far below the reality. Further, as the waste is constantly going on at an increasing ratio, it follows that in five or six years hence it will have then doubled or trebled the above amount. In order then to utilize what is still available of this burnt pine, no time should be lost, first in extending the base line commenced last year by Mr. McLeod to the southern side of Gander Lake, and secondly, in giving every facility neces- Meridional line. sary towards lumbering operations on a large scale. In a
letter I had the honor of addressing to the Hon. Receiver General in August last, from the Gander Lake, I entered pretty fully into particulars as to the character and quality of this pine, and of the country generally. I also made a suggestion that all licenses or grants for lumbering purposes should, in the first instance, be confined to the burnt district, which suggession I see no reason as yet to alter. It must be obvious from the foregoing that while the greater portion of the burnt timber is still most valuable, every year's, or even every day's delay, in turning it to account, lessens not only its quantity but its quality as an econoReservation futile mic material, while reserving such timber for future purposes must necessarily be futile. A reservation of ten or twelve years more will render most of it utterly valueless. Reserve the growing pine, if desirable, which cannot deteriorate so long as it escapes fire, but will on the contrary increase in value and dimensions.

Meridional line to Gambo.

## Lumbering,

In reference to Mr. McLeod's base line, I was much struck while on the Gambo River with the immediate necessity of continuing it from the Gander Lake into the Gambo country. I find by my survey that an extension of the line from the mouth of Joe's Brook, on the southside of Gander Lake, would strike across the Upper Gambo pond at its widest part, and exactly seventy-three chains east from the mouth of Triton River, dividing the lumbering district of the Gambo into two nearly equal portions. Were a separate line established for the laying off of the latter, it could not be more favorably situated. The present system of lumbering as practised on the Gambo, where two large saw mills are now in operation, and where timber is cut indiscriminately over at least one hundred square miles of country, I think should at once call for interference on the part of the Government, but I leave it to yourself more fully to explain the disadvantages likely to accrue from such a mode of procedure, and more strongly to urge the application of a more legitimate system for the appropriation of all this valuable Crown property.

## GEOLOGICAL DESCRIPTION.

In the following account of the geology of the region, I have given the details in section as observed on the banks of the respective rivers, or the country adjacent to these rivers; as it was found impossible to trace out the Diffculties. boundaries of formations with any satisfactory result through the intermediate lands. The difficulties attendant upon such a thorough investigation are manifold and the limits of a single season are altogether insufficient to such a task particularly when the geographical features (which must ever be the base of all geological examination) had still to be laid down. It may be seen in the geographical description I have given of the country, that much of it is covered up with drift, forest, or swamp, in which sections of the rock are but rarely exposed, and when they do come to the surface they are usually remotely apart. Then again, all the rocks of the region are so highly metamorphosed, and the mineral characters of the various groups or formations frequently found so much to resemble one another, that it is difficult to distinguish them even in hand specimens. Under these circumstances I saw at once I should be compelled to adopt the sectional mode of examination on the rivers, even had I been supplied with a geographical map which, as hitherto, had still to be constructed. The topography and river sections being now pretty correctly established, an approximation to the structure can be arrived at, and the difficulty of following out the details at some future time is reduced to a minimum.

Following the main Gander river for the first thirty Mineral resemblance of rocks. Main Gander River. miles above the lake, the rock exposures met with are chiefly hard greyish micaceous slates, with which are occasionally interstratified beds of greenish grey sandstone and conglomerate. About one mile and a half from the outlet a small outcrop of these slates occurs, dipping N. $72^{\circ}$ E. $*<50^{\circ}$. No exposure is then seen for a dis-

[^30] ance in a vertical attitude, striking N. $7^{\circ}$ E., S. $7^{\circ}$ W. A mile and a quarter beyond this they form low cliffs on both sides of the river for a short distance. Fine-grained greenish-grey micaceous sandstones are here interstratified with the slates all vertical, and striking N. $42^{\circ}$ E., S. $42^{\circ}$ W. A little over a mile from this latter outcrop, a very fine bluish-grey silky-micaceous slate comes out on the the left side of the river. This resembies the mica slate of the point and islands between the two arms of the lake, and is probably identical. It is much corrugated, and is intersected by numerous small quartz veins running in the strike, which is about N. $84^{\circ} \mathrm{W}$. The hard grey slates are occasionally met with above this in low outcropping ledges, always vertical, and striking obliquely across the

Conglomerate. river. Four miles above Cooper's brook, thick beds of rather coarse conglomerate are met with, overlaid by beds of hard grey sandstone, alternating with greenish arenaceous slates at the top. The pebbles of the conglomerate are chiefly of red jaspar, green chert, with grains of white quartz cemented in a matrix of rather coarse greenishgrey sand. The pebbles rarely exceed the size of a rifle bullet. Irregular masses of dull white calcarious matter are not unfrequent in the rock, and several small cavities, where some such material had been weathered out, were also observed. Some of these latter cavities seemed to
Obscure fossils. have contained fossils, one obscure form resembling a petraia being found, while other organisms were suspected, although never sufficiently well preserved to be identified. Lithologically the rock resembles the Herring Head conglomerate, and is probably of the same horizon. At this exposure the strata are again vertical, striking N. $3^{\circ}$ E., S. $3^{\circ} \mathrm{W}$. About a mile and a half further up, the same conglomerates again make their appearance in a small outcrop, dipping N. $62^{\circ} \mathrm{W} .440^{\circ}$, and they are seen for Lower Gull brook the last time near the mouth of Lower Gull Brook, where the dip is N. $31^{\circ} \mathrm{W} .<30^{\circ}$. No other exposures Chutes. occur up to the first chute, where beds of greenish grey sandstones and slates strike across the river dipping
N. $52^{\circ}$ W. $>55^{\circ}$. Similar rocks form the second chute nearly a mile beyond. At the latter the dip is N. $55^{\circ}$ E. e $60^{\circ}$. Two intrusive dykes of a dark grey syenite cut Intrusive dykes. the rocks here between the two chutes, one running $\mathrm{N} .60^{\circ} \mathrm{W}$., the other N. $15^{\circ} \mathrm{W}$. They do not appear to cause any great disturbance or alteration except at their immediate contact. What the exact age of these rocks may be can only be conjectured for the present. The striking Middle or upper lithological resemblances, especially of the basic sandstones and conglomerates with the rocks of New World Island, and the presence of fossils although obscure, seems to indicate the horizon of the upper part of the middle or lower part of the Upper Silurian series.

At a bend of the main river, two miles and threequarters above the upper chute, at the end of the twentyfifth course, (see table of courses and distances, page 21,) a high bare bluff occurs, rising steeply from the south-side High Bluff, of the river to a height of over two hundred feet. The rocks forming this bluff present a perpendicular cliff to the river about thirty or forty feet high, and consist at the base of a mass of incoherent serpentines and chloritic Serpentines, etc. $^{\text {a }}$ slates, oonfusedly combined, where the layers of deposit are only to be distinguished by some bands of an opaque white or yellow weathering picrolite, running apparently in the planes of the bedding. The rock in some parts is reticulated by minute thread-like veins of a greenish silky asbestos. Much of it weathers a pale yellowish brown, or orange yellow on the exposed surface, but on fracture it is generally of a dull earthy dark green colour, with shades of light green here and there. Other portions of the cliff display serpentine of a dark bottle green throughout, very incoherent, and exhibits a smooth glistening soapy surface on fracture. The top of the bluff is composed of a dark grey crystalline rock exceedingly hard, and weathering dull white. From its remarkable weight, this rock was supposed to contain an ore of iron disseminated through ${ }_{\text {Iron ore. }}$ it. Stains of green carbonate of copper were observed at Carbonate copper one place. The strike of these rocks is about N. W. and S. E. Three quarters of a mile beyond the bluff a set of

Chloritic slates dark blue chloritic slates underlaid by beds of hard grey and quartzites, etc. quartzite crop out, dipping S. $25^{\circ}$ E. $<56^{\circ}$. Similar slates and quartzites hold the river's bed for about a mile beyond Miguel's brook. Miguel's Brook, where a considerable exposure occurs, the dip here being N. $18^{\circ} \mathrm{W} .<32 .^{\circ}$ About three miles further up stream the serpentine rocks are again seen to form a high cliff for half a mile or more, and thence a bare, yellow-weathering ridge strikes a long distance inland, in a direction about $\mathrm{N} .73^{\circ} \mathrm{E}$. The serpentines at this part are very similar to those below but have in addition a band

Steatitic band.

Picrolite, of a steatitic character loosely aggregated, of a slaty structure, and holding irregular strings and lumps of pale yellow-weathering picrolite. But the greater portion of the exposure consists of a dull green earthy rock in thick beds, which weathers yellowish brown, and is seamed with thin strings of asbestos while the bedding is generally separated by small bands of picrolite, or occasionally by nearly pure serpentine varying from a quarter of an inch to an inch in thickness. These latter bands generally weather out in relief, and are of a pale blue colour on the exposed surface. The bottle green serpentine, with the smooth glistening fracture, is also well displayed, and seems to occupy a superior position to the former. Dark Ferruginous blue very ferruginous chloritic slates, interstratified with dark grey fine grained sandstones or diorites, underlie the serpentines. Some of these bands are exceedingly hard, assuming the character of grey quartzite, while both sandstones and slates are thickly impregnated with iron pyrites. About half a mile back from the river to the eastward, a hard crystalline white rock which weathers a deep Dolomite. rusty red, apparently a dolomite, forms a bare ridge, and appears to surmount the whole mass. The strike of this latter can be distinguished for miles by its brick red color. Its exposed beds display remarkable honey-combed surfaces, where the cavities, apparently weather-worn, sink several inches into the store. Irregular veins of milkwhite quartz, stand out in relief from the deeply weathered surface of the rock. The fracture exhibits the effect of weathering for half an inch or more, the colour becoming
gradually of a paler shade as it penetrates the stone, while internally the rock presents a dull white colour, streaked with grey, with occasional shades of pale yellow or green. The surface of the country here is exceedingly Bare country. bare, the few stunted trees and bushes which once existed being entirely swept away by fire. While in this desolate region I was particularly struck by the frequent occurrence of isolated level spots of sand and gravel, sometimes several hundred yards in circumference, which from the re- gravel heaps. gularity displayed in the separation of the coarser from the finer material, and the manner in which the former was arranged, might be imagined to have been effected by human agency. These were formed occasionally in almost uniform straight ridges of nearly equal breadth protruding through the sand or final gravel, while at other times they rose in circular walls incircling the same; and in other instances, the coarse material formed a curiously complicated net-work, the finer deposit being enclosed by the mesh-like ridges of the former.

Another small outcrop of the serpentines takes place about a mile further on the same side of the river. Chloritic slates, diorites and quartzites then succeed for a long distance. These are often much corrugated, and form a Corrugations. succession of low sharp undulations. The slates generally vary in color from dark blue to grey and nearly black, occasionally greenish or slightly purplish, and are frequently very ferruginous. Some of these strata are arenaceous, rather compact and flaggy, while others are closegrained, have a fine slaty cleavage parallel with or slightly inclined to the bedding ; and occasionally they exhibit a finely laminated and fibrous structure. Quartz veins occur in many places, running parallel with the bedding. Iron Iron pyrites. pyrites in minute specks is thickly disseminated through these latter, as well as the greater portion of the slates. The general strike is about N. $18^{\circ} \mathrm{W}$., S. $18^{\circ} \mathrm{E}$. Two miles beyond the termination of Div. B. of the Railway Survey, a mass of coarse brecciated trap strikes across Trap breccia. the river, bearing N. $76^{\circ}$ E., S. $76^{\circ} \mathrm{W}$. Two and a half miles further up, the serpentines again appear in consi-
derable volume, forming a high broken cliff on the south side of the river, and exposures continue at short intervals apart for nearly two miles more. These rocks spread over a large area, and are seen to cap many bare elevated ridges to the eastward of the river, the strike continuing in the same direction. In a few instances they were found to vary somewhat in character from the magnesian rocks further down the stream, especially on some of the exposed ridges back from the river. While the dull green earthy, yellow-weathering rock forms the greater portion Crystalline rock. of the exposures, a coarsely crystalline rock of a green colour weathering rusty red, the crystals of which were supposed to be pyroxene, is associated with it. Near the
Base of serpen-apparent base of the serpentines, a set of dull white tines.

Calcareous rock. of pale olive green. In texture these beds are finely granular, and they display a brisk effervescence under an acid. The green stain is probably derived from the presence of chrome, nickel, or copper. The serpentines are only separated by about one hundred yards of low, marshy ground,

Coarse granite.
Granite region. weathering bands are interstratified, some of which when broken, present a soft, milk-white color, tinged with spots from a ridge of coarse grey granite. Beyond the lastmentioned ridge to the termination of the measurement, the rocks are all granite. Burnt Hill is entirely of granite, and the mass strikes thence N. $12^{\circ}$ W., S. $12^{\circ}$ E. Further, the features displayed in the country stretching towards the head waters of the Gander and Bay d'Est Rivers, on the one hand, and away towards Fortune Bay, on the other, appear to indicate the continuance of an uninterrupted range of granite, or rocks of a granitic character, over a vast region. The constituents of the rock, when examined, were found to be generally an aggregate of rather coarse-grained opaque white quart $z$, pale fleshcolored feldspar, and scales of blackish or brownish mica. It disintegrates freely when exposed to the action of the atmosphere; and the surfaces, particularly where fire has run, weather a dull greyish white. Large boulders and

[^31] innumerable fragments of mica slate, generally of a steel grey color, are scattered over the surface, which probably
are derived from the lower or depressed grounds, where the solid rock is concealed below an accumulation of peat bog or drift.

The relative position these mica slates hold to the Uncertainty of serpentines, or the relation of the granite to either, was structure. not ascertained with certainty, and requires further and more extended investigation; but the impression made by the apparent mode of its occurrence at various parts of its distribution seems to accord with the opinion expressed in the report for 1874 , that it is intrusive ; and if so, consequently may probably prove to be of later date than the Quebec group, or even perhaps contemporary of middle silurian. The resemblances in mineral and lithological character which obtain between the magnesian group of this region and the metamorphic rocks at other parts of the Island, where the succession is better defined, is strikingly suggestive of its horizon being that of the Quebec Quebec group. group, which is now provisionally assumed. Nevertheless, the absence, or apparent absence, of the lower members of the lower Silurian system involves a difficulty which at present can only be explained by want of conformity or overlapping, which unconformity, however, quite accords with the evidences afforded by the structure at Port-a-Port, Port-au-Port Bay. on the western side of the island, and that at Hare Bay, Hare Bay.
at the northern extreme. Another evidence, moreover, indirectly points towards the probable age of the serpentines, in as far as the succeeding formations appear persistently to be of a horizon somewhere intermediate between the Upper Hudson's River and the Clinton, or in other words, middle Silurian. The succession at New Middle Silurian. World and the adjacent Islands, where well defined fossils are abundant, has been described in former reports. There, the rocks are partially or extensively altered, and are intersected by numerous intrusions of trap and granite, the intensity of the metamorphism increasing as it extends up Metamorphism. Gander Bay, where, however, fossils, although obscure, were found. In the region under description it has already been stated that some very obscure fossils (one having Fosils. much the aspect of the cast of a petraia) were observed,
from which it is fair to infer that those Middle Siluaian strata run up the valley of the Gander, probably in some cases forming outlying detached patches, spreading over the magnesian rocks in similar relation to that seen at New World Island and in Gander Bay.

## ROCKS OF THE SOUTH-WEST GANDER RIVER.

In following up the southwest Gander River from its outlet, after passing some exposures of slate, corresponding with the slates of the islands and points between the west and south-west arms on the Great Lake, a conglomerate rock is met with on the bank nearly opposite the junction

John Mitchell' Brook.

Pyrrhotine. Copper pyrites.

[^32] the conglomerate seen previously on the main river. The next exposure is about two miles below the junction of Dead Wolf River with the main branch, consisting of high cliffs of dark-bluish slates, which rise over the banks for nearly a mile. The exposed surfaces of these slates exhibit a fibrous texture and pearly lustre, and are characterised throughout by the presence of innumerable small drusy cavities, incrusted with oxide of iron, probably resulting from the decomposition of minute crystals of iron pyrites. Many quartz veins run through the slates, frequently following a course parallel with the bedding, and they are found to contain a mineral, supposed to be pyrrhotine or magnetic pyrites, in considerable abundance, while copper pyrites in small specks or minute strings were occasionally observable. The general dip here is for the most part easterly, the angle of inclination varying from
Trap Dyke. $20^{\circ}$ to $60^{\circ}$. At one place a small trap dyke, about two feet wide, intersects the slates, running nearly on the strike of the strata, which is apparently but slightly disturbed. Above the forks of the before-mentioned streams, these slates rise again in high perpendicular cliffs, which hold the banks of the main branch for upwards of three miles. At some parts of their outcrop they present a smooth and even cleavage, splitting readily into slabs, of from a quarter to one inch or more in thickness; cthers are more finely laminated, but less coherent. Some of the former appear
to be well adapted for roufing, and other economic pur-Roofing slates. poses. Occasionally beds of hard grey sandstone are interstratified with the slates, which, with the associated beds, dip with tolerable regularity from E, to S. $30^{\circ} \mathrm{E}$.

On the Dead Wolf branch, about a mile above the Rocks of Dead forks, the slates dip.N. $38^{\circ} \mathrm{W} .<9^{\circ}$. At their base, apparently passing below them con ormably, are some beds of a finely micaceous gray sandstone which weathers rusty brown. This rock is much altered, assuming a gneissoid character on some occasions, but in very regular strata, varying in thickness from one to six inches, which dip in the same direction as the slates, at an angle to the horizon of $24^{\circ}$. The country approaching towards Wengeguumjeech Gospen seems chiefly to be occupied by these latter rocks, arranged generally in a series of alternating articlinal and synclinal lines, but in some parts displaying more intense disturbance. Nearing Wengeguumjeech Wengeguumjeech Gospen some coarse gray granite was seen to cross the ${ }^{\text {Gospen. }}$ river, which rock or granite gneiss apparently occupies the whole of the region surrounding that lake. Numerous large angular blocks and fragments of granite are strewn over the bed of the river and the lake shores, and the surface of the ground is encumbered with such in all directions.

The granite country to the south-eastward of the ridge Granitic country. of granite at Wengeguumjeech Gospen, which may be distinguished as the Great Middle Ridge Mountain Range, assumes very much the aspect of Laurentian, and coincides with the general run of that system as recognized on the northern side of Bonavista Bay; but the relation these highly metamorphosed rocks bear to the succeeding strata of gneissoid micaceous rocks, and the overlying slates, or the relation of the latter two to each other, is extremely difficult to unravel; and before further and more extended examination has been accomplished, the exact horizon of either must remain in abeyance. Provisionally for present convenience, the granitic country aforesaid is assumed to be Laurentian, and the micaceous Laurentian,
sandstones and slates as of Lower Silurian age, on or near the horizon of the Quebec group, coming in contact with the lower series by dislocation and unconformity.

Between the eastern end of Gander Lake and Freshwater Bay, the land is generally of a level character, where Rocks between the rock is but rarely exposed in place. A few low ledges Gander Lake and Freshwater Bay. of gneiss crop out near Butt's Pond, striking about N. E• by E., S. W. by S., which were supposed from the aspect of the rock and the geographical position, to be a continuation of the Laurentian strata which strike along the northern shores of Bonavista Bay. This section of the country is for the most part spread over by a deposit of fine yellow clay, while boulders and coarse gravel are strewn over the surface.

Rocks of the Gambo River.

Ascending the Gambo waters, no rock exposures are met with on the lower course of the river or on the shores of the lower pond; but there is a good section displayed at the falls of Mint Brook, about half a mile above the outlet into the pond. These strata consist of finely laminated mica slate, much corrugated and contorted, with numerous quartz veins. They are of greenish or bluish colour, the surfaces smooth and of a silky texture. Some sections are again exposed on the Upper Gambo pond, Valley of the and in the valley of the Riverhead Brook. The rocks of
Riverhead Brook. these sections are chiefly of an altered sandstone or quartzite, which at some parts passes almost imperceptably into a gneiss; the metamorphism apparently increasing in intensity towards the interior of the country. Some of the beds exposed on the banks of Riverhead Brook may be Valley of Triton described as a dull gray quartzite. On the valley of Triton River. River, about a mile above the junction of Rocky Brook, a high bluff rises almost perpendicularly from the south bank of the stream. The rock of this bluff, which also extends over a large portion of the surrounding country, is of a steel gray colour, is very micaceous, and of a slaty structure-the surfaces of the beds presenting deeply-cut depressions or wave-like undulations. The strike of the strata at the bluff is N. $66^{\circ}$ E., S. $66^{\circ}$ W., standing on
ledge vertically. Exposures are not numerous on or near the river's banks higher up the valley, but in some of the few outcrops a fibrous silky gray slate was observed, in addition to strata of like character to that at the bluff. The dip was almost invariably found to be vertical or nearly so, the lowest inclination egistered being N. $70^{\circ}$ W., $<45^{\circ}$. The effect of great disturbance is manifested all Great disturthrough the region, but it may be presumed from the vast tract over which these rocks are spread, that their great extent is due to frequent repetition, being brought up again and again upon axes of sharp folds and flexures, rather than vertical thickness. It will be obvious from the above statements, that the stratigraphical position in geological sequence of these latter rocks is still very doubtful. Provisionally, and for present convenience, I have assumed them to be of Huronian age, which the geographical situ- Huronian. ation appears to indicate; but there are differences in mineral constitution from the typical Huronian, which must not be overlooked, especially in the presence of mica largely diffused, which, in the normal character of the Huronian system, is nearly absent altogether. Possibly they may merge into the great Laurentian system; although the general aspect differs materially from that system as displayed elsewhere, and at no very remote distance.
Further and much more extended investigation, especially More extended sectionally or in a north-west and south-east direction, are ${ }^{\text {investigation. }}$ required to reveal the true structure of the entire region, which is extremely complicated from first to last.

In conclusion, I beg to inform you that the whole of Maps. the surveys, of which the above is a description, have been plotted on a scale of one inch to a mile, with every particular recorded.

I have the honor to be,
Your obedient servant,

JAMES P. HOWLEY.

Alex. Murray, Esq., F. G. S., \&c.

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[^0]:    Passed the House of Assembly, 18th April, 1877.

[^1]:    The Officer Administering
    the Government of Newfoundland.

[^2]:    To Lord Lyons.

[^3]:    "Let me assure you that no efforts shall be wanting on my part which may conduce to the prosperity and good government of its inhabitants.
    "The object for which you, gentlemen, are associated together, is one of the greatest importance, tending, as in course

[^4]:    * One hundred volumes of sea-water were found by W. Lant Carpenter to contain on an average 2.8 volumes of dissolved gases; or one hundred cubic feet of sea-water contains 2.8 cubic of gases. These consist of

[^5]:    * This law regulating movements of several species of fish has long since been recognized in other countries.
    + Bait was used in Stag Bay, but north of Aillik almost all the fish were taken with the jigger. The launce is stated to have been used to a small extent, as well as imported bait.

[^6]:    *Nore, -No. 6 retains a considerable quantity of masonry in the larger bridges.

[^7]:    9. A dictionary of the English language for the use of the teacher.
[^8]:    $\ddagger$ Transferred to Bay-de-Verds on dissolution of Trinity Bay South. Appear to credit next year.

[^9]:    

[^10]:    * No Register kept.
    $\dagger$ In operation one quarter.
    $\ddagger$ Open one quarter, new school building.

[^11]:    * In operation three quarters. $\dagger$ Lately re-opened.
    $\ddagger$ Register lost when former school was destroyed by fire.
    § Two quarters, Register defective.

[^12]:    * Latin.

[^13]:    Lately opened. † Register badly kept. $\ddagger$ No returns. § Register badly kept. || No returns.

[^14]:    *For 2 quarters; in operation only 2 quarters. $\dagger$ In operation for three quarters. $\ddagger$ in operation for 2 quarters. § Returns imperfect. || Returns for 2 quarters.

[^15]:    * In operation one quarter. † Register not accurate. $\ddagger$ Register badly kept. § In operation three quarters. || In operation one quarter.
    IT Returns for two quarters. a In operation three quarters.

[^16]:    * In operation three quarters. $\ddagger$ In operation 1 quarter. § No returns.
    || No school opened. बT Two quarters; returns vide inspection reports. a Open 2 quarters.
    $b$ No returns. $c$ Not open. $d$ Not open.

[^17]:    * Closed ; teacher dead. † In operation three quarters. $\ddagger$ Returns incomplete.
    § Returns unavoidably imperfect. शI Open one quarter.

[^18]:    different branohes of Instruction.
    

[^19]:    ＊School open．No returns．

[^20]:    * This Pupil Teacher, on being allowed by the Government to proceed to England to complete his Education, entered into a Bond to serve in a Public School of the Church of England, in this Colony, after completion of studies, and in case of default to pay the sum of $\$ 120$ to the Colonial Secretary of this Colony.

[^21]:    * Books and land sold. † Books sold, etc.

[^22]:    * Returns for 3 quarters. $\dagger$ Model school not opened. $\ddagger$ Returns for 2 quarters. § Drawing has been taught to all ; returns for 2 quarters. || Many of the pupils were at Labrador in summer. I Returns for 1 quarter.

[^23]:    * Returns in this district are defective and approximate. † Knitting and sewing taught.

[^24]:    * No returns. $\dagger$ Returns for three quarters. $\ddagger$ Returns for two quarters.

[^25]:    ｜the different Branches of Instruction．

[^26]:    'XIONAddV

[^27]:    - XIGNaddV

    715

[^28]:    * Geological Map of 1872-3.-The frequent demand that has been made for information upon the general structure of this island has induced me to issue a limited number of copies of this map for present reference, which it is to be hoped will be found useful and instructive. I think it advisable, however, to let it be publicly understood, that the present issue is only a first and by no means perfect edition, and that a future edition, which will accompany a condensed report of all that has been ascertained by the Geological Survey since its first inception, will contain many additions and modifications, both in topography and geology. In the meantime I have the satis. faction of being able to state with confidence, that in regard to geographical detail, both of the contour of the coast, and of the interior topography, this is by far the most accurate map extant. Through the kindness of Staff Commander Kerr, R. N., Lieutenant Maxwell, R. N., and the other officers of the Admiralty Coast Survoy, I was permitted to have access to all the most recent work done in their office, which was carefully reduced to this small scale, and comprises the Eastern and South-eastern coast, between Notre Dame and

[^29]:    Placentia Bays; while the Western and South-western coast was reduced from the Surveys of Captain Orlebar, R. N., Captain Cloué of the French Imperial Navy, and my own. The topography of the interior (i.e., all within the coast line), is entirely the result of my own labors, or done immediately under my direction. With regard to the distribution of the Geological formations, it will be clear to any one at all conversant with the difficulties attendant upon drawing in boundary lines with accuracy, especially in wild, unknown or unfrequented regions, that many alterations and modifications will hereafter be necessary before the map can be considered by any means complete; nevertheless I feel tolerably sure that the approximation is such as to be of considerable service for present purposes, and will be a useful gaide for future and more minute investigation of details. The color and number representing Lower Laurentian will require modification in several parts, as will also the Coal Measures, and probably the Middle and Upper Silurian ; and I observe that by some inadvertence, a wrong color has been introduced upon the North side of Smith's Sound, in Trinity, which, instead of being Trap or Syenite is Primordial Silurian.

    An extensive survey of the Carboniferous country surrounding St. George's Bay was made during the past summer, which I shortly intend to publish on a scale of four miles to one inch. Mueh of the coast line at these parts being found to be very defective upon the older maps, was resurveyed, and many of the most important rivers were dialled, while the whole was brought into connection by triangulation. All these alterations and corrections will appear in the new map, together with some important facts which were ascertained with regard to the distribution of the coal measures.-Alex. Murraf.

[^30]:    * All bearings are from the true meridian.

[^31]:    Mica slate.

[^32]:    - 

