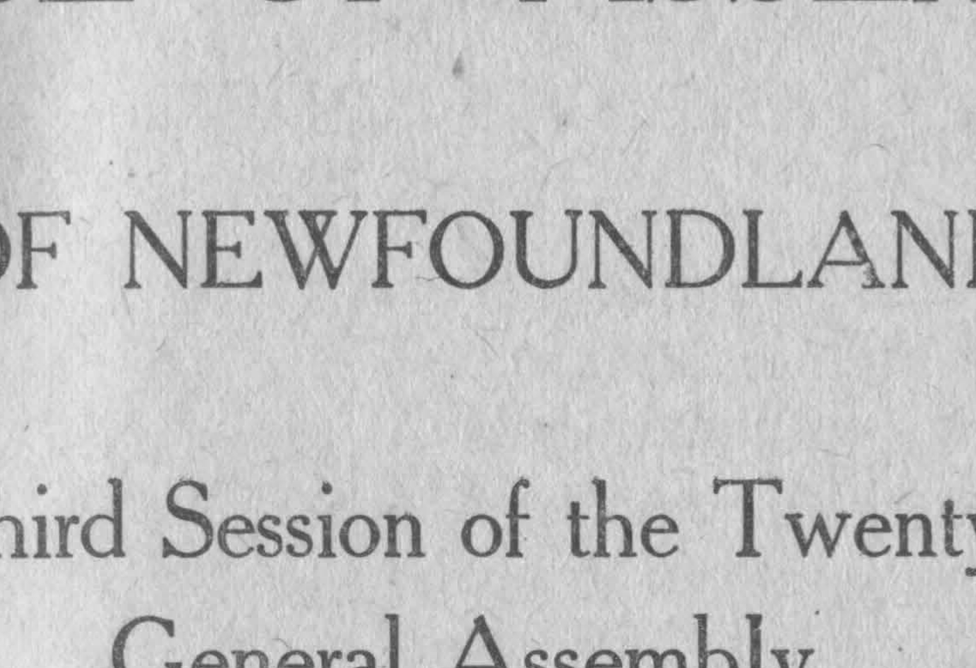
JOURNAL

OF THE

HOUSE OF ASSEMBLY

OF NEWFOUNDLAND

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



Holden at St. John's, in the First Year of the reign of His Majesty King George V., A.D., 1911.

Appended to which are the Sessional Papers

ST. JOHN'S, NEWFOUNDLAND.
Printed at *The Evening Chronicle Office.*
1911.

PROCLAMATION.

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

RALPH WILLIAMS
GOVERNOR
[L. S.]

WHEREAS the General Assembly stands prorogued until Thursday, the thirtieth day of June, instant; and whereas I think fit to further prorogue the said General Assembly until Thursday, the twenty-fifth day of August next;

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

Given under my Hand and Seal, at the Government House, St. John's, this 27th day of June, A.D. 1910.

By His Excellency's Command,

R. WATSON,
Colonial Secretary.

PROCLAMATION.

RALPH WILLIAMS
GOVERNOR.
[L. S.]

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

WHEREAS the General Assembly stands prorogued until Thursday, the twenty-fifth day of August, instant; and whereas I think fit to further prorogue the said General Assembly until Thursday, the sixth day of October next;

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

Given under my Hand and Seal, at the Government House, St. John's, this 23rd day of August, A.D. 1910.

By His Excellency's Command,

R. WATSON,
Colonial Secretary.

PROCLAMATION.

RALPH WILLIAMS
GOVERNOR
[L. S.]

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

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

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

Given under my Hand and Seal, at the Government House, St. John's, this 4th day of October, A.D. 1910.

By His Excellency's Command,

A. MEWS,

Deputy Colonial Secretary.

PROCLAMATION.

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

RALPH WILLIAMS
GOVERNOR
[L. S.]

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

I do, therefore, by this my Proclamation, further prorogue the said General Assembly until Thursday, the 29th day of December next, as aforesaid, of which all persons concerned are required to take due notice and govern themselves accordingly.

Given under my Hand and Seal, at the Government House, St. John's, this 14th day of November, A.D. 1910.

By His Excellency's Command,

R. WATSON,
Colonial Secretary.

PROCLAMATION.

RALPH WILLIAMS
GOVERNOR
[L. S.]

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

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

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

Given under my Hand and Seal, at the Government House, St. John's, this 23rd day of December, A.D. 1910.

By His Excellency's Command,

R. WATSON,
Colonial Secretary.

PROCLAMATION.

RALPH WILLIAMS
GOVERNOR
[L. S.]

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

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

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

Given under my Hand and Seal, at the Government House, St. John's, this 9th day of January, A.D. 1911.

By His Excellency's Command,

R. WATSON,
Colonial Secretary.

PROCLAMATION.

RALPH WILLIAMS
GOVERNOR
[L. S.]

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

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

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

Given under my Hand and Seal, at the Government House, St. John's, this 24th day of January, A.D. 1911.

By His Excellency's Command,

R. WATSON,
Colonial Secretary.

JOURNAL.

Journal and Proceedings

OF THE

THIRD SESSION

OF THE

Twenty-Second General Assembly of Newfoundland.

Begun and holden at St. John's, in the said Island, on Wednesday, the Eighth day of February, Anno Domino Nineteen Hundred and Eleven, in the First year of the Reign of His Majesty, Our Sovereign Lord, George, by the Grace of God, of the United Kingdom of Great Britain and Ireland, and of the British Dominions beyond the Seas, King, Defender of the Faith, Emperor of India, etc., etc.

The General Assembly having, by several Proclamations of His Excellency the Governor hereto prefixed, beeen prorogued until this day;

And it having been directed, by Royal authority, that, owing to the demise of Our late Sovereign, King Edward VII., and the accession of His present Majesty, King George V., the Oath of Allegiance should be administered to all such persons by whom said Oath is properly taken;

The Members of the General Assembly were notified to meet at their respective Chambers, at noon on this day, for the purpose of taking the said Oath of Allegiance to His Majesty, King George V.

Accordingly, Mr. Speaker and the Members of the House of Assembly met in the Assembly Room at noon, and thence repaired to the Council Chamber, where the Members of the Legislative Council were already assembled, into which Chamber there then came Hon. Sir E. D. Shea, President of the Legislative Council, and Hons. R. K. Bishop and John Harvey, Members of the said Council, Commissioners appointed by His Excellency the Governor for the purpose of administering the said Oath of Allegiance, by virtue of Commissions to them under the Great Seal, that with respect to the Members of the House of Assembly being as follows—

RALPH WILLIAMS
GOVERNOR
[L. S.]

GEORGE the Fifth, by the Grace of God, of the United Kingdom of Great Britain and Ireland, and of the British Dominions beyond the Seas, King, Defender of the Faith, Emperor of India.

To all to whom these Presents shall come, Greeting:

KNOW ye that we have appointed the Honourable Sir Edward D. Shea, President of the Legislative Council of our Island of Newfoundland, the Honourable Robert K. Bishop and the Honourable John Harvey, Members of our Legislative Council, to be Commissioners, they or either of them to administer the Oath of Allegiance to the under-mentioned persons, now serving in the House of Assembly for the several Districts and Divisions of Districts set opposite their names, respectively:—

Hon. Sir Edward P. Morris, John R. Bennett and Michael E. Kennedy, Esquires—St. John's Western Division;

James M. Kent, George Shea and John Dwyer, Esquires—St. John's Eastern Division;

William Woodford and John J. Murphy, Esquires—Harbor Main;

William R. Warren, Esquire—Port de Grave;

Archibald W. Piccott, Alfred H. Seymour and Edward Parsons, Esquires—Harbor Grace;

John R. Goodison, Esquire—Carbonear;

Hon. John C. Crosbie and Jesse Whiteway, Esquire—Bay de Verde;

R. Anderson Squires, Esquire, Hon. Robert Watson and Edwin C. Grant, Esquire—Trinity;

Hon. Sydney D. Blandford, William C. Winsor, Esquire, and Hon. Donald Morison—Bonavista;

Henry J. Earle, Esquire—Fogo;

Rt. Hon. Sir Robert Bond, J. Augustus Clift and Geo. Roberts, Esquires—Twillingate;

William M. Clapp, Esquire—St. Barbe;

Joseph F. Downey, Esquire—St. George;

Robert Moulton, Esquire—Burgeo and La Poile;

Hon. Charles H. Emerson—Fortune Bay;

Henry Gear and Edward H. Davey, Esquires—Burin;

Richard J .Devereux, William R. Howley and Frank J. Morris, Esquires—Placentia and St. Mary's;

Hon. Michael P. Cashin and Philip F. Moore, Esquire—Ferryland;

Giving to them or either of them full power and authority to perform the matters hereinbefore mentioned, ratifying and confirming all whatsoever they or either of them shall do and perform in this behalf, and thereof they or either of them are to make due return under their hands and seals unto our Governor of our said Island with these presents annexed.

Given under the Great Seal of Our aforesaid Island of Newfoundland.

Witness our trusty and well beloved SIR RALPH CHAMPNEYS WILLIAMS, Knight Commander of the Most Distinguished Order of Saint Michael and Saint George, Governor and Commander-in-Chief in and over Our said Island of Newfoundland and its Dependencies, at St. John's, in Our said Island, this sixth day of February, A.D. 1911, and in the First year of Our Reign.

By His Excellency's Command,

R. WATSON, Colonial Secretary.

The said Commission having been read by the Clerk of the Legislative Council, Hugh H. Carter, Esquire, the Clerk of the House of Assembly, Patrick T. McGrath, Esquire, who had, as in duty bound, attended upon Mr. Speaker and the members of the said House of Assembly, called over the names of the Members serving for the several Districts and Divisions of Districts, and they appeared, with the exception of George Roberts, Esquire, Edwin C. Grant, Esquire, and Robert Moulton, Esquire, and took and subscribed the Oath of Allegiance in the presence of the said Commissioners, as follows—

Hon. Sir Edward P. Morris, John R. Bennett and Michael E. Kennedy, Esquires—St. John's Western Division;

James M. Kent, George Shea and John Dwyer, Esquires—St. John's Eastern Division;

William Woodford and John J. Murphy, Esquires—Harbor Main;

William R. Warren, Esquire—Port de Grave;

Archibald W. Piccott, Alfred H. Seymour and Edward Parsons, Esquires—Harbor Grace;

John R. Goodison, Esquire—Carbonear;

Hon. John C. Crosbie and Jesse Whiteway, Esquire—Bay de Verde;

R. Anderson Squires, Esquire, and Hon. Robert Watson—Trinity;

Hon. Sydney D. Blandford, William C. Winsor, Esquire, and Hon. Donald Morison—Bonavista;

Rt. Hon. Sir Robert Bond and J. Augustus Clift, Esquire—Twillingate;

William M. Clapp, Esquire—St. Barbe;

Joseph F. Downey, Esquire—St. George;

Hon. Charles H. Emerson—Fortune Bay;

Henry Gear and Edward H. Davey, Esquires—Burin;

Richard J .Devereux, William R. Howley and Frank J. Morris, Esquires—Placentia and St. Mary's;

Hon. Michael P. Cashin and Philip F. Moore, Esquire—Ferryland;

And the said Members, who had taken the Oath, took their seats accordingly.

HOUSE OF ASSEMBLY OF NEWFOUNDLAND.

WEDNESDAY, February 8th, 1911.

His Excellency the Governor having fixed the hour at which he proposed to open the present session of the Legislature at three of the clock in the afternoon of this Wednesday, the Eighth day of February, instant, the Members of the House of Assembly met in the Assembly Room at a quarter to three of the clock in the afternoon and Mr. Speaker took the chair.

At three of the clock a message from His Excellency the Governor was delivered by the Gentleman Usher of the Black Rod, commanding the immediate attendance of Mr. Speaker and the House in the Council Chamber. Accordingly, Mr. Speaker and the House attended His Excellency the Governor in the Council Chamber, and having returned to the Assembly Room,

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

Mr. President and Honourable Gentlemen of the Legislative Council:

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

It is with pleasure that I meet you again, as the representatives of the people of Newfoundland, and I am glad to be able to congratulate you upon the continued prosperity of your country.

Since the last session of this Legislature the British Empire has sustained a profound loss, through the death of our well-beloved Sovereign, King Edward the Seventh, ever to be remembered as the Peacemaker. Despite his comparatively brief reign, his late Majesty won the unstinted admiration of the civilized world, by his efforts to promote international concord. By his keen interest in the advancement of the oversea possessions of the Crown, the promotion of constitutional liberty, and the extension of free institutions amongst them, he did much to cement the ties that bind together the sea-divided possessions constituting the Empire. No ruler in any period of the world's history achieved such a place in the council of nations, or was recognized as such a power for peace and harmony; and all will pray that the sentiments which inspired him will make their influence increasingly felt in the years to come.

I feel assured that you will avail yourselves of the earliest opportunity of expressing your sympathy with the Royal Family in their bereavement, and your loyalty to his successor, His Majesty King George the Fifth, whose accession you, in common with other portions of the Empire, have hailed so heartily, and under whose wise rule we trust that continued happiness and prosperity may be the portion of the British Empire.

His late Majesty having always actively associated himself with every movement for the alleviation of human suffering, my Government propose the erection, in connection with the General Hospital in this city, of a Home for Nurses, to bear his name, and to serve as a lasting monument to the memory of one as distinguished in the realms of humanitarianism as in those of statesmanship.

The arbitration before The Hague Tribunal of the dispute between Great Britain and the United States, with respect to certain liberties of fishing claimed by the inhabitants of the United States in certain waters of Newfoundland and Canada, to which I made reference in my Speech of last year, resulted in an award which, it is hoped, will dispose of an international complication that has, from time to time, for well nigh a century, embittered the relations of the countries. concerned. All advocates of the peaceful solution of such questions must rejoice that arbitration, as a means of disposing of international disputes, has received so effective a stimulus from the adoption of this method by the British and American nations—ever in the van of movements tending towards concord throughout the world.

The provisions of the award itself did not ensure finality as to one or two of the issues involved. The several Governments affected, however, felt that a more speedy and efficacious adjustment of the matters at issue could be secured by a friendly conference than by resort to the procedure prescribed for their determination by the award of the Tribunal. I am glad to be able to inform you that, as a result of such a conference, held at Washington last month, at which this Colony was represented by my Prime Minister, an agreement was reached by which the process of dealing with any questions that may not yield to diplomatic negotiations, will be materially simplified, and delay and expense to the Colony avoided. A copy of this agreement, as well as of the proceedings before The Hague Tribunal, and of the Award, will be laid before you.

The material well-being of the Island has been more than maintained during the past year, notwithstanding a shortage in the catch of fish along the Labrador, and other parts of the Colony, due to

causes temporary in their character. The realization of the product, because of an enhanced value arising from the short supply, assisted very largely in counteracting the effects of the smaller quantity available for export. The seal, herring, lobster, whale and other fisheries were prosecuted with encouraging results, and everything points to this year's fishing operations being pursued on an even more extensive scale.

The export of minerals has been well maintained, and the attention which outside capital has been giving to our mineral resources justifies the belief that extensive development in this respect may be anticipated in the near future.

I am gratified to be in a position to announce that the loan authorized by you at the last session of the Legislature, for the construction of certain Branch Railways, was raised in England by my Government on terms more advantageous than any previous financial operation effected by this Colony. An additional advantage of this transaction is that the amount received has been deposited in banks in this city on terms which yield a rate of interest equal to that paid for the loan itself.

Satisfactory progress has been made with the first of the Branch Railways. The rails have been laid to within twenty-two miles of Bonavista, the completion of which branch will be resumed next spring, while the construction of the branches to Trepassey and Heart's Content will be undertaken at the same time, and it is hoped that even greater progress than last year may be made this season.

Seeing that the Colony's securities on the London market, while that the effect of this is to depress the standing of our securities genbearing the same rates of interest, are quoted at varying figures, and erally, it is proposed to introduce a measure for the conversion of those earlier loans into Inscribed Stock, so as to maintain a parity between them and the securities issued more recently, in which latter, by law, trustees and others can invest funds under their control, this not being permitted with our previous loans.

My Government are of opinion that the time has now arrived when the first steps should be taken towards providing pensions for the aged poor. A measure dealing with this subject upon a basis within the financial means of the Colony will be submitted for your consideration.

Concurrently with providing assistance for the aged poor, my Government feel that they should extend educational advantages, so

far as possible, to every child in the Island. In accordance with instructions issued by the Government, the Superintendents of Education have prepared statements which show the number of settlements in the Island where there are now, without schools, sufficient children of an educational age to justify the opening of such schools. You will be asked to provide an appropriation which shall effect this result.

Since last session the policy of extending the telegraphs to remote portions of the Island, hitherto unprovided with this facility, has been assiduously pursued, and during the present year it is hoped to completely encircle St. Barbe peninsula, and provide extensions for other districts as well, besides constructing wireless stations at points on the northern coast for the benefit of the sealing fleet, this agency being likewise extended along the Labrador Coast, so that the fishermen may all the more partake of its advantages.

During the past year provision has been made for steamers to ply between St. John's and Fogo District; on Fortune Bay; and along Northern Labrador; and this year the Government hope to arrange for an additional improved service on the West Coast, between Port aux Basques and Bonne Bay, in place of the two boats now plying there.

Realizing how greatly the marketing of our fish in a fresh or frozen state, as well as the utilizing of the by-products thereof, would enhance for our fishermen the value of their annual catch, my Government have entered into an agreement with American capitalists, who desire to avail themselves of the facilities afforded by the Cold Storage Act of last session, for the establishment in this Colony of a cold storage enterprise on an extensive scale.

Agreements have also been concluded with English capitalists for the establishment of factories for the manufacture of peat-fuel and of explosives, and negotiations are at present in progress with a view to the introduction of other industries which will assist in the development of our latent resources, and the provision of new avenues of employment for our people. You will be asked to enact legislation to ratify these several contracts.

The past year has witnessed a substantial increase in our exports, due to the output of the pulp and paper mills at Grand Falls. The approaching completion of similar mills at Bishop Falls will further enlarge this total; whilst various persons are at present negotiating for the establishment of other like enterprises. The pulp and paper

industry promises to largely augment the volume and value of the Colony's exports in future, and to form a source of permanent employment for many of its people.

The manifest desirability of retaining at home as much as possible of the large sums annually expended abroad in the purchase of farm products, much of which could be raised amongst us, has impressed the Government with the imperative necessity of stimulating the development of agriculture as much as possible; and careful far-reaching measures were set on foot, in accordance with the provisions of the Act passed for that purpose at the last session, to carry this policy into effect. The co-operation of distinguished Canadian agricultural authorities was invited, and cheerfully given. Agricultural societies, to the number of seventy, were organized in all the districts; stock and seeds of an improved quality were distributed; and experienced peat-cutters were engaged, who spent several months in instructing the people in different parts of the country how to cut up and use this material for fuel.

During the autumn an Agricultural Exhibition was held in this city, at which displays were made by every electoral district. The variety and excellence of the exhibits, as a whole, more than justified the highly encouraging estimates of our agricultural capabilities made by the Canadian authorities already mentioned, besides confirming the conclusions of the various eminent men of every station who, during their periods of residence here in the past, championed the cause of agriculture, and advocated its more extensive pursuit. The Manufacturers' Association co-operated with the Government by holding an exhibition of local manufactures at the same time, and demonstrated conclusively the great possibilities in this direction which lie before the Colony. The success of the combined exhibitions will, it is hoped, result in similar displays being made frequently, so that the rate of progress in both departments of industrial endeavour may be more accurately measured, and an incentive created which will result in continued improvement.

It is pleasing to observe that the Colony's foreign trade for the last fiscal year was the largest in its history, and that, from the revenue returns thus far of the current fiscal year, there is reason to believe a still better showing will be made for the period which terminates on the 30th June next.

A conference to devise methods for the better preservation of our forests from destruction by fire was held in St. John's early last year. The result was the organizing of a temporary protective force, or fire

patrol, towards the maintenance of which the Government and the several interests concerned contributed. This proved so satisfactory that it is proposed now to give it permanent status by legislative enactment.

During the past year or two very gratifying evidence has been afforded of the awakening of the outside world to a better knowledge of this Colony's standing and possibilities, a fact attested by the steadily increasing readiness of capitalists to invest in the development of our chief industries and in the establishment of new ones.

The manifold advantages to this Colony from the maintenance of the tri-weekly cross-country train service the past twelve years have been shown in the inauguration of large enterprises along the line; and, with the building and operating of the branch railways, the time has come for a daily service. Negotiations are in progress between the Government and the Reid Newfoundland Company with this end in view.

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

I am glad to be able to inform you that the revenue for the past fiscal year was the largest in the history of the Colony, and the excess over expenditure larger than any surplus ever previously realized. It is equally gratifying to be able to state that the revenue for the first half of the current fiscal year was considerably larger than for the corresponding period in any fiscal year heretofore, and that it was in excess of expenditure for the same period. This virtually ensures a substantial increase of revenue over the estimate for the current fiscal year, which ends on June 30th next, and that a surplus over expenditure for the same period may be hoped for.

The economic condition of the Colony affords cause for satisfaction. The commercial and trade outlook is encouraging, and everything points to a continuance of the conditions that, of late, have yielded such substantial returns to all engaged in our various occupations.

The Estimates for the coming fiscal year will be laid before you in due course, and I feel sure you will readily make due provision for the carrying on of the public service. The Estimates have been prepared with due regard to economy, and the additional votes which will be found therein represent services which the increasing progress of the Colony renders absolutely necessary.

Mr. President and Honourable Gentlemen of the Legislative Council:

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

During the past few months two more trans-Atlantic submarine telegraph companies have landed their cables on this Island, a fact which attests its importance from a commercial standpoints, besides contributing to the progress of the communities among which these companies have established their stations.

As, during the present year, a census of the British Empire will be taken, you will be invited to appropriate a sum for the purpose of making an enumeration of the population of this Colony.

Owing to the lamented death of His late Majesty, the Festival of Empire, arranged for last summer, was postponed for a year. The plan and scope of this exhibition have been considerably changed in the meantime, and the Colony has undertaken to participate in it upon its new basis. Although this will call for an additional appropriation, we may reasonably conclude that the result, by helping to spread more widely a knowledge of the Colony's resources and progress, will be commensurate with the outlay.

The Imperial Conference, made up of delegates from His Majesty's Government, and from those of the oversea dominions, for the consideration of matters of moment to the Empire as a whole, which convenes in London at intervals of four years, will re-assemble there in May next, and the participation of this Colony therein will be arranged for.

The Coronation of Their Majesties, King George and Queen Mary, will take place in London on June 22nd, and I am sure that in due course preparations will be made for adequate local observances of this auspicious event.

I leave you now to your deliberations, and pray that Divine Providence may guide you therein.

The Hon. Sir Edward P. Morris, Prime Minister, then moved, seconded by Rt. Hon. Sir R. Bond, Leader of the Opposition, the adoption of the following Address to the King's Most Excellent Majesty:—

MAY IT PLEASE YOUR MAJESTY—

We, Your Majesty's faithful and loyal subjects, the Legislative Council and the House of Assembly of Newfoundland, in session convened, respectfully approach Your Majesty with this expression

of deep and heartfelt sorrow for the death of our beloved Sovereign, King Edward the Seventh, and of our fealty and devotion to Your Majesty on your accession to the Throne.

As the representatives of this, the oldest British Colony, we would ask Your Majesty to believe that nowhere has the universal grief felt at the death of your royal father been more poignant than in Newfoundland, where he ever held a specially warm place in the affections of its people, who revered him as their sovereign, but loved him for himself. His enlightened rule, by contributing to broaden the spacious movements of national coalescence, to enlarge the freedom and liberties of his subjects and to exalt the principles of constitutional government, aided materially in the advancement of his overseas possessions and the spread of that civil and religious liberty which is our proudest boast.

His late Majesty's eminent qualities as a ruler were conspicuously apparent, and the unerring wisdom of his public policy was beyond dispute, while his admirable personal attributes and that rare charm of truest kingship which displayed itself in consideration for the least of his subjects, won for him their affectionate regard and reverence. By his tolerance, his liberality, and his warmth of heart, he bound together more firmly every section of the vast Empire he ruled so wisely and so well during the nine years that Providence confided to his hands the exercise of sovereign authority in this mighty realm. The manifestations of grief at his death, profound though these proved to be, were nevertheless but a feeble expression of the sorrow felt for one who was no less a kingly man than a manly King.

In this mourning for the illustrious dead all nations joined, grieving for a monarch whose all too brief reign formed an epoch in the world's history—one marked by that peace with honour always the object of a ruler and a people truly great. This universal regret fittingly expressed the world's appreciation of the self-sacrificing labours of a monarch whose whole career showed him to be imbued with the noble mission of bringing about harmony in international relations by the promotion of mutual knowledge and mutual trust.

We pray that the King of Peace may grant to Your Majesty, to your Royal Consort, to the Queen Dowager, and to the other members of the Royal Family, in this personal bereavement which has been to the nation a calamity, the healing balm of Divine Consolation; and we trust that the memories of the work wrought for peace on this earth by the kingly soul recently called to the other world, may lighten

the burden of your sorrow. Our fervent prayer also is that Your Majesty may be vouchsafed a long and glorious reign, endowed with the blessing of peace and prosperity, and that, under the wise guidance of which your statesmanlike purposes already assure us, the Empire's influence may ever increase and the devotion of your subjects, in the Motherland and in the British Dominions beyond the Seas, to your person and throne be intensified, that you may shed new lustre on your name and ancestry by faithful service in the greatest of public trusts that man can be called to fulfil, the sovereignity of this British Empire.

And it was ordered accordingly.

The Hon. Sir Edward P. Morris, Prime Minister, then moved, seconded by Rt. Hon. Sir R. Bond, Leader of the Opposition, the adoption of the following Address to His Excellency the Governor:—

To His Excellency Sir RALPH CHAMPNEYS WILLIAMS, *K.C.M.G., Governor and Commander-in-Chief in and over the Island of Newfoundland and its Dependencies.*

MAY IT PLEASE YOUR EXCELLENCY—

The Legislative Council and the House of Assembly having passed the accompanying Address to His Most Gracious Majesty the King, request that Your Excellency may be pleased to transmit the same to the Right Honourable the Secretary of State for the Colonies for presentation to His Majesty.

And it was ordered accordingly.

On motion of the Hon. the Prime Minister, it was ordered that a message be sent to the Legislative Council requesting its concurrence in the said Addresses.

It was moved by Mr. J. R. Goodison, seconded by Mr. W. R. Howley, that an Address of Thanks be presented to His Excellency the Governor in reply to the gracious Speech with which he had been pleased to open the present session of the Legislature, and that a Select Committee be appointed to draft such Address in Reply.

It was ordered accordingly, and that the following be such Committee—Mr. Goodison, Mr. Howley, Hon. Colonial Secretary, Mr. Shea and Mr. Davey.

Mr. Speaker informed the House that he had received a message from the Legislative Council acquainting the House of Asseembly that they had passed the Address to His Majesty the King, sent up, and also the Address to His Excellency the Governor as to the transmission of the same.

The Hon. the Prime Minister laid upon the Table of the House a copy of the Procotols and Award of The Hague Tribunal of Arbitration in the North Atlantic Coast Fisheries Question, and a copy of the oral argument before the said Tribunal.

The Hon. the Prime Minister gave notice that he would on to-morrow ask leave to introduce Bills

To confirm an agreement made between His Excellency the Governor and Messrs. Trefethen and Lord in relation to the establishment of Cold Storage plants in this Colony;

To confirm an agreement made between His Excellency the Governor and the International Carbonizing Company, Limited, for the purpose of Manufacturing Fuel from Peat; and

To confirm an agreement made between His Excellency the Governor and the British & Canadian Explosives Company, Limited, for the purpose of Manufacturing Explosives in this Colony.

The Rt. Hon. Sir R. Bond gave Notice of Questions.

Mr. Kent gave Notice of Questions.

It was moved and seconded that when the House rises it adjourn until to-morrow (Thursday), February 9th, at three of the clock in the afternoon.

The House then adjourned accordingly.

THURSDAY, February 9th, 1911.

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

Petitions were presented by—

Hon. Mr. Watson (C. S.), from residents of Clarke's Beach for a road.

Hon. Mr. Emerson from residents of Black Duck Brook for a road.

Mr. Clift from residents of Sunday Cove Island for a port of call.

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

The Hon. Minister of Finance and Customs laid upon the Table of the House the following—

Statement of Customs revenue collected in the Colony during the year ended 30th June, 1910.

Statement of the imports and exports of the Colony for the year ended 30th June, 1910.

A comparative statement of goods, wares and merchandise imported into the Colony during the years ended 30th June, 1909, and 30th June, 1910, showing increase and decrease for the year 1909-10.

A comparative statement of revenue received at each of the outports for the years 1908-09 and 1909-10.

A comparative statement of light dues, showing collection at each outport for the years 1908-09 and 1909-10.

A return of the Bank fishery for the year 1910.

A statement showing the revenue collected on goods, wares and merchandize imported through the Post Offices.

A statement showing the movements of shipping during the year ended 30th June, 1910.

An abstract of shipping for the year ended 31st December, 1910.

Rt. Hon. Sir R. Bond asked the Hon. the Premier if the question of a tariff agreement between this Colony and the United States of American has formed the subject of correspondence or of discussion between the respective governments within the past six months; and, if so, to lay upon the table of this House a full statement of what has taken place.

Hon. Prime Minister replied—"The question of a tariff agreement between the Colony and the United States has not formed the subject of correspondence or of discussion between the two governments within the past six months, or at any time."

Rt. Hon. Sir R. Bond asked the Hon. the Premier to lay upon the table of this House a statement showing the total cost to this Colony of the recent appeal to The Hague Tribunal, and if the whole of the accounts have not been received and paid, to furnish details of the payments to date, intimating if such payments are in full of all demands or only payments on account.

Hon. Prime Minister replied—"The total cost to the Colony of the recent appeal to The Hague Tribunal is not known to the Government, as none of the accounts have as yet been furnished them. The payments made by this Government to date are being prepared and will be ready for the next sitting. For the information of the House, I may say that the whole of the cost of the printing, amounting to some thousands of dollars, and the fees of the English Attorney General and the two English King's Counsel were paid by the British Government. The whole of the costs incurred by the United States has been paid for by that country, as well as half of the arbitrators' fees. The other half will be paid by Canada and Newfoundland equally. The British agent has paid all the bills so far and none have been furnished this Colony to date."

Rt. Hon. Sir R. Bond asked the Hon. the Premier to lay upon the table of this House a copy of all correspondence that has taken place between this Government and American citizens in respect to the establishment of industries in this Colony.

Hon. Prime Minister replied—"I beg to state that no correspondence has taken place between this Government and American citizens in respect to the establishment of industries in this Colony, except that between the Government and Messrs. Trefethen & Lord, of Portland, Maine, the parties referred to in the agreement concerning which I have given notice of motion. The correspondence is very little and I shall have it copied in time for next sitting. I have the originals with me and I will lay them on the table of the House, in order that the gentlemen opposite can peruse them. I may say, also, that although I gave notice yesterday to move the House into Committee this afternoon to consider resolutions to confirm the agreement between the Government and Messrs. Trefethen & Lord, I shall not do so until Monday next. In the meanwhile the copies of the agreement are being printed and will be placed in the hands of the members as soon as possible."

Mr. Kent asked the Hon. the Minister of Agriculture and Mines to lay on the table of the House a statement, in detail, showing all money paid or appropriated for or towards each of the purposes specified in the Act passed during the last session of the Legislature, entitled "An Act for the Encouragement of Agriculture," giving the names of the parties to whom payments were made, with dates and amounts of such payments under each of the following headings, namely—(1) Paid for formation and superintendence of agricultural societies for each district; (2) The grant paid to each such society to aid in carrying out its object; (3) Paid teachers in public schools of the Colony for services as Secretary to each such Board; (4) Paid to others as Secretary; (5) Paid to or towards or in connection with cost of holding agricultural shows in the Colony and the purchase and freight of exhibits and for prizes at such shows; (6) Paid for the compilation of agricultural or farm notes for the local press and for the publication of such notes; (7) Paid for the delivery of lectures on agriculture throughout the Colony; (8) Paid for the compilation and publication of an agricultural primer for schools; (9) Paid for the encouragement of cold storage in agricultural localities; (10) Paid for salaries of experts giving instruction in the cutting and drying of peat and for all expenses and outlays for or in conneection therewith; (11) Paid for scholarships in schools for highest marks in agriculture; (12) Paid for any other cost or expense in conneection with any other matter, undertaking or service for or in connection with the encouragement of and improvement of agriculture in the Colony.

Hon. Minister of Agriculture and Mines replied that the statements asked for are in the course of preparation and will be tabled when completed.

Mr. Kent asked the Hon. the Prime Minister what, if anything, has been done to comply with the prayer of the petition presented to this House during the last session thereof by the people of Bell Island in relation to the establishment of local self-government on the island; also, to lay on the table of the House a copy of the said petition, and to state whether it is the intention of the Governmetn to introduce any legislation on the subject during the present session.

Hon. Prime Minister replied—"Nothing has been finalized in rela tion to the petition from the people of Bell Island for the establishment of local self-government on the island. The matter has been before the Government on three or four occasions and it is hoped that something may be done before the end of the present session. I am having a copy of the petition made and shall lay it on the table of the House when we next meet."

Mr. Kent asked the Minister of Marine and Fisheries to lay on the table of the House a statement showing, in detail, all moneys spent on or appropriated for the public wharf at Bell Island, in the District of St. John's East, from March 1st, 1910, to date, giving the dates of payment, the parties to whom payment was made, and the amount of every such payment, with vouchers therefor, and showing what such payments have been made, whether for labor, materials, commissions, superintendence, etc.

Minister of Marine and Fisheries replied that the statement asked for is in course of preparation and will be tabled when completed.

Hon. Prime Minister's Notices of Motion were deferred until Monday next.

The Rt. Hon. Sir R. Bond gave Notice of Question.

Mr. Kent gave Notice of Question.

It was moved and seconded that when the House rises it adjourn until to-morrow (Friday), February 10th, at three of the clock in the afternoon.

The House then adjourned accordingly.

FRIDAY, February 10th, 1911.

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

Petitions were presented by—

Hon. Mr. Emerson from residents of Turks Gut re railway siding.

Mr. Earle from residents of Change Island re road.

Mr. Winsor from residents of St. Brendan's re bridge.

Mr. Winsor from residents of Cape Freels re breakwater.

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

Rt. Hon. Sir R. Bond asked the Hon. the Premier if the Government is cognizant of any breach of the Bait Act by any American citizens in the districts of Fortune Bay or Burgeo and LaPoile.

Hon. the Prime Minister replied—"The Government is not aware of any breach. This morning I wrote to the various departments that I thought might have information—The Department of Marine and Fisheries and the Customs Department—they have heard nothing. If the rt. hon. member has any information I shall be very glad to receive it, if it is of such a character that it can be given."

Mr. Speaker presented to the House a certified Copy of Minute of Honourable the Executive Council, appointing the Commission of Internal Economy for the session of 1911.
Ralph Williams, Governor.

The Governor has the honour to communicate to the Honourable House of Assembly the appointment of the Commissioners of Internal Economy of the Legislature, in accordance with the provisions of the Statute 61 Victoria, Cap. 1, Sec. 4, as set forth in the accompanying Certified Copy of Minute of the Honourable Executive Council approved by the Governor on the 3rd February.

At the Government House,
St. John's, Newfoundland,
6th February, 1911.

[Certified Copy of Minute]

January 30th, 1911.

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

Hon. Sir E. D. Shea, President of the Legislative Council; Hon. John Harris, Hon. George Skelton, M.D., His Honour the Speaker, Hon. Sir E. P. Morris, Kt., K.C., LL.D., Hon. D. Morison, K.C., Hon. R. Watson.

Mr. Goodison, on behalf of the Select Committee appointed to draft an Address in Reply to His Excellencey's Speech, presented the report of the Select Committee, as follows—

To His Excellency Sir RALPH CHAMPNEYS WILLIAMS, *K.C.M.G., Governor and Commander-in-Chief in and over the Island of Newfoundland and its Dependencies.*

MAY IT PLEASE YOUR EXCELLENCY—

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

On motion, the said report was received and adopted unanimously, and it was ordered that it be engrossed; and that it be presented to His Excellency the Governor by a deputation of the Whole House.

It was moved and seconded that when the House rises it adjourn until Monday next, February 13th, at three of the clock in the afternoon.

The House then adjourned accordingly.

MONDAY, February 13th, 1911.

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

Edwin G. Grant, Esquire, a Member returned for the District of Trinity, having taken and subscribed the Oath of Allegiance before Hon. Sir E. D. Shea, one of His Excellency's Commissioners appointed for the purpose of administering the same, took his seat accordingly.

Petitions were presented by—

Hon. Mr. Blandford (M. A. M.), from residents of Musgrave Town for a road.

Hon. Mr. Blandford (M. A. M.), from residents of Salvage for a well.

Hon. Mr. Blandford (M. A. M.), from residents of St. Brendan's for a wharf.

Hon. Mr. Blandford (M. A. M.), from residents of Wesleyville for a landing place.

Mr. Parsons from residents of Bay Roberts for a wharf.

M.r Downey from residents of Codroy Valley for a ferry.

Mr. Howley from residents of Dunville for a road.

Mr. Howley from residents of Boat Harbor for a bridge.

Mr. Clift from residents of Long Island for a wharf.

Mr. Clift from residents of Lush's Bight for a road.

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

Mr. Clift from residents of Little Harbor for a road.

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

Mr. Kent asked the Minister of Public Works to lay on the table of the House a statement, with vouchers, showing in detail all payments made in the District of St. John's East between March 1st, 1910, and this date, whether from Main Line Grant, Local Grant or Special Grant, or from any other source whatever, giving the names of the parties to whom payments have been made, the amount and date of every such payment, and specifying the particular purpose for which every such payment was made, namely, for labor, material, superintendence, commission or otherwise howsoever, also specifying the particular part of the district in which such payment was made.

The Minister of Public Works replied that the statement was in course of preparation and would be tabled when completed.

Mr. Speaker acquainted the House that he had received the following message from His Excellency the Governor—

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

I have to thank you for your Address of Sympathy to His Majesty the King on the death of His Majesty King Edward the Seventh.

Its substance has been sent by telegraph to the Secretary of State for the Colonies for His Majesty's information, and the Address itself will be forwarded at the earliest possible date.

I am confident that in no part of the Empire is that sympathy more real than in this Ancient Colony, and that the two Branches of the Legislature give utterance to the wishes of all in Newfoundland in thus expressing their loyal and grateful acknowledgement of the wise rule of our late King.

RALPH WILLIAMS, Governor.

Government House,
St. John's, Newfoundland,
11th February, 1911.

Mr. Speaker also acquainted the House that His Excellency the Governor would receive the House, with the Address of Thanks, at Government House at noon to-morrow.

Pursuant to notice and leave granted, and on motion of the Hon. Prime Minister, the House resolved itself into Committee of the Whole to consider Resolutions to confirm an agreement made between His Excellency the Governor and the International Carbonizing Company, Limited, for the purpose of manufacturing fuel from peat.

Mr. Speaker left the Chair.

Mr. Parsons took the Chair of Committee.

Mr. Speaker resumed the Chair.

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

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

Pursuant to notice and leave granted, and on motion of the Hon. Prime Minister, the House resolved itself into Committee of the Whole to consider Resolutions to confirm an agreement made between His Excellency the Governor and the British-Canadian Explosives Company, Limited, for the purpose of manufacturing explosives in this country.

Mr. Speaker left the Chair.

Mr. Parsons took the Chair of Committee.

Mr. Speaker resumed the Chair.

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

Ordered, that this report be received and adopted, and that the said Bill be now introduced.

Whereupon the Bill entitled "An Act to Encourage the Manufacture of Explosives" was introduced and read a first time, and ordered to be read a second time on to-morrow.

The remaining notice of motion was deferred.

Mr. Clift gave notice of question.

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

Hon. Prime Minister gave notice that he would on to-morrow ask leave to introduce a Bill to regulate the manufacture and sale of explosives in this Colony.

It was moved and seconded that when the House rises it adjourn until to-morrow (Tuesday), February 14th, at 11.45 of the clock in the forenoon.

The House then adjourned accordingly.

TUESDAY, February 14th, 1911.

The House met at a quarter to twelve of the clock in the forenoon, pursuant to adjournment.

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

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

"*Mr. Speaker and Honourable Members of the House of Assembly:*

"I thank you for your Address in Reply to the Speech with which I opened the present session of the Legislature.

"RALPH WILLIAMS, Governor."

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

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

Mr. Clift asked the Hon. Minister of Justice to lay on the table of the House a detailed statement of travelling and other expenses incurred, since his appointment to the 31st day of December last, by Mr. H. F. Fitzgerald, in connection with his office as Magistrate at Grand Falls, also, a detailed statement of any sum or sums paid to Mr. Fitzgerald for services performed as Magistrate or otherwise over and above the voted salary.

Hon. Minister of Justice tabled the statement requested.

Pursuant to notice and leave granted, and on motion of the Hon. Prime Minister, the Bill entitled "An Act to Amend the Manufacture and Sale of Explosives in this Colony" was introduced and read a first time, and ordered to be read a second time on to-morrow.

Pursuant to notice and leave granted, and on motion of the Hon. Prime Minister, the House resolved itself into Committee of the Whole to consider Resolutions to confirm an agreement made between His Excellency the Governor and Messrs. Trefethen and Lord in relation to the establishment of Cold Storage plants in this Colony.

Mr. Speaker left the Chair.

Mr. Parsons took the Chair of Committee.

Mr. Speaker resumed the Chair.

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

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

Pursuant to order, and on motion of the Hon. Prime Minister, the Bill entitled "An Act to Encourage the Manufacture of Explosives" was read a second time and ordered to be referred to Committee of the Whole House on to-morrow.

The remaining orders of the day were deferred.

Mr. Kent gave notice of question.

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

The House then adjourned accordingly.

WEDNESDAY, February 15th, 1911.

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

Petitions were presented by—

Mr. Clift from residents of Twillingate on the subject of a road.

Mr. Earle from residents of Frederickton on the subject of a road

Mr. Winsor from residents of Flat Island (B. B.), on the subject of a ferry.

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

Mr. Clift asked the Minister of Marine and Fisheries to lay on the table of the House a detailed statement of the cost of erection of the lighthouse on Old Perlican Island, including the names of all persons who worked in the construction of said lighthouse and the sum paid to each person for wages.

Minister of Marine and Fisheries replied that the statement was in course of preparation and would be tabled when completed.

Mr. Kent asked the Minister of Marine and Fisheries to lay on the table of the House a statement, in detail, showing all payments

made for labor, superintendence, material, commission or any other purpose upon or connected with the public wharf at Flatrock, from December 31st, 1909, to date, with vouchers, and showing dates and parties to whom payment was made.

Minister of Marine and Fisheries replied that the statement was in course of preparation and would be tabled when completed.

Mr. Kent asked the Hon. Prime Minister whether any correspondence or negotiations have at any time, since the present Government assumed power, been held with the Fish-Food Company, and whether any agreement has been made between the Government and the said Company; and, if so, to lay such correspondence and agreement on the table of the House.

Hon. Prime Minister replied that, with regard to the first part of the question, he would now table such correspondence as he had; and, as to the second part of the question, would say that there had been some negotiations, but no agreement had been reached.

On motion of the Hon. Prime Minister, the House resolved itself into Committee of the Whole to consider certain resolutions in relation to the Manufacture of Peat Fuel.

Mr. Speaker left the Chair.

Mr. Parsons took the Chair of Committee.

Mr. Speaker resumed the Chair.

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

Ordered, that this report be received and adopted, and that the said Bill be now introduced.

Whereupon the Bill entitled "An Act to Encourage the Manufacture of Peat" was introduced and read a first time, and ordered to be read a second time on to-morrow.

Pursuant to order, and on motion of the Hon. Prime Minister, the House resolved itself into Committee of the Whole on a Bill entitled "An Act to Encourage the Manufacture of Explosives."

Mr. Speaker left the Chair.

Mr. Parsons took the Chair of Committee.

Mr. Speaker resumed the Chair.

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

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

The remaining orders of the day were deferred.

Rt. Hon. Sir R. Bond gave notice of question.

Mr. Kent gave notice of question.

Mr. Clift gave notice of question.

Hon. Prime Minister gave notice that he would on to-morrow ask leave to move the House into Committee of the Whole to consider certain Resolutions with reference to the Smelting of Copper.

Hon. Minister of Justice gave notice that he would on to-morrow ask leave to introduce a Bill to prevent the deportation of Esquimaux from Labrador.

Hon. Minister of Agriculture and Mines gave notice that he would on to-morrow ask leave to introduce a Bill with reference to Potato Canker.

Hon. Minister of Agriculture and Mines gave notice that he would on to-morrow ask leave to introduce a Bill to amend the Crown Lands Act, 1903.

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

The House then adjourned accordingly.

THURSDAY, February 16th, 1911.

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

Petitions were presented by—

Mr. Goodison from residents of Carbonear for a road.

Mr. Woodford (M. P. W.), from residents of Harbor Main for a road.

Mr. Woodford (M. P. W.), from residents of Avondale for a bridge.

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

Hon. Mr. Emerson from residents of Little Bay East for telegraph extension.

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

Hon. Colonial Secretary laid upon the table of the House the Report of the Public Schools of Newfoundland under Church of England Boards for the year ending 30th June, 1910.

Rt. Hon. Sir R. Bond asked the Hon. the Premier to lay on the table of the House a copy of all correspondence between the Government and Messrs. Coates Son & Company, and Messrs. Glynn, Mills, Currie & Company, of London, England, in respect to the recent loan; also a copy of all agreements entered into between the said parties in respect to the said loan.

Hon. Prime Minister replied that the correspondence and all other papers in relation to this question were being copied and would be tabled as soon as completed.

Rt. Hon. Sir R. Bond asked the Hon. the Premier if the Government have decided to appoint a Cashier to the Newfoundland Savings Bank, in the place of the late W. B. Payn, Esq.; and, if so, who has been selected for that office and when he will enter upon his duties.

Hon. Prime Minister replied that when the vacancy occurred, through the death of Mr. Payn, the Auditor-General (Mr. F. C. Berteau), had been appointed Acting Cashier, and since then the matter had not been before the Government for its consideration.

Mr. Kent asked the Hon. Minister of Finance and Customs to lay on the table of the House a statement showing, in detail, the dates, amounts and parties of all payments made to date under the Railway Extension Act, passed last session, and the contract thereby ratified and confirmed, showing separately the amounts paid under the following headings—(1) To the contractor for or on account of the construction of any of the branch lines stipulated for in Section 2 of the said contract, showing separately the amount paid for each on account of such branch line; (2) To the contractor for or on account of any of the works specified in Sections 34, 36 and 37 of the said contract, showing the particular work in respect of which each such payment was made; (3) To any parties for right of way, under Section 3 of the said Act, including amounts paid for arbitrators, solicitors, surveyors and others for services, travelling or other expenses in connection with the appropriation of, arbitration upon, and payment of and for such right of way.

Hon. Minister of Finance and Customs replied by laying the desired information on the table of the House.

Mr. Clift asked the Minister of Public Works to lay on the table of the House a copy of the returns of the expenditure of $20.00 each to Donald Mercer, John Delaney and Charles French, of Bay Roberts, out of Main Line Road Grant from Brigus to Carbonear, allocated in April, 1909.

Minister of Public Works replied that the returns were being prepared and would be tabled as soon as completed.

Mr. Clift asked the Minister of Public Works to lay on the table of the House a copy of the returns of all road monies (Local, Main Line and Special Grants), expended by the Road Board or any other authority or person at Tilton, in the Electoral District of Harbor Grace, from December, 1909, to the present date.

Minister of Public Works replied that the returns were being prepared and would be tabled as soon as completed.

Pursuant to notice and leave granted, and on motion of the Hon. Prime Minister, the House resolved itself into Committee of the Whole on Resolutions respecting the Smelting of Copper Ores.

Mr. Speaker left the Chair.

Mr. Parsons took the Chair of Committee.

Mr. Speaker resumed the Chair.

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

Ordered, that this report be received and adopted, and that the said Bill be now introduced.

Whereupon the Bill entitled "An Act further to encourage the Smelting of Copper Ores in this Colony" was introduced and read a first time, and ordered to be read a second time on to-morrow.

Pursuant to notice and leave granted, and on motion of the Hon. Minister of Justice, the Bill entitled "An Act to Prevent the Deportation of Esquimaux from Labrador" was introduced and read a first time, and ordered to be read a second time on to-morrow.

Pursuant to notice and leave granted, and on motion of the Hon. Minister of Agriculture and Mines, the Bill entitled "An Act Respecting the Potato Canker" was introduced and read a first time, and ordered to be read a second time on to-morrow.

Pursuant to notice and leave granted, and on motion of the Hon. Minister of Agriculture and Mines, the Bill entitled "An Act to amend the Crown Lands Act, 1903," was introduced and read a first time, and ordered to be read a second time on to-morrow.

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

Pursuant to order, and on motion of the Hon Prime Minister, the Bill entitled "An Act to Encourage the Manufacture of Peat" was read a second time, and ordered to be referred to Committee of the Whole House on to-morrow.

Pursuant to order, the House again resolved itself into Committee of the Whole on the Cold Storage Resolutions.

Mr. Speaker left the Chair.

Mr. Parsons took the Chair of Committee.

Mr. Speaker resumed the Chair.

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

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

Mr. Kent gave notice of question.

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

The House then adjourned accordingly.

FRIDAY, February 17th, 1911.

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

Petitions were presented by—

Mr. Howley from residents of Oderin for telegraph extension.

Mr. Winsor from residents of Glovertown for a road.

Mr. Winsor from residents of New Harbor for a bridge.

Mr. Clift from residents of St. Patrick's for a road.

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

Mr. Earle from residents of Fogo for a breakwater.

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

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

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

Mr. Kent asked the Hon. Minister of Finance and Customs to lay on the table of the House a statement showing, in detail, all amounts paid on account of General Contingencies from January 1, 1910, to date.

Hon. Minister of Finance and Customs replied that the statement was in course of preparation and that it would be tabled when completed.

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

Mr. Speaker left the Chair.

Mr. Parsons took the Chair of Committee.

Mr. Speaker resumed the Chair.

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

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

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

Pursuant to order and on motion of the Hon. Minister of Agriculture and Mines, the Bill entitled "An Act to Prevent the Spreading of Potato Canker" was read a second time, and ordered to be referred to Committee of the Whole House on to-morrow.

The remaining orders of the day were deferred.

Rt. Hon. Sir R. Bond gave notice of question.

Mr. Clift gave notice of question.

Mr. Clapp gave notice of question.

It was moved and seconded that when the House rises it adjourn until Monday next, February 20th, at three of the clock in the afternoon.

The House then adjourned accordingly.

MONDAY, February 20th, 1911.

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

Petitions were presented by—

Hon. Mr. Watson (C. S.), from residents of Bellevue for a ferry.

Hon. Mr. Watson (C. S.), from residents of Salmon Cove for a road.

Hon. Mr. Watson from residents of Bonaventure for a port of call.

Hon. Mr. Emerson from residents of Pass Island for a landing place.

Hon. Mr. Emerson from residents of Pass Island for a bridge.

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

Mr. Clift from residents of Twillingate for a breakwater.

Mr. F. Morris from residents of Placentia Arms for fishery restrictions.

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

Mr. Clift asked the Minister of Public Works to lay on the table of the House a statement of all allocations made in the electoral district of Twillingate out of special vote during the year 1910, giving following particulars—(1) Date; (2) Amount of each allocation; (3) To whom made; and (4) For what purpose.

Minister of Public Works replied that the statement was being prepared and will be tabled to-morrow.

Mr. Clift asked the Hon. Minister of Agriculture and Mines to lay on the table of the House a detailed statement of all monies expended by his department in connection with the disease of potatoes known as "Potato Canker," including all sums of money paid to Dr. Robertson, Professor McPhail and Professor Gussow, or other persons in connection with their respective visits to this Colony.

Hon. Minister of Agriculture and Mines replied that the information was in course of preparation and would be tabled when completed.

Mr. Clapp asked the Minister of Public Works whether it is the intention of the Government to undertake the construction of the bridge over Baker's Brook, District of St. Barbe, according to a plan laid down by the Government Engineer, and if the Government is aware that already there is lying on the banks of the river a large quantity of poles and material for the construction of said bridge.

Minister of Public Works replied that the matter was under the consideration of his department at the present time and it was the intention to send the Outport Road Inspector there to prepare an estimate of the cost of the work.

Mr. Clapp asked the Minister of Public Works whether it is the intention of the Government to make provision for a ferry for St. Margaret's Bay, District of St. Barbe, as asked for by a petition presented to this House last session, and signed by the Rev. J. T. Richards and a number of others.

Minister of Public Works replied that the matter was under consideration.

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

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

Mr. Speaker left the Chair.

Mr. Parsons took the Chair of Committee.

Mr. Speaker resumed the Chair.

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

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

Pursuant to order, and on motion of the Hon. Minister of Agriculture and Mines, the House resolved itself into Committee of the Whole on the Bill entitled "An Act to Prevent the Spreading of Potato Canker."

Mr. Speaker left the Chair.

Mr. Parsons took the Chair of Committee.

Mr. Speaker resumed the Chair.

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

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

The remaining orders of the day were deferred.

Mr. Clift gave notice of question.

It was moved and seconded that when the House rises it adjourn until to-morrow (Tuesday), February 21st, at three of the clock in the afternoon.

The House then adjourned accordingly.

TUESDAY, February 21st, 1911.

At fifteen minutes past three of the clock in the afternoon of this, the 21st day of February, the names of the members present being taken down by the Clerk, namely—

The Hon. Minister of Justice,

The Hon. Minister of Finance and Customs,

The Hon. Minister of Agriculture and Mines, and

Messrs. Parsons and Seymour,

Mr. Speaker declared the House adjourned for want of a quorum until to-morrow (Wednesday), the 22nd day of February, at three of the clock in the afternoon.

WEDNESDAY, February 22nd, 1911.

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

Petitions were presented by—

Rt. Hon. Sir R. Bond from residents of Twillingate for a light-house.

Rt. Hon. Sir R. Bond from residents of Friday's Bay for a road.

Rt. Hon. Sir R. Bond from residents of Friday's Bay for a road.

Rt. Hon. Sir R. Bond from residents of Friday's Bay for a road.

Hon. Mr. Morison (M. J.), from residents of Keels for a telephone.

Hon. Mr. Morison (M. J.), from residents of St. Brendan's for a port of call.

Hon. Mr. Morison (M. J.), fro mresidents of Newman's Cove for a road.

Mr. Dwyer from residents of Outer Cove for a wharf.

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

Rt. Hon. Sir R. Bond asked the Hon. the Premier if any American vessel was allowed to take a cargo of herring at White Bay in the autumn of 1910.

Hon. the Prime Minister replied—"In November, 1909, one George Doggett, a resident of Newfoundland, applied at the Custom House at Nipper's Harbor for a license to export herring for food purposes. This application was refused by the Sub-Collector at Nipper's Harbor, and Doggett telegraphed to the Minister of Justice.

The Minister of Justice authorized the Department of Marine and Fisheries to instruct the Sub-Collector at Nipper's Harbor to issue a license under the provisions of the Bait Act to export herring for food purposes in accordance with the provisions of that Act."

Rt. Hon. Sir R. Bond asked the Minister of Marine and Fisheries if he or his Deputy received a letter from any member of the Executive Government requesting him to grant a permit to certain American captains to export herring to the United States, or to use same for bait purposes.

Minister of Marine and Fisheries replied—"No. The answer just given by the Premier covers this question also."

Mr. Clift asked the Hon. Colonial Secretary if any petition had been received by him or by the Postmaster General, asking to have the Post Office at Exploits, in the District of Twillingate, removed from the east side to the west side of the harbor; also whether or not a protest against such removal has been made to him or to the Postmaster General; also to ask the intention of the Government in the matter.

Hon. Colonial Secretary replied—"(1) No petition has been received; (2) A protest has been made to the Postmaster General; and (3) The matter is still under consideration."

Hon. Prime Minister laid upon the table of the House the Report of the Commission of Internal Economy of the Legislature for the present session.

Hon. Colonial Secretary laid upon the table of the House the Report of the Licensing Board of St. John's for 1910.

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

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

Pursuant to order, and on motion of the Hon. Minister of Agriculture and Mines, the Bill entitled "An Act to Prevent the Spread

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

Pursuant to order, the House resolved itself into Committee of the Whole on the Resolutions on the subject of the establishment of Cold Storage Plants in this Colony.

Mr. Speaker left the Chair.

Mr. Parsons took the Chair of Committee.

Mr. Speaker resumed the Chair.

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

On the motion for the adoption of this report, Rt. Hon. Sir R. Bond proposed in amendment, seconded by Mr. Kent, that the report of the Committee be amended by the addition of the following clause to Section 3 of the Bill—

" Provided always, and it is hereby enacted that the admission " of any or all such articles into this Colony free of duty, under the " agreement hereby confirmed or under the Act shall only apply " when and so long as the article or articles so admitted free of duty " shall be included amongst the articles admitted generally into this " Colony under the Revenue Acts for the time being in operation " without the payment of any duty thereon."

Whereupon the House divided, and there appeared for the amendment—

Rt. Hon. Sir R. Bond, Messrs. Kent, Clift, Shea, Gear, Clapp, Dwyer and Earle (8); and against it—

Hon. Prime Minister, Hon. Minister of Justice, Hon. Colonial Secretary, Hon. Minister of Finance and Customs, Hon. Minister of Agriculture and Mines, Hon. Mr. Emerson, Hon. Mr. Crosbie, Minister of Public Works, Minister of Marine and Fisheries, Messrs. Bennett, Devereux, Goodison, Grant, Howley, Moore, Murphy, Parsons, Seymour and Whiteway (19).

So it passed in the negative.

Whereupon the Rt. Hon. Sir R. Bond moved in further amendment, seconded by Mr. Kent, that the report of the Committee be amended by adding to the Bill an additional section to stand as Section 5—

" 5.—The agreement hereby confirmed is subject to the follow-
" ing conditions and limitations, namely—

" 1.—The lessees shall not, during the continuance of the said
" contract, sell herring, caplin, squid or other bait fishes to any fisher-
" men, except those bona fide resident and domiciled in this Colony.

" 2.—The provisions of Cap. 129 of Consolidated Statutes, 1892
" (Second Series), entitled 'Of the Exportation, Sale, etc., of Bait
" ' Fishes.' "

Whereupon the House divided, and there appeared for the amendment—

Rt. Hon. Sir R. Bond, Messrs. Kent, Clift, Shea, Gear, Clapp, Dwyer and Earle (8); and against it—

Hon. Prime Minister, Hon. Minister of Justice, Hon. Colonial Secretary, Hon. Minister of Finance and Customs, Hon. Minister of Agriculture and Mines, Hon. Mr. Emerson, Hon. Mr. Crosbie, Minister of Public Works, Minister of Marine and Fisheries, Messrs. Bennett, Devereux, Goodison, Grant, Howley, Moore, Murphy, Parsons, Seymour and Whiteway (19).

So it passed in the negative.

Whereupon the original motion, for the adoption of the Report of the Committee of the Whole, was put, and there appeared in favor of it—

Hon. Prime Minister, Hon. Minister of Justice, Hon. Colonial Secretary, Hon. Minister of Finance and Customs, Hon. Minister of Agriculture and Mines, Hon. Mr. Emerson, Hon. Mr. Crosbie, Minister of Public Works, Minister of Marine and Fisheries, Messrs. Bennett, Devereux, Goodison, Grant, Howley, Moore, Murphy, Parsons, Seymour and Whiteway (19); and against it—

Rt. Hon. Sir R. Bond, Messrs. Kent, Clift, Shea, Gear, Clapp, Dwyer and Earle (8).

So it passed in the affirmative, and it was ordered that leave be granted for the introduction of the said Bill.

Whereupon the Bill entitled "An Act to Encourage the Establishment of Cold Storage Plants in this Colony" was introduced and read a first time, and ordered to be read a second time on to-morrow.

And it being now midnight,

Thursday, February 23rd, 1911,

The remaining orders of the day were deferred.

Rt. Hon. Sir R. Bond gave notice of question.

Mr. Clift gave notice of question.

Hon. Minister of Finance gave notice of motion.

It was moved and seconded that when the House rises it adjourn until to-day (Thursday), February 23rd, 1911, at three of the clock in the afternoon.

The House then adjourned accordingly.

THURSDAY, February 23rd, 1911.

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

Petitions were presented by—

Mr. Goodison from residents of Carbonear for a road.

Mr. Piccott (M. M. F.), from residents of Bay Roberts for a wharf.

Mr. Clift from residents of Little Bay Islands for a breakwater.

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

Rt. Hon. Sir R. Bond asked the Hon. the Premier if it is correct, as stated by the Newfoundland Correspondent of the "Standard of Empire," in the issue of that paper of date the 3rd of February, that "a very big pulp and timber deal has been concluded with British capitalists, embracing nine thousand seven hundred square miles of

timber country in Hamilton Inlet, Labrador," and that "the lessees have paid the Government a rental of $38,400 for the same, and have now sold it to an English syndicate at a big profit."

Hon. Prime Minister replied—"In relation to the first portion of the question, I may say that I have no information as to whether a very big pulp and timber deal has been concluded with British capitalists, embracing 9,700 square miles of timber country in Hamilton Inlet, Labrador. As to the other part of the question, whether the lessees have paid the Government a rental of $38,400 for the same, no amount, corresponding to such a rental, has been paid. The only transaction resembling the subject matter of the question was an application for a license to cut timber at Hamilton Inlet, Labrador, containing an area of 9,700 square miles, which was approved on the 5th of January, 1910, to Messrs. W. C. Job, R. F. Goodridge, Jordan Milley and M. A. Duffey. The fees in respect to this would amount to $38,800. No fees, however, were paid on account of this property, and the applicants' rights, under the approval, lapsed on the 5th of February, instant. With regard to the last part of the question, as to whether lessees of property at Hamilton Inlet, Labrador, have sold out to British capitalists, I am unable to say if this is the case or not."

Rt. Hon. Sir R. Bond asked the Hon. Minister of Agriculture and Mines to lay on the table of the House a statement showing (1) The number of timber or pulp licenses issued since the 1st of January, 1910; (2) The area in acres of each license; (3) The names of the persons who obtained the licenses; (4) Where the lands embraced in the said licenses are situated; (5) When such licenses were applied for; (6) The date of approval of the same; (7) The amount paid by the lessees; (8) The date of payment; (9) What amounts are now owing by lessees; (10) What licenses have been forfeited since date aforesaid; (11) The date of notice of forfeiture; and (12) Whether lands forfeited have been since approvad for same or other persons.

Hon. Minister of Agriculture and Mines replied that the statement is in course of preparation and will be tabled when completed.

Rt. Hon. Sir R. Bond asked the Hon. the Premier if the statements made by the Newfoundland Correspondent of the "Standard of Empire," and which appeared in that paper under date the 3rd of February are correct, viz—That $40,000 damages have been claimed by the United States "on account of light dues and fines and penalties imposed upon them for breaches of our law;" that "The Hague Tribunal reduced the claim by one-half;" and that the Government has

"decided to settle the remaining claim of $20,000 by direct negotiations with the United States Government." Also, to lay upon the table of the House a copy of all Minutes of Council made by the late Government in respect to such a claim; of all correspondence between the late Premier and Sir William MacGregor on the subject, and of all Minutes of Council and correspondence that have emanated from the present Government in relation to the matter. Also, if the claim is still being pressed by the United States and, if so, whether it is the intention of the Government to admit a liability, or leave the United States to prove the justice of their claim through the Supreme Court.

Hon. Prime Minister replied—"The schedule to the pecuniary claims convention, transmitted to the Newfoundland Government in 1908 by the United States Government, amounted to $37,533.16. The proceedings at The Hague did not specifically deal with these claims, except in so far as the findings on the questions submitted to them will affect the decision of the Court to which these pecuniary claims are to be submitted. The Government has not decided to settle any claims by direct negotiations or otherwise. The Government has no knowledge of the source whence the statement referred to emanated. The subject of the pecuniary claims and the schedules of the claims are at present under discussion by the United States Government and His Majesty's Government, as well as the Government of Newfoundland, and it would not be in the interests of the Colony to at present make public any Minutes of Council or correspondence in relation to the same. I hope, however, that during the course of the session the matter will have reached a point when I shall be in a position to table the whole of the correspondence and Minutes of Council asked for. The claim is not being pressed by the United States Government, as it has been provided that the matter shall be decided by a competent tribunal. It is not the intention of the Government to admit any liability, but to leave it to the United States Government to prove their claims before the tribunal which may be ultimately adopted by the parties."

Rt. Hon. Sir R. Bond asked the Hon. Colonial Secretary if, within the past three months, he has signed any licenses under the Bait Act permitting the export, purchase or sale of herrings in the District of Fortune Bay; and if such were signed by him to lay upon the table of the House a copy of the authority of the Governor-in-Council for the issue of such licenses.

Hon. Colonial Secretary replied that no such licenses had been signed by him.

Mr. Clift asked the Minister of Marine and Fisheries to lay on the table of the House a detailed statement of the money expended on the breakwater at Port de Grave, and also whether or not the work on said breakwater has been completed.

Minister of Marine and Fisheries replied that the Government Engineer had not yet handed over his returns to the Department.

Mr. Clift asked the Hon. Colonial Secretary who is the Quarantine Officer at Port aux Basques, and what is paid him for his services.

Hon. Colonial Secretary replied that Dr. Grant is the Quarantine Officer at Port aux Basques, at a salary of $200.

Mr. Clift asked the Minister of Marine and Fisheries who is the Observer at the Meteorological Signal Station at Port aux Basques, and what salary does he receive.

Minister of Marine and Fisheries replied that Mr. M. P. Smart is the Observer, and that his salary is $200 per annum .

Mr. Kent asked the Minister of Marine and Fisheries to lay on the table of the House a statement from March 1st, 1910, to date, showing, in detail, amount expended upon the public wharf at Kelligrews; also upon the wharf known as Ryan's wharf, at Holyrood; also public wharf at Chapel's Cove, all in the District of Harbor Main, including amount paid for supplies, commission, superintendence or otherwise, with vouchers.

Minister of Marine and Fisheries replied that the statements were in course of preparation and would be tabled when completed.

The Hon. Minister of Finance and Customs, by command of His Excellency the Governor, laid upon the table of the House certain Estimates of Expenditure of the Colony for the fiscal year 1911-12.

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

Report of Department of Agriculture and Mines for the year 1909-10.

Return of Grants issued for the year 1909-10.

Return of Licenses to cut timber for the year 1909-10.

Return of Mining Licenses for the year 1909-10.

Return of 99 Year Mining Leases for the year 1909-10.

Return of Fee-Simple Mining Grants for the year 1909-10.

Return of Leases of Water Powers for the year 1909-10.

Return of Saw Mills operated with licenses for the year 1909-10.

Return of Saw Mills operated without licenses for the year 1909-10.

Return of Saw Mills operated with and without licenses for the year 1909-10.

Report of W. Noel, First Surveyor, for the year 1909-10.

Report of H. Duder, Second Surveyor, for the year 1909-10.

Report of T. Howe, Chief Woods Ranger, for the year 1909-10.

Report of D. Thistle, Timber Inspector, for the year 1909-10.

Pursuant to notice and leave granted, and on motion of the Hon. Minister of Finance and Customs, the House resolved itself into Committee of the Whole to consider of the Supply to be granted to His Majesty.

Mr. Speaker left the Chair.

Mr. Parsons took the Chair of Committee.

Mr. Speaker resumed the Chair.

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

Ordered, that this report be received and that the Committee have leave to sit again on Monday next.

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

Pursuant to notice and leave granted, and on motion of the Hon Minister of Agriculture and Mines, the Bill entitled "An Act to Regulate the Importation of Seeds" was introduced and read a first time, and it was ordered that it be read a second time on to-morrow.

Pursuant to order and on motion of the Hon. Prime Minister, the Bill entitled "An Act to Encourage the Establishment of Cold Storage Plants in this Colony" was read a second time, and ordered to be referred to Committee of the Whole House on to-morrow.

The remaining orders of the day were deferred.

Mr. Gear gave notice of question.

Mr. Clapp gave notice of question.

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

The House then adjourned accordingly.

FRIDAY, February 24th, 1911.

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

Petitions were presented by—

Mr. Earle from residents of Joe Batts Arm for a road.

Mr. Earle from residents of Fogo for a well.

Mr. Earle from residents of Seldom Come By re dogs.

Hon. Mr. Morison (M. J.), from residents of Salvage Bay for a port of call.

Hon. Mr. Morison (M. J.), from residents of Salvage Bay for a road.

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

Hon. Mr. Emerson from residents of Hr. Breton for a bridge.

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

Mr. Clift from residents of New Ferrole for a telephone to light-house.

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

Mr. Gear asked the Hon. Colonial Secretary to lay on the table of the House a statement of amounts paid Messrs. Daniel Bishop and George M. Goddard for signing quarterly cheques for poor relief during 1909-10 in Epworth, District of Burin.

Hon. Colonial Secretary replied—"I have been in communication with the Commissioner of Public Charities, and he has informed me that no amounts have been paid."

Mr. Clapp asked the Hon. Colonial Secretary whether it is the intention of the Government to make provision for the putting on of a steamer to call at certain points in White Bay at present not touched by the Prospero, running thence through the Straits to Flower's Cove and returning to Griquet, where she will connect with the Prospero.

Hon. Colonial Secretary replied—"The routes referred to have been within the past twelve months discussed by the Government with residents of the district. The Government recognizes that something will have to be done. Unfortunately, in the past, in all coastal contracts made, there has been a total disregard to the wants of White Bay, and the Government find it most difficult to get any one to tender for the section so overlooked."

Pursuant to order, and on motion of the Hon Prime Minister, the House resolved itself into Committee of the Whole on the Bill entitled "An Act to Encourage the Establishment of Cold Storage Plants in this Colony."

Mr. Speaker left the Chair.

Mr. Parsons took the Chair of Committee.

Mr. Speaker resumed the Chair.

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

On the motion for the reception of the report the House divided, when there appeared for the motion—Hon. Prime Minister, Hon. Minister of Justice, Hon. Colonial Secretary, Hon. Minister of Finance and Customs, Hon. Minister of Agriculture and Mines, Hon. C. H. Emerson, Minister of Public Works, Minister of Marine and Fisheries, Messrs. Bennett, Devereux, Downey, Goodison, Moore, Murphy, Parsons and Whiteway (14); and against it—Rt. Hon. Sir R. Bond, Messrs. Kent, Clift, Clapp, Dwyer, Gear and Earle (7).

So it passed in the affirmative.

On the motion for the adoption of this report, the House divided, when there appeared for the motion—Hon. Prime Minister, Hon. Minister of Justice, Hon. Colonial Secretary, Hon. Minister of Finance and Customs, Hon. Minister of Agriculture and Mines, Hon. C. H. Emerson, Minister of Public Works, Minister of Marine and Fisheries, Messrs. Bennett, Devereux, Downey, Goodison, Moore, Murphy, Parsons and Whiteway (14); and against it—Rt. Hon. Sir R. Bond, Messrs. Kent, Clift, Clapp, Dwyer, Gear and Earle (7).

So it passed in the affirmative.

On the motion that the Bill be read a third time on to-morrow, the House divided, when there appeared for the motion—Hon. Prime Minister, Hon. Minister of Justice, Hon. Colonial Secretary, Hon. Minister of Finance and Customs, Hon. Minister of Agriculture and Mines, Hon. C. H. Emerson, Minister of Public Works, Minister of Marine and Fisheries, Messrs. Bennett, Devereux, Downey, Goodison, Moore, Murphy, Parsons and Whiteway (14); and against it—Rt. Hon. Sir R. Bond, Messrs. Kent, Clift, Clapp, Dwyer, Gear and Earle (7).

So it passed in the affirmative.

And ordered accordingly.

Pursuant to order, and on motion of the Hon. Minister of Justice, the Bill entitled "An Act Respecting the Esquimaux and Indians Resident in Labrador" was read a second time and ordered to be referred to Committee of the Whole House on to-morrow.

The remaining orders of the day were deferred.

Rt. Hon. Sir R. Bond gave notice of question.

Mr. Kent gave notice of question.

Mr. Clift gave notice of question.

The Minister of Agriculture and Mines gave notice that he would on to-morrow move the House into Committee of the Whole to consider certain Resolutions respecting the Manufacture of Peat.

It was moved and seconded that when the House rises it adjourn until Monday next, February 27th, at three of the clock in the afternoon.

The House then adjourned accordingly.

MONDAY, February 27th, 1911.

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

Petitions were presented by—

Hon. Mr. Blandford (M. A. & M.), from residents of Bonavista for a breakwater.

Hon. Mr. Blandford (M. A. & M.), from residents of Seal Cove for a lighthouse.

Hon. Mr. Blandford (M. A. & M.), from residents of Fair Island for a wharf.

Hon. Mr. Blandford (M. A. & M.), from residents of Broad Cove for a port of call.

Mr. Goodison from residents of St. Modeste re fishery laws.

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

Mr. Clift from residents of New Bay for a road.

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

Mr. Kent asked the Minister of Public Works to lay on the table of the House a statement showing, in detail, amount spent on new Court House at Harbor Main, including amount paid for building, repairs, painting, material, supplies, freight, cartage or any other purpose connected with said building, giving names of parties, dates and amounts paid in each case, with vouchers.

Minister of Public Works replied that the statement was being prepared and would be tabled when completed.

Mr. Kent asked the Minister of Public Works to lay on the table of the House a statement showing, in detail, all moneys paid, with names of parties, dates and amounts of all moneys spent on the main line of road from Harbor Main to Healey's Cross, and from Healey's Cross to Brien's Bridge, North Arm, in the District of Harbor Main, from January 1, 1910, to date, with vouchers.

Minister of Public Works replied that the statement was being prepared and would be tabled when completed.

Mr. Clift asked the Hon. Minister of Agriculture and Mines if a license of occupation of lands in the neighborhood of Peter's Arm, in the District of Twillingate, has been recently issued to Dr. A. C. Ames, of Botwood; and, if so, to lay a copy of same on the table of the House.

Minister of Agriculture and Mines replied—"No license has yet been issued, but application for license of occupation over 865 acres of land, in the neighborhood of Peter's Arm, has been approved, subject to the following condition—(1) The timber upon the area shall be reserved and shall not pass to the licensee until he has shown himself to be entitled to a fee-simple grant of the area; (2) The licensee shall have the right to cut timber on the area (1) for the actual and bona fide clearing of land in order to prepare it for cultivation; (2) for firewood, fencing and building purposes generally, it being understood that all timber cut by the licensee or his assigns shall be used on the area or in connection with its improvement and shall not be sold; and (3) for no other purpose; (3) The Minister of Agriculture and Mines may at any time during the currency of the license, by notice in writing, prohibit the licensee or his assigns from cutting timber on the area for any purpose whatever, except for the clearing of land.

Mr. Clift asked the Minister of Public Works to lay on the table of the House a detailed statement of the expenditure of the sum of $50 allocated for the mail route between Beaverton and Boyd's Cove, in the District of Twillingate; stating to whom such allocation was sent.

Minister of Public Works replied that the statement was in course of preparation and would be tabled when completed.

Mr. Kent asked the Hon. Minister of Justice to lay on the table of the House all returns (ordinary and special) from the Magistrate at Harbor Main for the years 1909 and 1910, containing the calendar of cases, civil and criminal, which came before him during that period; and all letters relating to or covering said reports.

Hon. Minister of Justice laid on the table of the House the returns asked for and stated that there were no letters.

Mr. Kent asked the Minister of Marine and Fisheries to lay on the table of the House a statement showing the number of logs purchased for the Public Wharf at Bell Island, St. John's East, since the 1st day of January, 1910, to date, giving the names of the parties from whom same were purchased, with the date and number of logs purchased from each, and the amount paid per log to each party.

Minister of Marine and Fisheries replied that the statement was being prepared and would be tabled when completed.

Mr. Kent asked the Minister of Marine and Fisheries to lay on the table of the House a statement showing, in detail, amounts paid for material, supplies, hire of vessels, names of men employed, with amounts paid each, in connection with erection of Marconi Stations, also specifying number of stations and where each is situated at Labrador, from January 1, 1910, to date.

Minister of Marine and Fisheries replied that the statement was being prepared and would be tabled when completed.

Mr. Clift asked the Minister of Marine and Fisheries to lay on the table of the House a statement showing the following particulars—(1) Total amount credited to District of Twillingate out of Special Votes for year 1910-11; (2) Allocations made out of such votes, giving (a) date; (b) amount; (c) to whom made; and (d) for what purpose.

Minister of Marine and Fisheries replied that the statement was being prepared and would be tabled when completed.

Mr. Gear asked the Minister of Marine and Fisheries for a detailed statement of all money spent on Public Wharf at Flat Islands, District of Burin.

Minister of Marine and Fisheries replied that the statement was being prepared and would be tabled when completed.

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

Detailed Statement of Expenditure of the Colony for the financial year ending June 30th, 1910; and

Report of the Comptroller and Auditor General under Section 33 (b) of the Audit Act, 1899, for the year ending Jnuary 31, 1911.

Pursuant to order, and on motion of the Hon Prime Minister. the Bill entitled "An Act to Encourage the Establishment of Cold Storage Plants in this Colony" was read a third time and passed, and it was ordered that it be engrossed, being entitled as above, and that it be sent to the Legislative Council with a message requesting the concurrence of that body in its provisions.

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

Mr. Speaker left the Chair.

Mr. Parsons took the Chair of Committee.

Mr. Speaker resumed the Chair.

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

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

Pursuant to order, and on motion of the Hon. Minister of Justice, the House resolved itself into Committee of the Whole on the Bill entitled "An Act Respecting the Esquimaux and Indians Resident in Labrador."

Mr. Speaker left the Chair.

Mr. Parsons took the Chair of Committee.

Mr. Speaker resumed the Chair.

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

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

Pursuant to order, and on motion of the Hon. Minister of Agriculture and Mines, the Bill entitled "An Act Respecting the Sale of Seeds" was read a second time, and ordered to be referred to Committee of the Whole House on to-morrow.

Pursuant to notice, and on motion of the Hon. Minister of Agriculture and Mines, the House resolved itself into Committee of the Whole on the subject of the Manufacture of Peat.

Mr. Speaker left the Chair.

Mr. Parsons took the Chair of Committee.

Mr. Speaker resumed the Chair.

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

Ordered, that this report be received and that leave be granted for the introduction of this Bill.

Whereupon the Bill entitled "An Act to Extend the Operations of the Act 5, Edward VII., Cap. 18" was introduced and read a first time, and ordered to be read a second time on to-morrow.

The remaining orders of the day were deferred.

Mr. Clift gave notice of question.

Mr. Clapp gave notice of question.

Hon. Prime Minister gave notice that he would on Friday next move the House into Committee of the Whole to consider Resolutions in relation to the establishment of schools in settlements in this Colony where hitherto there have been no schools established, and for the extension of schools conducted for periods less than twelve months in the year, to the full period.

Hon. Prime Minister gave notice that he would on to-morrow ask leave to introduce a Bill to amend the St. John's Municipal Act.

Hon. Prime Minister gave notice that he would on to-morrow ask leave to introduce a Bill to amend 6 Edward VII., Cap. 18, entitled "An Act to Regulate the Use of Motor Vehicles on Highways."

Hon. Minister of Agriculture and Mines gave notice that he would on to-morrow move the House into Committee of the Whole to consider certain resolutions in relation to the Encouragement of Agriculture.

It was moved and seconded that when the House rises it adjourn until to-morrow (Tuesday), February 28th, at three of the clock in the afternoon.

The House then adjourned accordingly.

TUESDAY, February 28th, 1911.

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

George Roberts, Esq., a Member returned for the District of Twillingate, having taken and subscribed the Oath of Allegiance before Hon. Sir E. D. Shea, one of His Excellency's Commissioners appointed for the purpose of administering the same, took his seat accordingly.

A petition was presented by Mr. Grant from residents of Trinity on the subject of a breakwater at Deadman's Bay, near Cape Freels.

Ordered, that this petition be received and referred to the Department of Marine and Fisheries.

Rt. Hon. Sir R. Bond asked the Hon. Colonial Secretary whether there has been any negotiations, correspondence or agreement between the Government or the Postal Department and either the Western Union Telegraph Company or the Direct Cable Company regarding the landing of cables in this Colony by both or by either of these

companies; and, if so, to state the nature of such negotiations, and to lay on the table of the House a copy of such correspondence and agreement.

Hon. Colonial Secretary replied—"There have been negotiations and correspondence between the Government and the Western Union Telegraph Company and the Direct Cable Company, regarding the landing of cables in this Colony. The negotiations have proceeded up to within a day or two ago, and agreements are now finalized and will be tabled, with a view of being ratified by the Legislature, within a few days, when the whole of the correspondence will be laid upon the table."

Mr. Clift asked the Hon. Minister of Agriculture and Mines to lay on the table of the House a detailed statement of the expenditure of the sum of $3,000 voted last session for surveys in connection with branch railways.

Hon. Minister of Agriculture and Mines replied that the statement was in course of preparation and would be tabled when completed.

Mr. Clift asked the Hon. Colonial Secretary to lay on the table of the House a copy of the charter or agreement for the hiring of the steamer Stella Maris for her recent trip to the northward; also, copies of all correspondence leading up to such agreement; also, if any representations were made to the Government respecting the necessity of such trip, and to lay a copy of same upon the table.

Hon. Colonial Secretary replied—"Representations were made by the representatives of most of the northern districts. Further, the Government is committed to the Northern Coastal Service when the same is possible. To-day there are two steamers on the South and West Coast, and the North is entirely shut off. The Government were able to arrange with the Prospero for an additional trip in January, also for a trip by the Fogota, and now it is hoped to have additional trips by the Stella Maris, if navigation is open. The correspondence relating to the hiring of the Stella Maris is tabled herewith."

Mr. Clapp asked the Minister of Public Works whether it is the intention of the Government to put a motor ferry to ply between Woody Point and Norris Point, Bonne Bay, in substitution for the row boat now in use there, in compliance with the request of residents there contained in the petition presented to this House last session.

Minister of Public Works replied—"No petition has reached my department in this matter, and there has been no correspondence whatever concerning it."

Mr. Speaker informed the House that he had received a message from the Legislative Council acquainting the House of Assembly that they had passed the Bill sent up, entitled "An Act to Encourage the Manufacture of Explosives," without amendment.

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

Legislation	$33,405.00
Education	4,100.00

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

Pursuant to notice and leave granted, and on motion of the Hon. Prime Minister, the Bill entitled "An Act to Amend the St. John's Municipal Act" was read a first time, and ordered to be read a second time on to-morrow.

Pursuant to notice and leave granted, and on motion of the Hon. Prime Minister, the Bill entitled "An Act to Amend 6 Edward VII., Cap. 6, entitled 'An Act to Regulate the Use of Motor Vehicles on Highways' " was read a first time, and ordered to be read a second time on to-morrow.

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

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

Mr. Speaker left the Chair.

Mr. Parsons took the Chair of Committee.

Mr. Speaker resumed the Chair.

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

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

The remaining orders of the day were deferred.

The Hon. Prime Minister presented a communication from His Excellency the Governor transmitting a formal invitation from the Imperial Parliament to the Legislature of Newfoundland and requesting them to appoint one Member from each House to attend the Coronation of His Majesty King George the Fifth, said invitation being as follows—

"A Committee of Members of both Houses of Parliament here, representative of all parties, wish to convey through you a formal invitation to two Members of the Newfoundland Legislature to be their guests in London at the Waldorf Hotel, from Saturday, June 17th, to Saturday, July 1st, inclusive, this period including the week in which the Coronation is fixed to take place. Application has been made to the Earl Marshal to assign them places in Westminster Abbey. As it is anticipated that those accepting the invitation may desire to prolong their visit, in order to see something of this country, the Committee hope to be able later to extend the invitation for one week in order to enable visits to be paid to the more important English towns, but it is not possible to speak with certainty on this point at present. Owing to exigencies of space, it is not possible to include in the formal invitation to the Coronation and subsequent festivities the wives and daughters of the members invited. At the same time, the Committee will be glad to provide hotel accommodation for one lady, being wife or daughter, in respect to each member, if information be sent to reach here by March 4th, giving full particulars as to the exact number of ladies coming, and whether wife or daughter in each case. In order to avoid any disappointment, the Committee think it well to state this clearly that they can only recognize members themselves as their formal guests, but they will do their utmost to make the visit not only of the members, but also of the ladies who accompany them, as pleasant and agreeable as possible.

"Signed for the Committee,

"HARCOURT, Chairman."

On motion of the Hon. Prime Minister, seconded by Rt. Hon. the Leader of the Opposition, it was unanimously resolved that Mr. Speaker Warren be the choice of this House as its representative under the terms of this invitation.

Mr. Speaker then thanked the House for the honor done him.

Mr. Kent gave notice of question.

Mr. Clift gave notice of question.

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

The House then adjourned accordingly.

WEDNESDAY, March 1st, 1911.

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

Petitions were presented by—

Hon. Mr. Watson (C. S.), from residents of Lance Cove for a bridge.

Hon. Mr. Watson (C. S.), from residents of Apsey Brook for a road.

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

Mr. Kent from residents of Pouch Cove for a landing place.

Mr. Clapp from residents of L'Anse Amedee for telegraph extension.

Mr. Clapp from residents of Flower's Cove for telegraph extension.

Mr. Clapp from residents of St. Anthony for telegraph extension.

Hon. Mr. Emerson from Seal Cove for a bridge.

Mr. Earle from residents of Seldom Come Bye for a well.

Mr. Earle from residents of Fogo for a road.

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

Hon. Mr. Morison (M. J.), from residents of St. Brendan's re saw mills.

Hon. Mr. Morison (M. J.), from residents of Deer Island re saw mills.

Hon. Mr. Blandford (M. A. M.), from residents of Greenspond for a breakwater.

Hon. Mr. Blandford (M. A. M.), from residents of Deer Island for a wharf.

Hon. Mr. Blandford (M. A. M.), from residents of Bonavista for a road.

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

Mr. Kent asked the Hon. Minister of Justice whether the Magistrate at Harbor Main has instructions to visit, or has visited officially, places in his district other than Harbor Main; if so, to name such place or places, and state whether he is paid extra therefor, and what amount.

Hon. Minister of Justice replied—"The late Magistrate at Harbor Main, Mr. Murray, had instructions to perform the work at Holyrood and Conception Harbor as well. He was paid the yearly sum of $200 extra for this work. The same arrangement is being continued with Mr. O'Toole. This is in addition to his $550 salary."

Mr. Clift asked the Hon. Minister of Agriculture and Mines to lay on the table of the House the following statement—(1) A list of all animals distributed for agricultural purposes from 1st May, 1909, to date, stating the breed and age of each animal, from whom purchased, the price paid and to whom sent; (2) A list of all animals

sold from the Experimental Farm since May, 1909, to date, giving cost of each animal, when sold, by whom purchased, price paid, and when delivered to purchaser.

Hon. Minister of Agriculture and Mines replied that the statement was in course of preparation and would be tabled when completed.

Mr. Clift asked the Hon. Minister of Finance and Customs to lay on the table of the House a detailed statement of the expenditure of the sum of $3,000, voted last session for surveys in connection with branch railways.

Hon. Minister of Finance and Customs tabled the information asked for.

Mr. Speaker informed the House that he had received a message from the Legislative Council acquainting the House of Assembly that they had passed the Bill sent up, entitled "An Act to Encourage the Manufacture of Peat," without amendment.

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

Mr. Speaker left the Chair.

Mr. Parsons took the Chair of Committee.

Mr. Speaker resumed the Chair.

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

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

The remaining orders of the day were deferred.

Rt. Hon. Sir R. Bond gave notice of question.

Mr. Clapp gave notice of question.

Mr. Earle gave notice of question.

Mr. Roberts gave notice of question.

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

The House then adjourned accordingly.

THURSDAY, March 2nd, 1911.

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

Robert Moulton, Esq., Member returned for the District of Burgeo and LaPoile, having taken and subscribed the Oath of Allegiance before Hon. Sir E. D. Shea, one of His Excellency's Commissioners appointed for the purpose of administering the same, took his seat accordingly.

Petitions were presented by—

Hon. Mr. Morison (M. J.), from residents of Greenspond re Sabbath observance.

Hon. Mr. Morison (M. J.), from residents of Bonavista re railway line.

Hon. Mr. Watson (C. S.), from residents of Trinity re railway line.

Mr. Grant from residents of Trinity re railway line.

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

Mr. Clift from residents of Miles Cove for a bridge.

Mr. Clift from residents of Loon Bay for a bridge.

Mr. Clift from residents of Tizzard's Harbor for a telephone.

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

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

Rt. Hon. Sir R. Bond asked the Hon. Colonial Secretary if he con state when the Trinity Spur Line will be constructed; also, if the Railway Contractor has objected to building it, and to table all correspondence between the Government and the Contractor on the matter; also, if any amount has been paid for a right-of-way in connection with the Spur Line.

Hon. Colonial Secretary—"In reply to the Rt. hon. gentleman, I may say that I am unable to state the exact date when the Trinity Spur Line will be constructed. The Government have notified the Contractor to commence the work as soon as possible. No objection has been raised by the Contractor. The correspondence with reference to the Spur Line is tabled herewith. The right-of-way to the proposed site of the station has been paid for.

Rt. Hon. Sir R. Bond asked the Hon. Minister of Agriculture and Mines to state the names of the parties who comprise (1) The Terra Nova Lumber Company, (2) The Labrador Syndicate, Ltd., (3) The Bay du Nord Corporation, (4) The Hamilton Pulp and Lumber Company, and (5) The Gander River Pulp and Lumber Co.

Hon. Minister of Agriculture and Mines replied that the statement desired was in course of preparation and would be tabled when completed.

Mr. Clapp asked the Hon. Minister of Finance and Customs to lay on the table of the House a statement showing all amounts paid Captain William Winsor for services on Labrador and elsewhere since the present Government assumed office.

Hon. Minister of Finance and Customs laid on the table the information asked for.

Mr. Clapp asked the Hon. Minister of Justice to lay on the table of the House a statement showing, in detail, all amounts paid under Civil and Criminal Prosecutions from February 1st, 1910, to date, giving names and dates of every such payment.

Hon. Minister of Justice replied that the statement was in course of preparation and would be tabled when completed.

Mr. Clapp asked the Hon. Minister of Finance and Customs to lay on the table of the House a statement showing, in detail, the amounts paid in connection with the Royal Commission on West India trade, including the amounts paid in connection with the attendance of the Minister before that Commission.

Hon. Minister of Finance and Customs replied that he had no record of any payments being made through the Finance Department in connection with said matter.

Mr. Clapp asked the Hon. Minister of Agriculture and Mines to lay on the table of the House a statement showing, in detail, all amounts paid to all or either of the following—Messrs. A. H. Seymour, J. F. Downey and R. J. Devereux, for any purpose whatever, since the present Government assumed power, giving in each case the date of payment of each amount and the purposes for which each such payment was made.

Hon. Minister of Agriculture and Mines replied that the statement desired was in course of preparation and would be tabled when completed.

Mr. Earle asked the Hon. Colonial Secretary to lay on the table of the House a statement showing, in detail, with names of parties, dates and purpose of each payment, all money expended during the twelve months ending February 28th, 1911, in connection with the Steam Mail Service for the District of Fogo, and what, if any, tenders were received for the said service, what tender was accepted, the amount of subsidy paid, and when and upon what conditions the same is paid; also, to lay on the table of the House the agreement under which said service is conducted, and all correspondence relating to the said agreement, or to the said service prior or subsequent to the acceptance of the tender; also, to state why the said service was extended to ports in Bonavista Bay, south of Wesleyville, and ports in Trinity Bay and Bay de Verde.

Hon. Colonial Secretary replied—"I beg to lay upon the table copies of the tenders which were received last year in connection with the Fogo Mail Service. The tender of the Newfoundland Produce Company was accepted. The contracts are now ready for signature and will be submitted in the course of a few days for ratification. The Government arranged with the contractors, without affecting the service and without additional expense, to extend the service referred to in Bonavista Bay, Trinity Bay and Bay de Verde. I have asked the Postmaster General to furnish me with a statement of the payments referred to by the hon. member and hope to table same at the next sitting.

Mr. Roberts asked the Hon. Prime Minister whether it is the intention of the Government to vote a sum of money at this session

so that material can be purchased for Bait Depots asked for by the Fishermen's Protective Union, which offers to erect those depots by free labor.

Hon. Prime Minister replied—"The whole question of the erection of Bait Depots and the localities of the same is under the consideration of the Government. The Government hope that, under the agreement with Trefethen and Lord, five large Cold Storage plants will be erected and will serve in the districts where established as Bait Depots for the sale and supply of bait on a large scale to our fishermen. In addition to these, the Government hope to arrange for the establishment of others. We have been voting for years and have this session voted the same sum, namely, $5,000, for Cold Storage in Bait; but by reason of its not being availed of it becomes a dropped balance."

Mr. Roberts asked the Hon. Minister of Agriculture and Mines to lay on the table of the House a statement showing, in detail, the amount expended on account of Railway Arbitration Awards, including amounts paid for arbitration fees, legal fees, disbursements, printing and other expenses, with names of parties and amounts paid in each case from July 1st, 1910, to date.

Hon. Minister of Agriculture and Mines replied that the statement desired was in course of preparation and would be tabled when completed.

Mr. Roberts asked the Hon. Colonial Secretary to lay on the table of the House a copy of all contracts made for Coastal Steam Services since the present Government assumed power, with all correspondence relating thereto; also, a statement showing the amount of subsidy, or for any other purpose, in each case, to whom and for what purposes; also, to state whether each of the said services were carried out by the steamers calling at each port in the schedule, and, if not, what ports were omitted, and when, and how often, and why they were so omitted; further, to say whether in case of omission to call at ports any reduction was made in the subsidy because of such omission to call at ports, and if such reduction was made, state the amount of such reduction, and the dates of the trips in respect of which it was made.

Hon. Colonial Seceratry replied—"The contracts to which the hon. member refers will be tabled in the course of a few days for ratification by the Legislature. The contracts will show the amount of the subsidy paid in each case. The Postmaster General has been

asked to report as to whether any ports were omitted last year, giving the particulars asked for by the hon. member, and I hope to table his report at the next meeting of the House."

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

Civil Government	$168,072.23
Administration of Justice	180,912.52
Pensions	2,186.66

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

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

Mr. Speaker left the Chair.

Mr. Parsons took the Chair of Committee.

Mr. Speaker resumed the Chair.

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

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

Pursuant to order, and on motion of the Hon. Minister of Agriculture and Mines, the House resolved itself into Committee of the Whole on the Bill entitled "An Act Respecting the Sale of Seeds."

Mr. Speaker left the Chair.

Mr. Parsons took the Chair of Committee.

Mr. Speaker resumed the Chair.

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

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

Pursuant to order, and on motion of the Hon. Minister of Agriculture and Mines, the Bill entitled "An Act Further to Amend 'The Crown Lands Act, 1903,' " was read a second time, and it was ordered that it be referred to Committee of the Whole House on to-morrow.

Pursuant to order, and on motion of the Hon. Minister of Agriculture and Mines, the Bill entitled "An Act to Extend the Operation of 5 Edward VII., Cap. 18, entitled 'An Act to Encourage the Manufacture of Peat,' " was read a second time, and it was ordered that it be referred to Committee of the Whole House on to-morrow.

The remaining orders of the day were deferred.

Mr. Speaker informed the House that he had received a message from the Legislative Council acquainting the House of Assembly that they had passed the Bills sent up entitled respectively—

"An Act Further to Encourage the Smelting of Copper Ores in this Colony," and

"An Act to Prevent the Spreading of Potato Canker," without amendment.

Rt. Hon. Sir R. Bond gave notice of question.

Mr. Kent gave notice of question.

Mr. Earle gave notice of question.

Mr. Roberts gave notice of question.

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

The House then adjourned accordingly.

FRIDAY, March 3rd, 1911.

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

Petitions were presented by—

Hon. Mr. Blandford (M. A. M.), from residents of Greenspond re fishery laws.

Mr. Parsons from residents of Harbor Grace re railway siding.

Mr. Woodford (M. P. W.), from residents of Gaskiers for wharf

Mr. Woodford (M. P. W.), from residents of Salmonier for a road.

Mr. Squires from residents of Trinity East re railway extension.

Mr. Squires from residents of Green's Harbor re roads.

Mr. Squires from residents of Caplin Cove re roads.

Mr. Squires from residents of Hant's Harbor re roads.

Mr. Squires from residents of Elliston re roads.

Mr. Squires from residents of Heart's Content re roads.

Mr. Moulton from residents of Burgeo re fog alarm.

Mr. Clift from residents of Little Bay re fishery law.

Mr. Clift from residents of Flurry's Bight re roads.

Mr. Clift from residents of Little Bay re roads.

Mr. Clift from residents of S. W. Arm re port of call.

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

Rt. Hon. Sir R. Bond asked the Hon. Minister of Agriculture and Mines to lay on the table of the House a statement showing (1) All applications for timber and pulp licenses since 1st January, 1910, to date, with names of applicants, area in acres ,and situation; (2)

Dates of approval; (3) Date of payment and amount of bonuses and rent; (4) Date of filing survey; (5) If time of survey has been extended and upon what terms; and (6) Why lands held by lessees and upon which the conditions under the law have not been complied with, have not been forfeited in accordance with the law.

Hon. Minister of Agriculture and Mines replied that the statement desired was in course of preparation and would be tabled when completed.

Rt. Hon. Sir R. Bond asked the Hon. Colonial Secretary to lay on the table of this House a detailed statement of the money paid for the right-of-way for the Spur Line into Trinity.

Hon. Colonial Secretary tabled the statement asked for.

Rt. Hon. Sir R. Bond asked the Hon. Minister of Agriculture and Mines if Dr. Robertson and Dr. MacPhail made reports to the Government on the matter of agriculture; and, if so, to lay a copy of the same on the table of this House.

Hon. Minister of Agriculture and Mines tabled a copy of the report of Dr. Robertson, and stated that Dr. MacPhail had not made any report.

Mr. Kent asked the Hon. Minister of Finance and Customs to lay on the table of the House an account of the loan authorized by the Legislature at its last session for railway extension purposes, showing, in detail, with dates, the following—(1) Amount of said loan underwritten; (2) Amount subscribed by the public; (3) The amount received by the Colony to date; (4) Amount expended out of money received from said loan; (5) Amount, if any, paid for interest on said loan; and (6) Amount, if any, received for interest on said loan. Also, to state whether any amount has been borrowed by the Colony on Temporary Loan since March 1st, 1910; and, if so, to lay on the table of the House a statement showing the bank from which such loan or loans were procured, the purposes for which the same were borrowed, the amount, rate of interest, date and other terms thereof; and to lay on the table all correspondence and agreements relating thereto.

Hon. Minister of Finance and Customs replied that the statements asked for were being prepared and would be tabled when completed.

Mr. Earle asked the Hon. Minister of Justice to lay on the table of the House a statement showing, in detail, all amounts paid to any member of this House for legal services from January 1st, 1910, to date, stating the services in respect to which each such payment was made.

Hon. Minister of Justice laid upon the table the statement asked for.

Mr. Earle asked the Hon. Minister of Finance and Customs to lay on the table of the House a statement showing, in detail, all amounts paid to any member of this House for legal services from January 1st, 1910, to date, stating the services in respect to which each such payment was made.

Hon. Minister of Finance and Customs laid upon the table the statement asked for.

Mr. Earle asked the Hon. Minister or Agriculture and Mines to lay on the table of the House a statement showing, in detail, all amounts paid to any member of this House for legal services from January 1st, 1910, to date, stating the services in respect to which each such payment was made.

Hon. Minister of Agriculture and Mines laid upon the table the statement asked for.

Mr. Roberts asked the Hon. Colonial Secretary whether Walter Crosbie is in the pay of the Postal Telegraph Department, or any other department; if so, to state the position he holds and the amount paid him to date.

Hon. Colonial Secretary replied—"Mr. Crosbie is employed as Mail Clerk on the Railway Construction Service at a salary of $60 per month."

Mr. Roberts asked the Hon. Prime Minister whether the Government has arranged or will arrange for the Ss Home to call weekly at ports on the Treaty Shore, leaving Lewisporte one week and Bay of Islands the next, in order to give the Treaty Shore weekly mail service during the present year and thereafter.

Hon. Prime Minister replied—"No arrangements have been made up to the present time. The Government will enquire as to whether the proposed change will be in the public interest, and whether it will be feasible."

Mr. Roberts asked the Hon. Prime Minister whether the Government has received any protests against saw mills about to be erected on the three mile limit; if so, to state what steps the Government intend to take in respect to the same."

Hon. Prime Minister replied—"The Government have received protests against the erection of saw mills. They have also received protests against any interference with those at present operating saw mills on the three mile limit. The whole matter is being carefully enquired into by the Government."

Mr. Roberts asked the Hon. Prime Minister whether the Government intends or not to provide for the erection of lighthouses at Change Islands and Horse Chops, Trinity District, during the present year.

Hon. Prime Minister replied—"The matter of lighthouses is receiving the full consideration of the Government, but no locations have yet been decided upon."

Mr. Roberts asked the Hon. Minister of Finance and Customs to state amount of commissions, if any, paid to the Sub-Collector of Customs at Trinity during the year 1910.

Hon. Minister of Finance and Customs replied that the amount paid was $51.44.

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

Public Charities	$296,142.00
Lighthouses, etc.	86,329.00
Agriculture and Mines..	31,420.00
Roads and Bridges.....	175,126.00
Postal and Telegraphs..	520,399.00
Contingencies	10,000.00
Marine and Fisheries....	84,940.00
Customs	146,051.00
Coal and Water Refunds	67,550.00
Additional Estimates....	8,000.00

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

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

Mr. Speaker left the Chair.

Mr. Parsons took the Chair of Committee.

Mr. Speaker resumed the Chair.

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

Ordered, that this report be received and that leave be granted for the introduction of the said Bill.

Whereupon the Bill entitled "An Act Further to Amend the Education Act, 1903," was introduced and read a first time, and it was ordered that it be read a second time on to-morrow.

Pursuant to notice, and on motion of the Hon. Minister of Agriculture and Mines, the House resolved itself into Committee of the Whole to consider certain Resolutions in relation to the Encouragement of Agriculture.

Mr. Speaker left the Chair.

Mr. Parsons took the Chair of Committee.

Mr. Speaker resumed the Chair.

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

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

Pursuant to order, and on motion of the Hon. Minister of Agriculture and Mines, the Bill entitled "An Act Respecting the Sale of Seeds" was read a third time and passed, and it was ordered that it be engrossed, and that it be sent to the Legislative Council with a message requesting the concurrence of that body in its provisions.

Pursuant to order, and on motion of the Hon. Minister of Agriculture and Mines, the House resolved itself into Committee of the Whole on the Bill for the Extension of the Bounty on Peat.

Mr. Speaker left the Chair.

Mr. Parsons took the Chair of Committee.

Mr. Speaker resumed the Chair.

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

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

The remaining orders of the day were deferred.

Mr. Roberts gave notice of question.

It was moved and seconded that when the House rises it adjourn until Monday next, March 6th, at three of the clock in the afternoon.

The House then adjourned accordingly.

MONDAY, March 6th, 1911.

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

Petitions were presented by—

Hon. Mr. Blandford (M. A. M.), from residents of Bonavista re road.

Hon. Mr. Blandford (M. A. M.), from residents of St. Brendan's re road.

Mr. Seymour from residents of Hr. Grace re elective road boards.

Mr. Downey from residents of Codroy re bridge.

XII.—POSTAL AND TELEGRAPH DEPARTMENT—Continued

Detail—(Continued)

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1910—1911.	Estimate 1911—1912.
Outport Postmasters—Continued		
Sibley's Cove	10.00	10.00
Snook's Arm	15.00	15.00
Snook's Brook	10.00	10.00
Snook's Harbor	15.00	20.00
Sopp's Arm	15.00	15.00
Sound Island	30.00	30.00
South Branch	12.00	12.00
South Dildo		
South East Bight	15.00	15.00
Southern Bay	10.00	10.00
Southern Harbor		10.00
Southside, Harbor Grace	100.00	100.00
South West Arm, New Bay	24.00	24.00
Spaniard's Bay, Riverhead	30.00	30.00
Spanish Room	15.00	15.00
Springdale	30.00	30.00
Squid Tickle	10.00	10.00
Stanleyville		10.00
Step-a-Side	15.00	15.00
Stephenville		
Stephenville Crossing	30.00	30.00
Stock and Knight's Coves	24.00	24.00
Stone's Cove	15.00	15.00
Summerside	15.00	15.00
Sunnyside	15.00	15.00
Sweet Bay	24.00	24.00
Sweet Bay, N. W. Arm	10.00	10.00
Sydney, C. B.	50.00	50.00
Tack's Beach	24.00	24.00
Terenceville	15.00	15.00
Thimble Tickle	12.00	12.00
Thorburn Road		10.00
Thoroughfare	15.00	15.00
Three Arms	30.00	30.00
Tickle Cove	20.00	20.00
Tilting	30.00	30.00
Tilton	30.00	30.00
Tizzard's Harbor	30.00	30.00
Tor's Cove	30.00	30.00
Tompkins		10.00
Topsail	30.00	30.00
Torbay	50.00	50.00
Traytown, Bonavista Bay	15.00	15.00
Trepassey	50.00	50.00
Trinity	200.00	200.00
Trinity East	60.00	80.00
Trout River	15.00	15.00

XII.—POSTAL AND TELEGRAPH DEPARTMENT—Continued

Detail—(Continued)

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1910—1911.	Estimate 1911—1912.
Outport Postmasters—Concluded		
Trouty	15.00	15.00
Triton	24.00	24.00
Turk's Cove	24.00	24.00
Turk's Gut	15.00	15.00
Twillingate	300.00	300.00
Twillingate South	30.00	30.00
Upper Ferry	24.00	24.00
Upper Gullies	30.00	30.00
Upper Rocky Brook	10.00	20.00
Upper Small Point	20.00	20.00
Valen Island	30.00	30.00
Valleyfield	15.00	15.00
Victoria Cove	10.00	10.00
Victoria Village	50.00	50.00
Ward's Harbor	15.00	15.00
Wellman's Cove	15.00	15.00
West Bay, Port au Port	10.00	10.00
Western Bay	45.00	45.00
Western Cove	30.00	30.00
Western Point, La Poile	15.00	15.00
Whitbourne	80.00	80.00
White Rock	24.00	24.00
Wild Bight	18.00	18.00
Winter Houses		10.00
Witless Bay	60.00	60.00
Wood's Island	24.00	24.00
Wood's Island Harbor	15.00	15.00
Woody Island	15.00	15.00
York Harbor	15.00	15.00
New Offices	669.00	669.00
	$19,970.00	$21,821.00
Labrador—Salaries		
Mail Agent, Labrador T. P. O.	$300.00	$300.00
Batteau	6.00	6.00
Battle Harbor	80.00	80.00
Black Island	6.00	6.00
Black Tickle	6.00	6.00
Blanc Sablon	80.00	80.00
Bolster's Rock	6.00	6.00
Cape Charles	6.00	6.00
Cape Harrison	10.00	10.00
Cartwright	20.00	20.00
Chateau	12.00	12.00
Chimney Tickle	6.00	6.00
Comfort Bight	10.00	10.00

XII.—POSTAL AND TELEGRAPH DEPARTMENT—Continued

Detail—(Continued)

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1910—1911.	Estimate 1911—1912.
Labrador—Salaries—Continued		
Dead Island	6.00	6.00
Domino	12.00	12.00
Double Island	6.00	6.00
East St. Modest	12.00	12.00
Emily Harbor	10.00	10.00
Indian Islands	8.00	8.00
Fishing Ships' Harbor	6.00	6.00
Ford's Harbor	10.00	10.00
Forteau	30.00	30.00
Francis Harbor	6.00	6.00
Frenchman's Island	10.00	10.00
George's Island	6.00	6.00
Grady	10.00	10.00
Grand Village	20.00	20.00
Hawke's Harbor	6.00	6.00
Henley	8.00	8.00
Holton	10.00	10.00
Hopedale	20.00	20.00
Horse Harbor	10.00	10.00
Ilack	6.00	6.00
Independent	6.00	6.00
Indian Harbor	12.00	12.00
Indian Tickle	12.00	12.00
Iron Bound Island	6.00	6.00
Lance au Loup	15.00	15.00
Long Island	6.00	6.00
Long Tickle	6.00	6.00
Macovick	6.00	6.00
Nain	15.00	15.00
N. W. River		10.00
Occasional Harbor	6.00	6.00
Pack's Harbor	6.00	6.00
Punch Bowl	8.00	8.00
Ragged Islands	6.00	6.00
Red Bay	8.00	8.00
Red Point	6.00	6.00
Rigolet	20.00	20.00
Sandy Islands	6.00	6.00
Seal Islands	6.00	6.00
Ship Harbor	6.00	6.00
Sloop Cove	8.00	8.00
Smoky Tickle	8.00	8.00
Snug Harbor	6.00	6.00
Spear Harbor	6.00	6.00
Spotted Islands	6.00	6.00
Square Islands	6.00	6.00
Turnavick East	6.00	6.00

XII.—POSTAL AND TELEGRAPH DEPARTMENT—Continued

Detail—(Continued)

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1910—1911.	Estimate 1911—1912.
Labrador—Salaries—Concluded		
Turnavick West	8.00	8.00
Venison Island	10.00	10.00
Webber's Harbor	6.00	6.00
White Bears	9.00	9.00
Winsor's Harbor	6.00	6.00
Wolf Island	6.00	6.00
New Offices	37.00	37.00
Total Salaries, Labrador	$1,050.00	$1,060.00
Couriers		
Argentia and Railway	$150.00	$150.00
Arnold's Cove and Railway	31.20	31.20
Avondale and Railway and Conception Hr.	75.00	75.00
Avondale Station and Colliers	175.00	175.00
Baie Verte and Coastal Steamer	20.00	20.00
Baie Verte and North West Arm	170.00	170.00
Baie Verte and Tilt Cove	465.00	465.00
Baine Harbor, Fox Cove and Bay L'Argent	120.00	120.00
Bank Head and Railway	60.00	60.00
Barr'd Island, Joe Batt's Arm		20.00
Battle Harbor and Blanc Sablon	124.00	150.00
Battle Harbor and Cartwright and Rigolet	160.00	160.00
Bauline and Pouch Cove	50.00	50.00
Bay de Verde and Old Perlican	220.00	220.00
Bay du Nord and Bay D'Est	45.00	45.00
Bay Roberts and Railway	160.00	160.00
Bear Cove, Western Cove		100.00
Belburns and Daniel's Harbor		50.00
Bell Island and Bell Island Mines	300.00	300.00
Bell Island and Lance Cove	200.00	200.00
Birchy Bay, Campbellton and Loon Bay		140.00
Birchy Cove (Curling) and Railway	100.00	100.00
Birchy Head and Woody Point	60.00	60.00
Bishop Falls and Railway	96.00	96.00
Black Island, Kir's Cove and Exploits	72.00	72.00
Black River and Sound Island	20.00	52.00
Blaketown and Railway	20.00	20.00
Blanc Sablon and St. Modeste		120.00
Boat Harbor, Bay de Lieu and Baine Harbor	80.00	80.00
Bona and Presque	40.00	40.00
Bonavista and Cape Shore		96.00
Bonavista and Catalina and Little Catalina	195.00	195.00
Bonavista and Elliston	98.00	98.00
Bonne Bay and Deer Lake	585.00	585.00
Bonne Bay and Cow Head	234.00	234.00
Bonne Bay and Gargamelle	10.00	10.00
Bonne Bay and Norris' Point	80.00	80.00

XII.—POSTAL AND TELEGRAPH DEPARTMENT—Continued

Detail—(Continued)

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1910—1911.	Estimate 1911—1912.
Couriers—Continued		
Botwood and Northern Arm	52.00	52.00
Botwood and Railway	450.00	450.00
Boyd's Cove and Vicinity		10.00
Brigus Stand and Railway		10.00
Brigus and Railway	240.00	240.00
Brigus and Turk's Gut	40.00	40.00
Brigus Cross Roads and Railway	20.00	20.00
Brigus South and Main Road	20.00	20.00
Britannia Cove and Clarenville	200.00	220.00
Britannia Cove and Hickman's Harbor	35.00	35.00
Broads and Clarke's Beach		40.00
Brookfield and Wesleyville	42.00	42.00
Bryant's Cove and Harbor Grace	40.00	40.00
Bunyan's Cove and Port Blandford	51.00	51.00
Burgoyne's Cove and Britannia Cove	10.00	10.00
Burnt Head and Cupids	50.00	50.00
Burnt Head and Fair Islands	52.00	52.00
Butler's Cove		20.00
Campbellton and Comfort Cove	210.00	210.00
Campbellton and Lewisporte	20.00	20.00
Canada Harbor and Englee	34.00	35.00
Cape Island and Cape Freels		20.00
Cape Norman and Lock's Cove	68.00	68.00
Cape Race and Portugal Cove	260.00	260.00
Cape Ray and Railway	52.00	52.00
Cape St. George and Port au Port	208.00	208.00
Carbonear and Heart's Content	550.00	550.00
Carbonear and Railway	160.00	160.00
Carbonear and Western Bay	500.00	500.00
Cartyville and Railway		30.00
Cat Harbor, Newtown and Wesleyville	205.00	300.00
Change Islands and South End		60.00
Channel, Fox Roost and Isle aux Morts	72.00	72.00
Channel and Railway	125.00	125.00
Charlottetown, Railway and Bunyan Cove	61.25	61.25
Charles' Brook, Point of Bay and Laurenceton	78.00	78.00
Clarenville South and Railway	30.00	30.00
Clarenville and Foster's Point		70.00
Clarke's Beach and Railway	50.00	50.00
Coachman's Cove and Baie Verte	170.00	170.00
Coakerville and Boyd's Cove		17.00
Codroy and Railway	150.00 350.00	100.00 350.00
Coley's Point and Bay Roberts	66.00	66.00
Colinet and John's Pond and Whitbourne	187.20	187.20
Colliers Bay Cove and Railway	80.00	120.00

XII.—POSTAL AND TELEGRAPH DEPARTMENT—Continued

Detail —(Continued)

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1910—1911.	Estimate 1911—1912.
Couriers—Continued		
Come By Chance and Bay Bulls Arm	124.80	124.80
Conche and North West Point	150.00	150.00
Coomb's Cove and Belleoram		160.00
Corbin and Epworth	24.00	40.00
Cottle's Island and Moreton's Harbor	52.00	52.00
Country Path and Bay Roberts		40.00
Coward's Island and Flat Islands	10.00	10.00
Cow Head and Daniel's Harbor	136.00	136.00
Crabbe's Brook and Railway	50.00	50.00
Crawley's Island and Long Harbor	25.00	25.00
Cul de Sac and Cape La Hune	40.00	40.00
Cupids and Railway	180.00	180.00
Currant Island	12.00	12.00
Daniel's Harbor and Gargamelle	136.00	136.00
Deer Island and Gooseberry Island	40.00	60.00
Deer Island and Burnt Island		30.00
Deer Lake and Section	10.00	10.00
Delby's Cove and British Harbor		40.00
Dildo and Old Shop	50.00	50.00
Dunville and Railway	60.00	60.00
Elliott's Cove and Apsey Cove	52.00	60.00
Englee and Great Harbor Deep	70.00	70.00
Englee and Lock's Cove	100.00	100.00
Epworth and Collins Cove	10.00	20.00
Exploits, Fortune Harbor and Cottrel's Cove	170.00	170.00
Exploits and Lewisporte	374.00	374.00
Famish Cove and Railway	40.00	40.00
Farmer's Arm and Boyd's Cove	36.00	53.00
Farmer's Arm and Moreton's Harbor	103.00	103.00
Fermeuse South and Renews	15.00	15.00
Fichot and St. Julien's		90.00
Flat Islands and Salvage	75.00	75.00
Fleur de Lys and Coachman's Cove	52.00	52.00
Flower's Cove and Bonne Bay		80.00
Flower's Cove and Lance au Loup	160.00	160.00
Flower's Cove and Lock's Cove	200.00	200.00
Fogo and Little Beaver Cove	340.00	340.00
Fogo and Seldom Come By	48.00	48.00
Fogo and Tilting	50.00	50.00
Fortune and Grand Bank	30.00	30.00
Foster's Point and Lady Cove	26.00	26.00
Fox Harbor, Random and Northern Bight ..	452.40	452.40
Fox Harbor, Placentia and Railway	50.00	50.00
Francois, New Harbor and Rencontre	104.00	104.00
Freshwater and Carbonear		100.00
Friday's Bay and Herring Neck	68.00	68.00
Gambo and Fair Island		500.00

WEDNESDAY, March 8th, 1911.

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

Petitions were presented by—

Hon. Mr. Watson (C. S.), from residents of Heart's Content on the subject of roads.

Hon. Mr. Watson (C. S.), from residents of Smith's Sound on the subject of lighthouses.

Hon. Mr. Blandford (M. A. M.), from residents of Tickle Cove on the subject of a road.

Hon. Mr. Blandford (M. A. M.), from residents of Plate Cove (2) on the subject of a road.

Mr. Clift from residents of Kite Cove on the subject of a ferry.

Mr. Clift from residents of Moreton's Harbor on the subject of a railing.

Mr. Clift from residents of Flurry's Bight on the subject of a launchway.

Rt. Hon. Sir R. Bond from residents of Grand Falls on the subject of a post office.

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

Mr. Kent asked the Minister of Public Works to lay on the table of the House a statement showing, in detail, all payments from the Main Line, Local or Special Grants on the Bishop Cove Roads, in the District of Harbor Grace, from April 1st, 1910, to date.

Minister of Public Works replied that the statement was in course of preparation and would be tabled when completed.

Mr. Kent asked the Minister of Public Works to lay on the table of the House a statement, in detail, with names of parties, dates and amounts of all moneys spent at Colliers, in the District of Harbor Main, from the Main Line, Local or Special Grants, from April 1st, 1910, to date.

Minister of Public Works replied that the statement was in course of preparation and would be tabled when completed.

Mr. Kent asked the Minister of Marine and Fisheries whether James R. Vinnicombe, of St. John's, was employed by his Department in connection with Marine Works in the District of St. John's East; and, if so, to state the nature of such employment, how he was paid for such services, by salary or commission, and to lay on the table of the House a statement showing, in detail, all moneys paid to or through the said James R. Vinnicombe from January 1st, 1910, to date.

Minister of Marine and Fisheries replied that the statement was in course of preparation and would be tabled when completed.

Mr. Kent asked the Minister of Marine and Fisheries to lay on the table of the House a statement showing, in details, amounts paid for material, supplies, hire of vessels, names of men employed, with amounts paid each, in connection with erection of Marconi Stations; also specifying number of stations, and where each is situated at Labrador, from January 1st, 1910, to date.

Minister of Marine and Fisheries tabled the information asked for.

Mr. Clapp asked the Hon. Minister of Finance and Customs if he has any knowledge of any payment made to him—Hon. M. P. Cashin—or anyone on his account in connection with the Royal Commission on West India Trade and his attendance before that Commission.

Hon. Minister of Finance and Customs replied that so far as he knew, no such payment had been made.

Pursuant to order, and on motion of the Hon. Prime Minister, the Bill entitled "An Act to Regulate the Manufacture, Storage and Importation and Sale of Explosives" was read a third time and passed, and it was ordered that it be engrossed, being entitled as above, and that it be sent to the Legislative Council with a message requesting the concurrence of that body in its provisions.

Pursuant to order, and on motion of the Hon. Prime Minister, the Bill entitled "An Act Further to Amend 'The Education Act, 1903,' " was read a third time and passed, and it was ordered that

it be engrossed, being entitled as above, and that it be sent to the Legislative Council with a message requesting the concurrence of that body in its provisions.

Pursuant to order, and on motion of the Hon. Minister of Agriculture and Mines, the House resolved itself into Committee of the Whole on Resolutions for the Encouragement of Agriculture.

Mr. Speaker left the Chair.

Mr. Parsons took the Chair of Committee.

And it being now midnight,

Thursday, March 9th, 1911,

Mr. Speaker resumed the Chair.

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

On the motion for the adoption of the said report, the Rt. Hon. Sir R. Bond moved, seconded by Mr. Kent, that the report of the Committee be amended by the insertion in the proposed Bill of the following, to stand as Section 2—

"2.—Section 3 of the Act for the Encouragement of Agriculture, "1910, of 10 Edward VII., Cap. 18, is hereby repealed, and hence-"forth Chap. 4 of Consolidated Statutes (Second Series) shall ap-"ply to any persons who may be appointed members of the said "Boards, including persons heretofore appointed, or who now are "members of said Board."

Whereupon the House divided, and there appeared for the amendment—Rt. Hon. Sir R. Bond, Messrs. Clift, Clapp, Dwyer, Earle, Gear, Kent and Roberts (8); and against it—Hons. Prime Minister, Minister of Justice, Colonial Secretary, Minister of Finance and Customs, Hon. Mr. Crosbie, Minister of Public Works, Minister of Marine and Fisheries, Messrs. Devereux, Goodison, Kennedy, Moore, Murphy, Parsons, Seymour, Whiteway and Winsor (16).

So it passed in the negative.

The original motion for the adoption of the report of the Committee was then put, when there appeared for it—Hons. Prime Min-

ister, Minister of Justice, Colonial Secretary, Minister of Finance and Customs, Hon. Mr. Crosbie, Minister of Public Works, Minister of Marine and Fisheries, Messrs. Devereux, Goodison, Kennedy, Moore, Murphy, Parsons, Seymour, Whiteway and Winsor (16); and against it—Rt. Hon. Sir R. Bond, Messrs. Clift, Clapp, Dwyer, Earle, Gear, Kent and Roberts (8).

So it passed in the affirmative and ordered accordingly.

Whereupon the Bill entitled "An Act to Amend the Act for the Encouragement of Agriculture" was read a first time, and ordered to be read a second time on to-morrow.

Pursuant to Resolution already adopted by the Committee of the Whole on Supply, and on motion of the Hon. Minister of Finance and Customs, leave was granted for the introduction of a Bill entitled "An Act Respecting Certain Retiring Allowances," and it was read a first time and ordered to be read a second time on to-morrow.

The remaining orders of the day were deferred.

Mr. Kent gave notice of question.

Mr. Clapp gave notice of question.

Minister of Marine and Fisheries gave notice of motion.

It was moved and seconded that when the House rises it adjourn until to-day (Thursday), March 9th, at three of the clock in the afternoon.

The House then adjourned accordingly.

THURSDAY, March 9th, 1911.

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

Petitions were presented by—

Mr. Goodison from residents of Victoria for a post office.

Mr. Goodison from residents of Victoria for a road.

Mr. Clift from residents of Twillingate for a road.

Mr. Murphy from residents of Colliers for a wharf.

Mr. Moulton from residents of Channel re fishery laws.

Hon. Mr. Blandford (M. A. M.), from residents of Southern Bay for a road.

Hon. Mr. Blandford (M. A. M.), from residents of Bonavista for a road.

Mr. Earle from residents of Seldom Come Bye for a road.

Mr. Earle from residents of Joe Batts Arm for a road.

Mr. Earle from residents of Fogo for a road.

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

Rt. Hon. Sir R. Bond asked the Hon. Colonial Secretary why no train was despatched to Placentia with mails and passengers between Saturday last and midnight of Tuesday; why the train left Placentia at four o'clock this morning and after proceeding as far as Brigus Junction remained there until the arrival of the Shore train from Carbonear at 10.15; why the line between Whitbourne and Broad Cove and Tilton has not been kept open to traffic, and to lay on the table of the House a report from the Government Engineer as to whether proper measures are being at present adopted by the railway contractors for the continuous operation of the railway.

Hon. Colonial Secretary replied—"On seeing the Rt. hon. gentleman's question on the order paper, I immediately communicated with the Government Engineer, calling his attention to this question and asking him to kindly enquire as to whether the statements contained therein were correct; if so, what reason was given by the Reid Newfoundland Company in respect of such non-operation and delay; and to state if, in his opinion, the said reasons justified that company in respect of the above matters; also as to whether, in his opinion, the measures which are being adopted by the railway company for the continuous operation of this line are proper and adequate under the conditions as at present pertaining, the Government, while being aware that the weather lately has been exceptional and the snow fall very heavy, still maintaining that there shall not be greater delay than necessary in resuming train operations in accordance with sche-

dules. The Government Engineer, in reply, dealt with the matter in detail and explained the circumstances respecting the delay in each instance cited by the Rt. hon. member, and closed by stating that, 'taking a broad reasonable view of all the circumstances, I must say that I consider the company are doing their utmost to continuously operate the railway.' I table the correspondence in full."

Pursuant to order, and on motion of the Hon. Minister of Agriculture and Mines, the House resolved itself into Committee of the Whole on the Bill entitled "An Act Further to Amend 'The Crown Lands Act, 1903.' "

Mr. Speaker left the Chair.

Mr. Parsons took the Chair of Committee.

Mr. Speaker resumed the Chair.

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

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

Pursuant to order, and on motion of the Hon. Prime Minister, the House resolved itself into Committee of the Whole on the Bill entitled "An Act Further to Amend 'The St. John's Municipal Act, 1903.' "

Mr. Speaker left the Chair.

Mr. Parsons took the Chair of Committee.

Mr. Speaker resumed the Chair.

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

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

Pursuant to notice and leave granted, and on motion of the Hon. Minister of Agriculture and Mines, the Blil entitled "An Act

to Amend the Law Relating to the Encouragement of Agriculture" was read a second time, and ordered to be referred to Committee of the Whole House on to-morrow.

Pursuant to order, and on motion of the Hon. Minister of Finance and Customs, the Bill entitled "An Act Respecting Certain Retiring Allowances" was read a second time, and ordered to be referred to Committee of the Whole House on to-morrow.

The remaining orders of the day were deferred.

Hon. Prime Minister presented a petition from William Wyatt, applying for assistance in connection with the manufacture of a special plough which he had invented, and it was ordered that the petition be received and referred to the Department of Agriculture and Mines.

Mr. Kent gave notice of question.

Mr. Clift gave notice of question.

Mr. Shea gave notice of question.

Mr. Earle gave notice of question.

Mr. Roberts gave notice of question.

Hon. Prime Minister gave notice that he would on to-morrow move the House into Committee of the Whole to consider Resolutions for the Confirmation of Agreements made by the Newfoundland Government with the Newfoundland Produce Company, Limited, in relation to Coastal Steam Services.

It was moved and seconded that when the House rises it adjourn until to-morrow (Friday), March 10th, at three of the clock in the afternoon.

The House then adjourned accordingly.

FRIDAY, March 10th, 1911.

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

The Hon. Prime Minister announced to the House the demise of Edward H. Davey, Esq., one of the members returned for the District of Burin, and moved, seconded by Rt. Hon. Sir Robert Bond, Leader of the Opposition, the following Resolutions—

RESOLVED—That this House desires to place upon record an expression of regret at the death of Mr. Edward Davey, Member for the District of Burin, by which the House has lost a valuable member and the community a greatly esteemed and useful citizen;

RESOLVED—That the sympathy of the members of the House be conveyed to the relatives of the deceased in their bereavement.

The said Resolutions having been unanimously adopted, it was moved and seconded that when the House rises it adjourn until Monday next, March 13th, at three of the clock in the afternoon.

The House then adjourned accordingly.

MONDAY, March 13th, 1911.

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

Petitions were presented by—

Mr. Seymour from residents of Spaniard's Bay re killing of cattle.

Mr. F. Morris from residents of Cupids re killing of cattle.

Mr. Earle from residents of Joe Batts Arm re a road.

Mr. Earle from residents of Musgrave Harbor re a road.

Mr. Earle from residents of Musgrave Hr. re county council.

Hon. Mr. Emerson from residents of Pool's Cove re a wharf.

Hon. Mr. Blandford (M. A. M.), from residents of Brooklyn re a ferry.

Mr. Woodford from residents of Harbor Main re a wharf.

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

Mr. F. Morris, by consent, presented a petition from Hons. E. R. Bowring, J. Harvey and others, of St. John's, praying for a charter of incorporation as a Marine Insurance Company.

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

Ordered accordingly, and that the Committee consist of the Hon. Colonial Secretary, Messrs. Morris, Goodison, Shea and Earle.

Mr. Kent asked the Minister of Public Works to lay on the table of the House a statement, in detail, of all moneys expended in or in connection with the repairs of the Lunatic Asylum, giving amounts, dates, names of parties and purposes of every such expenditure from July 1st, 1910, to date.

Minister of Public Works replied that the information was being prepared and would be tabled when completed.

Mr. Kent asked the Minister of Marine and Fisheries to lay on the table of the House a statement showing, in detail, all moneys spent on or in connection with all and each of the following—(1) Wharves at Petty Harbor, St. John's West; (2) Wharf at Blackhead, St. John's West; (3) Wharf, beach and pond at Broad Cove, St. John's West; and (4) Wharf at Maddock's Cove, St. John's West; giving in every case names of parties, dates, amounts and purpose of every such expenditure.

Minister of Marine and Fisheries laid on the table the information ásked for.

Mr. Clift asked the Hon. Colonial Secretary if Mr. Abram Batten, of Bareneed, in the Electoral District of Port de Grave, is at present in the employ of any Department of the Government; if so, in what Department, in what capacity, and at what salary.

Hon. Colonial Secretary replied that Mr. Batten was not in the employ of his Department, but he was inquiring of the other Departments, and hoped to have further information at next sitting.

Mr. Shea asked the Hon. Minister of Finance and Customs to lay on the table of the House a statement showing the amount of moneys paid into his Department within the past year under the heading of "Fines and Forfeitures;" and also a statement showing how these moneys were distributed.

Hon. Minister of Finance and Customs tabled the statement asked for.

Mr. Earle asked the Minister of Public Works to lay on the table of the House copies of all returns made by the Road Board at Holyrood, Harbor Main and Chapel's Cove, all in the District of Harbor Main, from July 1st, 1909, to date.

Minister of Public Works laid on the table the statement asked for.

Mr. Roberts asked the Hon. Prime Minister if it is the intention of the Government to give Twillingate District a semi-weekly overland winter mail service next year; if not, why not.

Hon. Prime Minister replied—"This matter has been under the consideration of the Government and tenders were called for, but the matter was not finalized, though it is proposed to take it up again, and we hope to arrange for the service."

Mr. Roberts asked the Hon. Colonial Secretary to lay on the table of the House a detailed statement showing the expenditure on contingency accounts for Postal and Telegraph Service from June, 1909, to January 1st, 1911.

Hon. Colonial Secretary replied that the information was in course of preparation and would be tabled when completed.

Pursuant to notice and leave granted, and on motion of the Minister of Marine and Fisheries, the Bill entitled "An Act Respecting Pilots and Pilotage for the Port of St. John's" was introduced and read a first time, and it was ordered that it be read a second time on to-morrow.

On motion of the Hon. Prime Minister, the order for the third reading of the Bill entitled "An Act Further to Amend 'The St.

John's Municipal Act, 1903,' " was discharged, and it was ordered that it be referred again to Committee of the Whole House.

Mr. Speaker left the Chair.

Mr. Parsons took the Chair of Committee.

Mr. Speaker resumed the Chair.

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

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

Pursuant to order, and on motion of the Hon. Minister of Agriculture and Mines, the House resolved itself into Committee of the Whole on the Bill entitled "An Act Further to Amend 'The Crown Lands Act, 1903.' "

Mr. Speaker left the Chair.

Mr. Parsons took the Chair of Committee.

Mr. Speaker resumed the Chair.

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

On the motion for the adoption of this Report, the House divided, when there appeared in favor of it—Hons. Prime Minister, Minister of Justice, Colonial Secretary, Minister of Finance and Customs, Minister of Agriculture and Mines, Hon. Mr. Emerson, Minister of Public Works, Minister of Marine and Fisheries, Messrs. Bennett, Devereux, Goodison, Howley, Kennedy, F. Morris, Murphy, Parsons and Seymour (16); and against it—Messrs. Kent, Clapp, Gear, Roberts and Shea (5).

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

Pursuant to order, and on motion of the Hon. Prime Minister, the House resolved itself into Committee of the Whole on the Bill entitled "An Act to Amend 'The Motor Vehicle Act, 1906.' "

Mr. Speaker left the Chair.

Mr. Parsons took the Chair of Committee.

Mr. Speaker resumed the Chair.

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

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

Pursuant to order, and on motion of the Hon. Minister of Agriculture and Mines, the House resolved itself into Committee of the Whole on the Bill entitled "An Act to Amend the Law Relating to the Encouragement of Agriculture."

Mr. Speaker left the Chair.

Mr. Parsons took the Chair of Committee.

Mr. Speaker resumed the Chair.

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

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

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

Mr. Speaker left the Chair.

Mr. Parsons took the Chair of Committee.

Mr. Speaker resumed the Chair.

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

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

Mr. Speaker informed the House that he had received a message from the Legislative Council acquainting the House of Assembly that they had passed the Bill sent up entitled "An Act Respecting the Sale of Seeds," without amendment.

Mr. Speaker also informed the House that he had received a message from the Legislative Council acquainting the House of Assembly that they had passed the Bill sent up entitled "An Act Respecting the Esquimaux and Indians Resident in Labrador," with some amendments, in which they request the concurrence of the House of Assembly.

On motion of the Hon. Prime Minister, the said amendments were read a first time, and ordered to be read a second time on to-morrow.

Mr. Kent gave notice of question.

Mr. Clapp gave notice of question.

Hon. Minister of Agriculture and Mines gave notice that he would on to-morrow move the House into Committee of the Whole on the subject of a Fire Patrol.

It was moved and seconded that when the House rises it adjourn until to-morrow (Tuesday), March 14th, at three of the clock in the afternoon.

The House then adjourned accordingly.

TUESDAY, March 14th, 1911.

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

Petitions were presented by—

Mr. Goodison from residents of Carbonear re killing of cattle by trains.

Mr. Downey from residents of Brigus re killing of cattle by trains.

Mr. Downey from residents of Lark Harbor on the subject of Crown Lands.

Mr. Downey from residents of St. George's re herring fishery.

Mr. Downey from residents of St. George's for a bank.

Hon. Mr. Blandford (M. A. M.), from residents of Mockbeggar for a road.

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

Mr. Kent asked the Hon. Minister of Agriculture and Mines whether any amounts have been paid on account and charged to the vote of $15,000 for Exploration of Coal Areas, granted by this House at its last session; and, if so, to lay on the table of the House a statement showing particulars of all such payments, with the names of parties to whom and the object and date of every such payment.

Hon. Minister of Agriculture and Mines replied that no amounts had been paid on account of or charged to the said vote.

Mr. Clapp asked the Hon. Colonial Secretary to lay on the table of the House a statement showing, in detail, all amounts paid by his Department to any member of the House, or any firm or co-partnership of which a member of the House is a partner, or of any company of which a member of the House is manager or agent, from the first day of April, 1910, to date, giving in each case names of the member, firm or company to whom each such payment was made and the date and purpose of every such payment.

Hon. Colonial Secretary replied by tabling the information so far as it related to members of the House, but explained he was unable to supply further information owing to his not being aware of the details of any alleged partnerships or agencies.

Mr. Clapp asked the Minister of Public Works to lay on the table of the House a statement showing, in detail, all amounts paid by his Department to any members of the House, or any firm or co-partnership of which a member of the House as a partner, or of any company of which a member of the House is manager or agent, from the first day of April, 1910, to date, giving in each case names

of the members, firm or company to whom each such payment was made, and the date and purpose of every such payment.

Minister of Public Works replied by tabling the information so far is it related to members of the House, but explained he was unable to supply further information owing to his not being aware of the details of any alleged partnership or agencies.

Pursuant to order, and on motion of the Hon. Prime Minister, the House resolved itself into Committee of the Whole to consider certain Resolutions respecting Old Age Pensions.

Mr. Speaker left the Chair.

Mr. Parsons took the Chair of Committee.

Mr. Speaker resumed the Chair.

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

Ordered, that this report be received and that leave be granted for the introduction of the said Bill.

Whereupon the Bill entitled "An Act Respecting Old Age Pensions" was introduced and read a first time, and it was ordered that it be read a second time on to-morrow.

Pursuant to order, and on motion of the Hon. Prime Minister, the Bill entitled "An Act Further to Amend 'The St. John's Municipal Act, 1902,' " was read a third time and passed, and it was ordered that it be engrossed, being entitled as above, and that it be sent to the Legislative Council with a message requesting the concurrence of that body in its provisions.

Pursuant to order, and on motion of the Hon. Minister of Agriculture and Mines, the Bill entitled "An Act Further to Amend 'The Crown Lands Act, 1903,' " was read a third time and passed, after the House had divided thereon, when there appeared for the motion—The Hons. Prime Minister, Minister of Justice, Colonial Secretary, Minister of Finance and Customs, Minister of Agriculture and Mines, Hon. Mr. Emerson, the Minister of Public Works, the Minister of Marine and Fisheries, Messrs. Bennett, Devereux, Goodison, Kennedy, Moulton, Murphy, Parsons, Seymour and Whiteway

(17); and against it—Rt. Hon. Sir R. Bond, Messrs. Earle, Gear, Kent and Roberts (5); and it was ordered that it be engrossed, being entitled as above, and that it be sent to the Legislative Council with a message requesting the concurrence of that body in its provisions.

Pursuant to order, and on motion of the Hon. Prime Minister, the Bill entitled "An Act to Amend 'The Motor Car Act, 1906,' " was read a third time and passed, and it was ordered that it be engrossed, being entitled as above, and that it be sent to the Legislative Council with a message requesting the concurrence of that body in its provisions.

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

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

Pursuant to order, and on motion of the Hon. Minister of Agriculture and Mines, the Bill entitled "An Act to Amend the Law Respecting Forest Fires" was read a second time, and ordered to be referred to Committee of the Whole House on to-morrow.

Pursuant to order, and on motion of the Hon. Minister of Justice, the amendments made by the Legislative Council in and upon the Bill sent up from this House entitled "An Act Respecting the Esquimaux and Indians Resident in Labrador" were read a second time and concurred in, and it was ordered that a message be sent to the Legislative Council acquainting that body that the House of Assembly had passed the said amendments without amendment.

The remaining orders of the day were deferred.

Mr. Kent gave notice of question.

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

The House then adjourned accordingly.

WEDNESDAY, March 15th, 1911.

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

Petitions were presented by—

Hon. Mr. Watson (C. S.), from residents of Catalina re dredging.

Hon. Mr. Watson (C. S.), from residents of Salmon Cove re lighthouses.

Hon. Mr. Watson (C. S.), from residents of Port Rexton re lighthouses.

Hon. Mr. Watson (C. S.), from residents of Snook's Harbor re road.

Hon. Mr. Watson (C. S.), from residents of Northern Bight re road.

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

Mr. Kent asked the Hon. Minister of Finance and Customs to lay on the table of the House an account of the loan authorized by the Legislature at its last session for railway extension purposes, showing, in detail, with dates, the following—(1) Amount of said loan underwritten; (2) Amount subscribed by the public; (3) The amount received by the Colony to date; (4) Amount expended out of money received from said loan; (5) Amount, if any, paid for interest on said loan; (6) Amount, if any, received for interest on said loan. Also, to state whether any amount has been borrowed by the Colony on Temporary Loan since March 1st, 1910; and, if so, to lay on the table of the House a statement showing the bank from which such loan or loans were procured, the purposes for which the same were borrowed, the amount, rate of interest, date and other terms thereof; and to lay on the table all correspondence and agreements relating thereto.

Hon. Minister of Finance and Customs tabled the statement asked for.

Mr. Clapp asked the Hon. Minister of Finance and Customs to lay on the table of the House a statement showing, in detail, all

amounts paid by his Department to any member of the House, or any firm or co-partnership of which a member of the House is a partner, or of any company of which a member of the House is manager or agent, from the first day of April, 1910, to date, giving in each case names of the member, firm or company to whom each such payment was made, and the date and purpose of every such payment.

Hon. Minister of Finance and Customs replied by tabling the information so far as it related to members of the House, but explained he was unable to supply further information owing to his not being aware of the details of any alleged partnerships or agencies.

Mr. Clapp asked the Minister of Marine and Fisheries to lay on the table of the House a statement showing, in detail, all amounts paid by his Department to any member of the House, or any firm or co-partnership of which a member of the House is a partner, or of any company of which a member of the House is manager or agent, from the first day of April, 1910, to date, giving in each case names of the member, firm or company to whom each such payment was made, and the date and purpose of every such payment.

Minister of Marine and Fisheries replied by tabling the information so far as it related to members of the House, but explained he was unable to supply further information owing to his not being aware of the details of any alleged partnerships or agencies.

The Minister of Marine and Fisheries laid upon the table of the House the Annual Report of the Department of Marine and Fisheries for the year 1909-10.

Mr. F. Morris, from the Select Committee, to which was referred the petition of Edgar R. Bowring and others, in relation to a Bill entitled "An Act to Incorporate the Marine Insurance Company of Newfoundland, Limited," presented its report, as follows—

The Select Committee appointed to consider the Petition of Edgar Bowring and others asking for Incorporation as "The Marine Insurance Company of Newfoundland, Limited," have considered the matter to them referred and report that in their opinion it is advisable to grant the prayer of Petitioners, notwithstanding that full and sufficient notice has not been given, and that the Rules of the

House in that respect be suspended and that leave be given to introduce the Bill hereto annexed.

Respectfully submitted—F. Morris, Geo. Shea, Henry J. Earle, J. R. Goodison, R. Watson.

Committee Rooms, Monday, March 13, 1911.

On motion, the said report was received and adopted, and leave was granted for the introduction of the said Bill; and it was read a first time and ordered to be read a second time on to-morrow.

Pursuant to notice, and on motion of the Hon. Minister of Agriculture and Mines, the House resolved itself into Committee of the Whole to consider Resolutions on the Subject of Fire Patrol.

Mr. Speaker left the Chair.

Mr. Parsons took the Chair of Committee.

Mr. Speaker resumed the Chair.

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

Ordered, that this report be received and that leave be granted for the introduction of the said Bill.

Whereupon the Bill entitled "An Act Respecting a Fire Patrol" was introduced and read a first time, and it was ordered that it be read a second time on to-morrow.

Pursuant to order, and on motion of the Hon. Minister of Agriculture and Mines, the House resolved itself into Committee of the Whole on the Bill entitled "An Act to Amend 5 Edward VII., Cap. 17, entitled 'An Act to Provide for the Protection of Woods Against Fires and for Other Purposes.' "

Mr. Speaker left the Chair.

Mr. Parsons took the Chair of Committee.

Mr. Speaker resumed the Chair.

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

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

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

Pursuant to order, and on motion of the Hon. Prime Minister, the Bill entitled "An Act to Provide for the Payment of Old Age Pensions" was read a second time, and ordered to be referred to Committee of the Whole House on to-morrow.

The remaining orders of the day were deferred.

Mr. Roberts gave notice of question.

Mr. Earle gave notice of question.

Hon. Minister of Justice gave notice that he would on to-morrow move the House into Committee of the Whole to consider Resolutions for the Confirmation of Agreements between the Government and the Western Union Cable Company, Limited, and between the Government and the Direct United States Cable Company, Limited.

Hon. Minister of Finance gave notice of motion.

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

The House then adjourned accordingly.

THURSDAY, March 16th, 1911.

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

Petitions were presented by—

Hon. Mr. Watson (C. S.), from residents of New Melbourne re a road.

Hon. Mr. Watson (C. S.), from residents of White Rock re a road.

Hon. Mr. Watson (C. S.), from residents of English Harbor re a fog alarm.

Mr. Earle from residents of Musgrave Harbor re a launchway.

Mr. Moulton from residents of Burgea re game laws.

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

Mr. Roberts asked the Hon. Minister of Agriculture and Mines whether any of the agricultural societies established by the Agricultural Board have yet presented their annual reports; and, if so, to lay the same on the table of this House.

Hon. Minister of Agriculture and Mines replied that a full report covering information respecting the agricultural societies and otherwise would be tabled in a day or two.

Mr. Roberts asked the Hon. Prime Minister why workingmen employed on the branch railways last year were paid only $1.00 and $1.25 per days as wages, although the contract called for them to be paid $1.50 per day; and what action he intends to take to prevent a repetition of this.

Hon. Prime Minister replied that, on seeing this question, he had written the railway contractors with reference to the statements therein, and had been informed that no men had been paid less than $1.50 per day as wages while working on railway construction, but that in a few instances boys, accompanying their parents, had been engaged, at the request of these, as water carriers, etc., at $1.00 per day; and he tabled the correspondence between himself and the Reid Newfoundland Company with reference to the matter.

Mr. Roberts asked the Hon. Minister of Finance and Customs if any motor cars or automobiles imported by any of the Messrs. Reid since the present Government assumed office were allowed in without presentation of invoices or payment of duty; if so, why so. If invoices were subsequently presented, and if the duties paid were based thereon; if so, to lay on the table of the House the originals of the invoices, and whether it is intended to insist upon the presentation of invoices respecting such articles.

Hon. Minister of Finance and Customs replied that the machines had been valued by the Government and the Messrs. Reid had paid $1,450 and $900 as duty on them.

Mr. Roberts asked the Minister of Marine and Fisheries from whom the plank was purchased for the repair of the King's Wharf, in St. John's, and what price was paid for the same; if the plank was purchased from Crosbie & Company or the Newfoundland Produce Company; if the price paid was $22 per thousand; and if similar plank for the wharf at Kelligrews was purchased at $16 a thousand.

Minister of Marine and Fisheries tabled the information asked for.

Mr. Roberts asked the Hon. Minister of Finance and Customs how much silver was distributed through or issued to the Reid Newfoundland Company, to Crosbie & Company, or to the Newfoundland Produce Company, from July 1st, 1909, up to date; whether the Reid Railway Company paid their employees on the Bonavista Branch Railroad in silver; and why it was distributed through these channels, instead of through the banks, as previously.

Hon. Minister of Finance and Customs replied that the Reid Newfoundland Company had purchased $56,000 worth of silver, which silver was the property of the Colony, and as such the Colony had the right to sell it to any person, as well as the banks.

Mr. Earle asked the Hon. Colonial Secretary if any telegraph poles were supplied by Captain Jesse Winsor, of Wesleyville, or any other person; if they were rejected by the Postal Telegraph Department as not being up to requirements; and if they were subsequently purchased by the Department in spite of this fact; and, if so, at what rate were they paid for.

Hon. Colonial Secretary replied—"Captain Jesse Winsor, of Wesleyville, supplied a certain number of telegraph poles for the Postal Telegraph Department. They were rejected by that Department because they were not up to their requirements, but it being subsequently found that they could be used for their purposes, they were purchased for such use at a lower rate."

Mr. Earle asked the Hon. Colonial Secretary if any payments or advances were paid to the contractors of the Bonavista Branch Railway last year prior to the performance of the work for which such payments were properly payable; and, if so, to lay on the table of the House copies of the correspondence between himself, the rail-

way company and the Government Engineer in reference to such paymnts.

Hon. Colonial Secretary replied—"No such advances or payments were made to the contractors and therefore no correspondence took place between myself, the railway company and the Government Engineer in reference to such matter."

The Hon. Minister of Finance and Customs laid on the table of the House the Report of the Auditor General on the Accounts of the St. John's Municipal Council for the year ending December 31st, 1910.

The Minister of Marine and Fisheries laid on the table of the House the Annual Report of the Game and Inland Fisheries Board for the year 1910.

Pursuant to order, and on motion of the Hon. Minister of Agriculture and Mines, the Bill entitled "An Act to Amend 5 Edward VII., Cap. 17, entitled 'An Act to Provide for the Protection of Woods Against Fires and for Other Purposes' " was read a third time and passed, and it was ordered that it be engrossed, being entitled as above, and that it be sent to the Legislative Council with a message requesting the concurrence of that body in its provisions.

Pursuant to order, and on motion of the Hon. Prime Minister, the House resolved itself into Committeee of the Whole on the Bill entitled "An Act to Provide for the Payment of Old Age Pensions."

Mr. Speaker left the Chair.

Mr. Parsons took the Chair of Committee.

Mr. Speaker resumed the Chair.

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

On the motion for the adoption of this report, Rt. Hon. Sir R. Bond, Leader of the Opposition, moved, seconded by Mr. Clift, the following amendment—

Whereas in the Session of 1906 this House unanimously decided in favor of Old Age Pensions, and both political parties in this House were therefore pledged to the carrying out of such scheme as soon as the finances of the Colony warrant the same—

And whereas the revenue of this Colony now evidences that, without imposing any extra taxation, a universal scheme of Old Age Pensions is within the competency of this country—

Resolved, that in the opinion of this House the proposal outlined in the Bill before the Chair is neither practical or adequate, and that a sufficient sum of money should be voted by this House to provide a pension of fifty dollars per annum to all persons of 65 years of age and upwards.

Whereupon the House divided, and there appeared for the amendment—Rt. Hon. Sir R. Bond, Messrs. Clift, Earle, Roberts and Shea (5); and against it—Hons. Prime Minister, Minister of Justice, Colonial Secretary, Minister of Finance and Customs, Minister of Agriculture and Mines, Hon. Mr. Emerson, Minister of Marine and Fisheries, Messrs. Bennett, Goodison, Moulton, Parsons and Seymour (12).

So it passed in the negative, and the original motion for the adoption of the report of the Committee was then put, when there appeared in favor of it—Hons. Prime Minister, Minister of Justice, Colonial Secretary, Minister of Finance and Customs, Minister of Agriculture and Mines, Hon. Mr. Emerson, Minister of Marine and Fisheries, Messrs. Bennett, Goodison, Moulton, Parsons and Seymour (12); and against it—Rt. Hon. Sir R. Bond, Messrs. Clift, Earle, Roberts and Shea (5).

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

Pursuant to order, and on motion of the Hon. Minister of Agriculture and Mines, the Bill entitled "An Act Respecting a Fire Patrol" was read a second time, and ordered to be referred to Committee of the Whole House on to-morrow.

Pursuant to notice, and on motion of the Hon. Minister of Justice, the House resolved itself into Committee of the Whole on the Resolutions to confirm an agreement with the Western Union Telegraph Company, Limited.

Mr. Speaker left the Chair.

Mr. Parsons took the Chair of Committee.

Mr. Speaker resumed the Chair.

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

Ordered, that this report be received, and that leave be granted for the introduction of this Bill.

Whereupon the Bill entitled "An Act to Confirm an Agreement with the Western Union Telegraph Company, Limited," was read a first time, and ordered to be read a second time on to-morrow.

Pursuant to notice, and on motion of the Hon. Minister of Justice, the House resolved itself into Committee of the Whole on the Resolutions to confirm an agreement with the Direct United States Cable Company, Limited.

Mr. Speaker left the Chair.

Mr. Parsons took the Chair of Committee.

Mr. Speaker resumed the Chair.

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

Ordered, that this report be received, and that leave be granted for the introduction of this Bill.

Whereupon the Bill entitled "An Act to Confirm an Agreement with the Direct United States Cable Company, Limited," was read a first time, and ordered to be read a second time on to-morrow.

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

Mr. Speaker left the Chair.

Mr. Parsons took the Chair of Committee.

Mr. Speaker resumed the Chair.

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

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

The remaining orders of the day were deferred.

Mr. Clift gave notice of question.

Hon. Prime Minister gave notice that he would on to-morrow move the House into Committee of the Whole to consider Resolutions for the Confirmation of Agreements made by the Newfoundland Government with the Newfoundland Produce Company, Limited, in relation to Coastal Steam Services.

Minister of Marine and Fisheries gave notice that he would on to-morrow ask leave to introduce a Bill to amend "The Game and Inland Fisheries Act, 1910."

It was moved and seconded that when the House rises it adjourn until Monday next, March 20th, at three of the clock in the afternoon.

The House then adjourned accordingly.

MONDAY, March 20th, 1911.

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

Mr. Speaker acquainted the House that he had received the following message from His Excellency the Governor—

The Governor has the honour to inform the Honourable House of Assembly that he has received a despatch from the Secretary of State for the Colonies conveying an expression of His Majesty's sincere thanks to the House of Assembly for their Address expressing sympathy on the death of His late Majesty King Edward VII., and loyal adherence to the person and throne of His present Majesty.

RALPH WILLIAMS, Governor.

Government House,
St. John's, Newfoundland,
March 18th, 1911.

Petitions were presented by—

Mr. Kent from residents of St. John's re tariff changes.

Mr. Clapp from residents of LaScie re public wharf.

Mr. Earle from residents of Fogo re district needs.

Mr. Earle from residents of Seldom Come Bye re district needs.

Mr. Earle from residents of Barrd Islands re district needs.

Mr. Earle from residents of Carmanville re district needs.

Mr. Earle from residents of Horwood re district needs.

Mr. Earle from residents of Tilting re district needs.

Mr. Earle from residents of Indian Island re district needs.

Mr. Earle from residents of Joe Batts Arm re district needs.

Mr. Moore from residents of Tor's Cove re fishery laws.

Hon. Mr. Blandford (M. A. M.), from Hare Bay re saw mills.

Mr. Downey from residents of Petrie's Crossing re road.

Mr. Downey from residents of Rattling Brook re road.

Hon. Mr. Emerson from residents of Corner River re bridge.

Mr. Devereux from residents of Haystack re road.

Mr. Kent from residents of Torbay re road.

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

Mr. Clift asked the Minister of Public Works—(1) If any contract or agreement has been entered into with the United Towns Electrical Company for the lighting of the town of Carbonear, South Side, Crocker's Cove and Victoria; if so, to lay a copy of same or correspondence in relation thereto on the table of the House, and also to state to what account any payments made thereunder are charged, or are to be charged. Also, for a statement showing—(1) All special

monies credited to the District of Carbonear from 1st January, 1910, to date; (2) All allocations made therefrom, giving names of parties to whom sent, the amount of each allocation and the purpose for which same was made.

Minister of Public Works tabled the statement asked for.

Mr. Clift asked the Minister of Marine and Fisheries to lay on the table of the House a detailed statement of the expenditure made on the breakwater at Carbonear; also if the said structure has been completed; also from whom the longers now lying near the public wharf at Carbonear were purchased, what price was paid for them, and for what purpose they were purchased.

Minister of Marine and Fisheries tabled the statement asked for.

The Hon. Minister of Finance and Customs laid on the table of the House the report of the Comptroller and Auditor General upon the revenue and appropriation accounts for the fiscal year 1909-10.

Pursuant to notice and leave granted, and on motion of the Minister of Marine and Fisheries, the Bill entitled "An Act to Amend 'The Game and Inland Fisheries Act, 1910,' " was introduced and read a first time, and ordered to be read a second time on to-morrow.

Pursuant to order, and on motion of the Minister of Marine and Fisheries, the Bill entitled "An Act Respecting Pilots and Pilotage for the Port of St. John's" was read a third time and passed, and it was ordered that it be engrossed, being entitled as above, and that it be sent to the Legislative Council with a message requesting the concurrence of that body in its provisions.

Pursuant to order, and on motion of the Hon. Prime Minister, the Bill entitled "An Act to Provide for the Payment of Old Age Pensions" was read a third time and passed, and it was ordered that it be engrossed, being entitled as above, and that it be sent to the Legislative Council with a message requesting the concurrence of that body in its provisions.

Pursuant to order, and on motion of the Hon. Minister of Agriculture and Mines, the House resolved itself into Committee of the Whole on the Bill entitled "An Act Respecting a Fire Patrol."

Mr. Speaker left the Chair.

Mr. Parsons took the Chair of Committee.

Mr. Speaker resumed the Chair.

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

Pursuant to order, and on motion of Mr. F. J. Morris, the Bill entitled "An Act to Incorporate the Newfoundland Marine Insurance Company, Limited," was read a second time, and ordered to be referred to the following Select Committee—Hon. Colonial Secretary, Mr. F. J. Morris, Mr. Earle, Mr. Goodison and Mr. Shea.

Pursuant to order, and on motion of the Hon. Minister of Justice, the Bill entitled "An Act for the Confirmation of a Contract with the Western Union Telegraph Company, Limited," was read a second time, and ordered to be referred to Committee of the Whole House on to-morrow.

Pursuant to order, and on motion of the Hon. Minister of Justice, the Bill entitled "An Act for the Confirmation of a Contract with the Direct United States Cable Company, Limited," was read a second time, and ordered to be referred to Committee of the Whole House on to-morrow.

The remaining orders of the day were deferred.

Mr. Clift gave notice of question.

Mr. Gear gave notice of question.

Hon. Minister of Finance gave notice that he would on to-morrow move the House into Committee of the Whole to consider certain Resolutions respecting a Loan for the Public Service of the Colony.

It was moved and seconded that when the House rises it adjourn until to-morrow (Tuesday), March 21st, at three of the clock in the afternoon.

The House then adjourned accordingly.

TUESDAY, March 21st, 1911.

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

Petitions were presented by—

Mr. Woodford (M. P. W.), from residents of Chapel Cove for a road.

Mr. Kent from residents of Bell Island for a road.

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

Mr. Clift from residents of Loon Bay for a port of call.

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

Mr. Clift asked the Minister of Marine and Fisheries to lay on the table of the House copies of all vouchers for material and supplies purchased for the erection of Marconi Stations at Labrador, and to state the dimensions of the spars and particulars of the rigging used in connection therewith.

Minister of Marine and Fisheries tabled the information asked for.

Mr. Clift asked the Minister of Marine and Fisheries to lay on the table of the House a statement giving particulars of work performed by G. H. Badcock, for which he was paid $160 and charged to the Grant for the encouragement of the herring fishery.

Minister of Marine and Fisheries tabled the information asked for.

Mr. Clift asked the Hon. Colonial Secretary to lay on the table of the House a statement showing what amount has been paid George Sheppard and his assistant for services as Mail Clerks or otherwise on the Ss Invermore during last season.

Hon. Colonial Secretary tabled the information asked for.

Mr. Clift asked the Minister of Marine and Fisheries to lay on the table of the House a statement giving quantity and cost of Solling paper purchased by his Department; also to state (1) what quantity has been used; (2) for what purpose; (3) by whom used; and (4) to what account has the expenditure on account of same been charged.

Minister of Marine and Fisheries tabled the information asked for.

Mr. Clift asked the Minister of Marine and Fisheries to lay on the table of the House a copy of returns showing details of expenditure of one hundred dollars for dredging at Shearstown, in the District of Harbor Grace. Also returns giving details of expenditure of one thousand dollars allocated to Edward Parsons for marine works previous to June 30th, 1910. Also details of expenditure on public wharves at Harbor Grace from June 30th, 1910, to this date.

Minister of Marine and Fisheries tabled the information asked for.

Mr. Gear asked the Minister of Public Works to lay on the table of the House a statement of all Special Grants issued through his Department for Burin District from June, 1909, to date; to whom allocated and for what purpose or work.

Minister of Public Works replied that the statement was in course of preparation and would be tabled when completed.

Mr. Gear asked the Minister of Marine and Fisheries to lay on the table of the House a statement of all Special Grants issued through his Department for Burin District from June, 1909, to date; to whom allocated and for what purpose or work.

Minister of Marine and Fisheries replied that the statement was in course of preparation and would be tabled when completed.

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

Statement of Current Account of Colony for 1909-10.

Statement of Treasury Balance Sheets for 1909-10.

Statement of Public Debt Account for 1909-10.

Statement of Geological Trust Account for 1909-10.

Statement of Teachers' Pension Fund for 1909-10.

Statement of Game License Trust for 1909-10.

Statement of Colonial Secretary Dept. Trust for 1909-10.

Statement of Public Works Trust for 1909-10.

Statement of Departmental Trust for 1909-10.

Statement of Railway Arbitration Awards for 1909-10.

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

Mr. Speaker left the Chair.

Mr. Parsons took the Chair of Committee.

Mr. Speaker resumed the Chair.

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

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

Pursuant to notice, and on motion of the Hon. Prime Minister, the House resolved itself into Committee of the Whole to consider Resolutions for the confirmation of agreements made by the Newfoundland Government with the Newfoundland Produce Company, Limited, in relation to Coastal Steam Services.

Mr. Speaker left the Chair.

Mr. Parsons took the Chair of Committee.

Mr. Speaker resumed the Chair.

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

Ordered, that this report be received and that leave be granted for the introduction of the said Bill.

Whereupon the Bill entitled "An Act for the Confirmation of an Agreement with the Newfoundland Produce Company, Limited," was introduced and read a first time, and ordered to be read a second time on to-morrow.

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

Pursuant to order, and on motion of the Hon. Minister of Justice, the House resolved itself into Committee of the Whole on the Bills entitled, respectively—

"An Act for the Confirmation of a Contract with the Western Union Telegraph Company, Limited," and

"An Act for the Confirmation of a Contract with the Direct United States Cable Company, Limited."

Mr. Speaker left the Chair.

Mr. Parsons took the Chair of Committee.

Mr. Speaker resumed the Chair.

The Chairman from the Committee reported that they had considered the matters to them referred and passed the said Bills without amendment.

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

Pursuant to order, and on motion of the Minister of Marine and Fisheries, the Bill entitled "An Act to Amend 'The Game and Inland Fisheries Act, 1910,' " was read a second time, and it was ordered that it be referred to Committee of the Whole House on to-morrow.

The remaining orders of the day were deferred.

Mr. F. J. Morris presented the Report of the Select Committee to which was referred the Bill entitled "An Act to Incorporate the Newfoundland Marine Insurance Company, Limited, of St. John's, Newfoundland," which is as follows—

"The Select Committee appointed to consider the Bill entitled 'An Act to Incorporate the Newfoundland Marine Insurance Com-

pany, Limited, of St. John's, Newfoundland,' have considered the matter to them referred and report that the preamble of said Bill has been approved.

"(Signed)—R. Watson, F. J. Morris, George
"Shea, J. R. Goodson, Henry J. Earle.

"Committee Rooms,
"Tuesday, March 21st, 1911."

Ordered, that the said report be received and that the Bill be referred to Committee of the Whole House on to-morrow.

Mr. Speaker informed the House that he had received a message from the Legislative Council acquainting the House of Assembly that they had passed the Bills sent up entitled, respectively—

"An Act Further to Amend 'The Education Act, 1903,' " and

"An Act to Regulate the Manufacture, Storage and Importation and Sale of Explosives," without amendment.

Mr. Speaker also informed the House that he had received a message from the Legislative Council acquainting the House of Assembly that they had passed the Bill sent up entitled "An Act to Extend the Operation of 5 Edward VII., Cap. 18, entitled 'An Act to Encourage the Manufacture of Peat,' " with an amendment, in which they request the concurrence of the House of Assembly.

On motion of the Hon. Minister of Justice, the said amendment was read a first time, and it was ordered that it be read a second time on to-morrow.

Mr. Kent gave notice of question.

Mr. Clapp gave notice of question.

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

The House then adjourned accordingly.

WEDNESDAY, March 22nd, 1911.

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

Petitions were presented by—

Mr. Howley from residents of Arnold's Cove for a road.

Mr. Howley from residents of Little Harbor for postal facilities.

Mr. Squires from residents of Heart's Desire for roads.

Mr. Squires from residents of Clarenville for roads.

Mr. Squires from residents of Elliston for fishery rules.

Mr. Squires from residents of Gooseberry Cove for a well.

Mr. Squires from residents of Catalina re fishery rules.

Mr. Squires from residents of Elliston for a fog alarm.

Mr. Equires from residents of British Harbor for a fog alarm.

Hon. Prime Minister from residents of St. John's re license law.

Mr. Squares from the Methodist Conference re license law.

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

Mr. Clift asked the Minister of Public Works to state the reason why the expenditure of $20, allocated to John Delaney, of Bay Roberts, on April 20th, 1909, out of Main Line Road Grant from Brigus to Carbonear, has not been laid on the table, although asked for on three different ocasions. Also to state if his Department is aware that said amount had not been expended on the roads; and, if so, has any enquiry into the matter been made by the Public Works Department or any other Department of the Government. Also to ask if he is aware that a copy of returns of expenditure of certain road monies at Tilton, in the Spring of 1909, laid on the table of this House, shows that the commission charged (and which seems to have been paid) is eighteen dollars and eighty cents out of an allocation of thirty-five dollars for repairs to roads, and state if any enquiry has been made as to the correctness of the returns.

Minister of Public Works replied that he was having the whole matter fully investigated and would lay on the table a statement of the result of this investigation as soon as the inquiry was completed.

Mr. Clapp asked the Minister of Marine and Fisheries if it is the intention of the Government to complete the breakwater at Carbonear before the fishermen proceed to the fishery this year.

Minister of Marine and Fisheries replied that the Government had begun this work and intended to have it completed as soon as possible.

Mr. Clapp asked the Hon. Colonial Secretary of Mr. Charles McCarthy, of Carbonear, is in the employ of the Government; if so, in what capacity and at what salary.

Hon. Colonial Secretary replied that Mr. McCarthy was employed in the position in the Customs Service at Carbonear that was held by Mr. Thomas Geary under the late administration, and at the same salary that was paid Mr. Geary.

Mr. Kent asked the Minister of Public Works to lay on the table of the House a statement showing all amounts paid for in connection with the motor boat on Placentia Gut, and for the maintenance of the ferry service on the said Gut since the present Government assumed office to date, giving the names of parties to whom each payment was made, the date and purposes of every such payment.

Minister of Public Works tabled the statement asked for.

Mr. Kent asked the Minister of Marine and Fisheries to lay on the table of the House a statement showing the names of all persons employed as Game Wardens and in connection with Preservation of Deer at the present time and during the past twelve months, and giving the amount paid to each for salary and expenses, and to state amount received from the Rod Tax during that period.

Minister of Marine and Fisheries tabled the statement asked for.

Mr. Clapp asked the Hon. Minister of Finance and Customs if the salaries voted last session for a Clerk to the Registrar of Shipping and the Sixth Clerk, H. M. Customs, both vacant, have been drawn; and, if so, by whom.

Hon. Minister of Finance and Customs replied that the work was being done by other officials of the Department, to whom portion of the salary was being paid.

Pursuant to notice and leave granted, and on motion of the Hon. Minister of Finance and Customs, the House resolved itself into Committee of the Whole to consider certain Resolutions respecting a Loan for the Public Service of the Colony.

Mr. Speaker left the Chair.

Mr. Parsons took the Chair of Committee.

Mr. Speaker resumed the Chair.

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

Ordered, that this report be received and that leave be granted for the introduction of this Bill.

Whereupon the Bill entitled "An Act the Provide for the Raising of a Sum of Money by Loan for the Public Service of the Colony" was introduced and read a first time, and ordered to be read a second time on to-morrow.

Pursuant to order, and on motion of the Hon. Minister of Justice, the Bill entitled "An Act for the Confirmation of a Contract with the Western Union Telegraph Company, Limited," was read a third time and passed, and it was ordered that it be engrossed, being entitled as above, and that it be sent to the Legislative Council with a message requesting the concurrence of that body in its provisions.

Pursuant to order, and on motion of the Hon. Minister of Justice, the Bill entitled "An Act for the Confirmation of a Contract with the Direct United States Cable Company, Limited," was read a third time and passed, and it was ordered that it be engrossed, being entitled as above, and that it be sent to the Legislative Council with a message requesting the concurrence of that body in its provisions.

Pursuant to order, and on motion of the Minister of Marine and Fisheries, the House resolved itself into Committee of the Whole on the Bill entitled "An Act to Amend 'The Game and Inland Fisheries Act, 1910.' "

Mr. Speaker left the Chair.

Mr. Parsons took the Chair of Committee.

Mr. Speaker resumed the Chair.

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

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

Pursuant to order, and on motion of Mr. F. J. Morris, the House resolved itself into Committee of the Whole on the Bill entitled "An Act to Incorporate the Newfoundland Marine Insurance Company, Limited, of St. John's, Newfoundland."

Mr. Speaker left the Chair.

Mr. Parsons took the Chair of Committee.

Mr. Speaker resumed the Chair.

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

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

Pursuant to order, and on motion of the Hon. Prime Minister, the Bill entitled "An Act Respecting the Ratification of Certain Contracts for Coastal Mail Service" was read a second time, and ordered to be referred to Committee of the Whole House on to-morrow.

Pursuant to order, and on motion of the Hon. Minister of Justice, the amendments made by the Legislative Council in and upon the Bill sent up entitled "An Act to Extend the Operation of 5 Edward VII., Cap. 18, entitled 'An Act to Encourage the Manufacture of Peat' " were read a second time and concurred in, and it was ordered that a message be sent to the Legislative Council acquainting that body that the House of Assembly had passed the said amendments, without amendment.

The remaining orders of the day were deferred.

Hon. Minister of Justice gave notice that he would on to-morrow ask leave to introduce a Bill to amend "The Newfoundland Medical Act, 1896;" and a Bill to amend the law relating to the storing of Inflammable Oils.

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

The House then adjourned accordingly.

THURSDAY, March 23rd, 1911.

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

Petitions were presented by—

Mr. Devereux from residents of Haystack re telegraphs.

Mr. Devereux from residents of Colinet Is. re mail service.

Hon. Mr. Blandford from Amherst Cove re launchway .

Mr. Downey from residents of Port au Port re road.

Mr. Earle from residents of Change Islands re mail service.

Mr. Earle from residents of Frederickton re road.

Mr. Earle from residents of Carmanville re Sunday laws.

Hon. Mr. Watson from residents of Heart's Ease re road.

Mr. Clapp from residents of St. Julien's re trawls.

Mr. Clapp from residents of Horse Islands re trawls.

Mr. Clapp from residents of Little Harbor Deep re trawls.

Mr. Clapp from residents of Pacquet re trawls.

Mr. Kent from residents of Pouch Cove re trawls.

Mr. Kent from residents of Bell Island for a road.

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

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

The Hon. Prime Minister laid upon the table of the House the following copy of a despatch from the Secretary of State for the Colonies, received on March 8th, 1911—

"It is proposed that Colonial Naval Forces should be represetned at Coronation ceremonies and His Majesty's Government would be glad if arrangements could be made by your Government to send contingent of twenty men of Newfoundland Royal Naval Reserve, to arrive about June 15th. Cost of passage and pay would fall on Newfoundland funds. All other expenses to be borne by His Majesty's Government.

"HARCOURT."

The Hon. Colonial Secretary laid upon the table of the House the Accounts of the St. John's Municipal Council for the year 1910, and also a Statement of Revenue and Expenditure for 1910 and Estimates for 1911.

Pursuant to notice and leave granted, and on motion of the Hon. Minister of Justice, the Bill entitled "An Act to Amend 'The Newfoundland Medical Act, 1896,' " was read a first time and ordered to be read a second time on to-morrow.

Pursuant to notice and leave granted, and on motion of the Hon. Minister of Justice, the Bill entitled "An Act to Amend the Law Relating to the Storage of Inflammable Oils" was read a first time and ordered to be read a second time on to-morrow.

Pursuant to order, and on motion of the Minister of Marine and Fisheries, the Bill entitled "An Act to Amend 'The Game and Inland Fisheries Board Act, 1910,' " was read a third time and passed, and it was ordered that it be engrossed, being entitled as above, and that it be sent to the Legislative Council with a message requesting the concurrence of that body in its provisions.

Pursuant to order, and on motion of Mr. F. J. Morris, the Bill entitled "An Act to Incorporate the Newfoundland Marine Insurance Company, Limited, of St. John's, Newfoundland," was read a third time and passed, and it was ordered that it be engrossed, being en-

titled as above, and that it be sent to the Legislative Council with a message requesting the concurrence of that body in its provisions.

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

Mr. Speaker left the Chair.

Mr. Parsons took the Chair of Committee.

Mr. Speaker resumed the Chair.

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

Ordered, that this report be received and that leave be granted for the introduction of this Bill.

Whereupon the Bill entitled "An Act Further to Amend 'The Revenue Act, 1905,' " was introduced and read a first time, and ordered to be read a second time on to-morrow.

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

Mr. Speaker left the Chair.

Mr. Parsons took the Chair of Committee.

Mr. Speaker resumed the Chair.

The Chairman from the Committee reported that they had considered the matter to them referred and passed certain Resolutions. the House resolved itself into Committee of the Whole on the Bill

Ordered, that this report be received.

Pursuant to order, and on motion of the Hon. Prime Minister, entitled "An Act Respecting the Ratification of Certain Contracts of Coastal Mail Service."

Mr. Speaker left the Chair.

Mr. Parsons took the Chair of Committee.

Mr. Speaker resumed the Chair.

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

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

Pursuant to order, and on motion of the Hon. Minister of Finance and Customs, the Bill entitled "An Act for Raising by the Sale of Debenture Bonds a Loan for the Public Service of the Colony" was read a second time, and ordered to be referred to Committee of the Whole House on to-morrow.

Mr. Kent gave notice of question.

Hon. Minister of Justice gave notice that he would on to-morrow ask leave to introduce a Bill to amend the Law in relation to the Sale of Intoxicating Liquors.

Mr. Speaker informed the House that he had received a message from the Legislative Council acquainting the House of Assembly that they had passed the Bills sent up, respectively—

"An Act to Amend the Law Relating to the Encouragement of Agriculture,"

"An Act to Amend 'The Motor Car Act, 1906,' " and

"An Act Respecting Certain Retiring Allowances," without amendment.

It was moved and seconded that when the House rises it adjourn until to-morrow (Friday), March 24th, at four of the clock in the afternoon.

The House then adjourned accordingly.

FRIDAY, March 24th, 1911.

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

Petitions were presented by—

Mr. Devereux from residents of Spencer's Cove for a road.

Mr. Clift from residents of Rattling Brook for a road.

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

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

Supplemental Supply, 1910-11	$617,988.05
Additional Estimates, 1911-12	59,169.00

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

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

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

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

Mr. Speaker left the Chair.

Mr. Parsons took the Chair of Committee.

Mr. Speaker resumed the Chair.

The Chairman from the Committee reported that they had passed the following Resolutions—

RESOLVED—That towards making good the Suplpy granted to His Majesty on account of certain expenses of the Public Service for the financial year ending June 30th, 1911, the sum of $617,988.05 be granted out of the Consolidated Revenue Fund of the Colony.

RESOLVED—That towards making good the Supply granted to His Majesty on account of certain expenses of the Public Service for the financial year ending June 30th, 1912, the sum of $1,883,-715.84 be granted out of the Consolidated Revenue Fund of the Colony.

RESOLVED—That notwithstanding anything in any law to the contrary, it shall be lawful for the Governor-in-Council, in case of the districts or neighbourhoods having local boards or councils, to authorize the payment at any time after the 30th day of June, 1911, to such local boards or councils of all the monies voted in respect of such districts or neighbourhoods for public charities and for roads, bridges and ferries, in Schedule B, and all such monies when paid them aforesaid may be expended by such boards or councils for such local needs and requirements as the boards or councils may determine.

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

RESOLVED—That a Bill be introduced to give effect to these Resolutions.

Ordered, that this report be received and that leave be granted for the introduction of the said Bill.

Whereupon the Bill entitled "An Act for the Granting to His Majesty Certain Sums of Money for Defraying Certain Expenses of the Public Service for the Financial Years ending, respectively, the 30th day of June, 1911, and the 30th day of June, 1912, and for Other Purposes Relating to the Public Service" was introduced and read a first time, and ordered to be read a second time on to-morrow.

Pursuant to order, and on motion of the Hon. Minister of Finance and Customs, the House resolved itself into Committee of the Whole on the Bill entitled "An Act for Raising by the Sale of Debenture Bonds a Loan for the Public Service of the Colony."

Mr. Speaker left the Chair.

Mr. Parsons took the Chair of Committee.

Mr. Speaker resumed the Chair.

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

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

Pursuant to order, and on motion of the Hon. Minister of Finance and Customs, the Bill entitled "An Act Further to Amend 'The Revenue Act, 1905,' " was read a second time and ordered to be referred to Committee of the Whole House on to-morrow.

Pursuant to order, and on motion of the Hon. Minister of Justice, the Bill entitled "An Act to Amend the Law Relating to the Storage of Inflammable Oils" was read a second time, and ordered to be referred to Committee of the Whole House on to-morrow.

Mr. Clapp gave notice of question.

Hon. Prime Minister gave notice that he would on to-morrow ask leave to move the suspension of the Rules of the House in relation to all matters now before or to come before the House.

Hon. Prime Minister gave notice that he would on to-morrow move the House into Committee of the Whole to consider certain Resolutions in relation to the guarantee of interest on the capital stock, $50,000, of the Marine Railway Docks Company, Limited, to be constructed at Harbor Grace.

Hon. Minister of Justice gave notice that he would on to-morrow ask leave to introduce a Bill to amend the Act 62 and 63 Vic., Cap. 14, entitled "An Act to Provide for the Inspection of Boilers."

It was moved and seconded that when the House rises it adjourn until Monday next, March 27th, at three of the clock in the afternoon.

The House then adjourned accordingly.

MONDAY, March 27th, 1911.

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

Petitions were presented by—

Mr. Moulton from residents of Burgeo re game laws.

Hon. Mr. Watson (C. S.), from residents of Apsey Brook re road.

Mr. Squires from residents of Trinity re lighthouse.

Hon. Prime Minister from members of Fishermen's Union re Sunday laws.

Hon. Prime Minister from members of Fishermen's Union re saw mills.

Hon. Prime Minister from residents of St. John's re temperance laws.

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

Mr. Clapp asked the Minister of Marine and Fisheries to lay on the table of the House a detailed statement of expenditure of $100,000 voted last year for the rebuilding of stages, wharves, etc., destroyed by the gale of November and December, 1909.

Minister of Marine and Fisheries tabled the information asked for.

Mr. Clapp asked the Minister of Marine and Fisheries to lay on the table of the House an account, in detail, for expenses in building lighthouse at Old Perlican.

Minister of Marine and Fisheries tabled the information asked for.

Mr. Clapp asked the Minister of Marine and Fisheries to lay on the table of the House a statement showing the sum of money spent last year on marine works at Hant's Harbor, Trinity Bay.

Minister of Marine and Fisheries tabled the information asked for.

Mr. Clapp asked the Hon. Colonial Secretary what salary is being paid Mr. E. C. Jeans, at Hant's Harbor, and what services he is rendering, and what Department he is employed in, and at what salary

Hon. Colonial Secretary tabled the information asked for.

Pursuant to notice and leave granted, and on motion of the Hon. Prime Minister, it was resolved that the Rules of the House be suspended in relation to all matters now before the House or to come before it this session.

Mr. Speaker informed the House that he had received a message from the Legislative Council acquainting the House of Assembly that they had passed the accompanying Bill, entitled "An Act to Amend 10 Edward VII., Cap. 30, entitled, 'An Act Respecting the Preservation of Beavers,' " in which they request the concurrence of the House of Assembly.

On motion of the Hon. Minister of Justice, the said Bill was read a first time and ordered to be read asecond time presently.

Mr. Speaker also informed the House that he had received a message from the Legislative Council acquainting the House of Assembly that they had passed the Bill sent up entitled "An Act Further to Amend 'The St. John's Municipal Act, 1902,' " with some amendments, in which they request the concurrence of the House of Assembly.

On motion of the Hon. Prime Minister, the said amendments were read a first time and ordered to be read a second time presently.

Mr. Speaker further informed the House that he had rceived a message from the Legislative Council acquainting the House of Assembly that they had passed the Bill sent up entitled "An Act to Amend 5 Edward VII., Cap. 17, entitled 'An Act to Provide for the Protection of Woods Against Fires and for Other Purposes,' " without amendment.

Pursuant to notice and leave granted, and on motion of the Hon. Minister of Justice, the Bill entitled "An Act to Amend 62 and 63 Vic., Cap. 14, entitled 'An Act to Provide for the Inspection of Boilers' " was introduced and read a first time, and then read a second time, and ordered to be referred to Committee of the the Whole House presently.

Pursuant to order, and on motion of the Hon. Minister of Finance and Customs, the Bill entitled "An Act for Raising by the

Sale of Debenture Bonds a Loan for the Public Service of the Colony" was read a third time and passed, and it was ordered that it be engrossed, being entitled as above, and that it be sent to the Legislative Council with a message requesting the concurrence of that body in its provisions.

Pursuant to order, and on motion of the Hon. Minister of Justice, the Bill entitled "An Act to Amend the Law in Relation to the Sale of Intoxicating Liquors" was read a second time, and it was ordered that it be referred to Committee of the Whole House presently

Pursuant to order, and on motion of the Hon. Minister of Justice, the House now resolved itself into Committee of the Whole on the said Bill.

Mr. Speaker left the Chair.

Mr. Parsons took the Chair of Committee.

Mr. Speaker resumed the Chair.

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

Ordered, that this report be received and that the Bill be read a third time presently.

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

Pursuant to order, and on motion of the Hon. Minister of Finance and Customs, the House resolved itself into Committee of the Whole on the Bill entitled "An Act Further to Amend 'The Revenue Act, 1903,' " and adopted the same without amendment; and it was then read a third time and passed, and it was ordered that it be engrossed, being entitled as above, and that it be sent to the Legislative Council with a message requesting the concurrence of that body in its provisions.

Pursuant to order, and on motion of the Hon. Minister of Justice, the House resolved itself into Committee of the Whole on the Bill entitled "An Act to Amend the Law Respecting the Storage of Inflammable Oils," and adopted the same without amendment,

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

Pursuant to order, and on motion of the Hon. Minister of Finance and Customs, the Bill entitled "An Act for granting to His Majesty certain sums of money towards defraying certain expenses of the Public Service for the financial years ending, respectively, the thirtieth day of June, One thousand nine hundred and eleven, and the thirtieth day of June, One thousand nine hundred and twelve, and for other purposes relating to the Public Service" was read a second time, referred to Committee of the Whole and adopted without amendment, read a third time and passed; and it was ordered that it be engrossed, being entitled as above, and that it be sent to the Legislative Council with a message requesting the concurrence of that body in its provisions.

Pursuant to notice and leave granted, and on motion of the Hon. Prime Minister, the House resolved itself into Committee of the Whole to consider certain Resolutions in relation to the construction and operation of a Marine Railway Dock at Harbor Grace, whereupon the said Resolutions were adopted, with some amendment, and the Bill to give effect thereto was then introduced, read a first and second time, referred to Committee of the Whole and adopted without amendment, read a third time and passed; and it was ordered that it be engrossed, being entitled "An Act to Encourage and Assist the Construction and Operation of a Marine Dailway Dock at Harbor Grace," and that it be sent to the Legislative Council with a message requesting the concurrence of that body in its provisions.

Pursuant to order, and on motion of the Hon. Minister of Justice, the Bill entitled "An Act to Amend 62 and 63 Vic., Cap. 14, entitled 'An Act to Provide for the Inspection of Boilers,' " was referred to Committee of the Whole and adopted without amendment, read a third time and passed; and it was ordered that it be engrossed, being entitled as above, and that it be sent to the Legislative Council with a message requesting the concurrence of that body in its provisions.

Pursuant to order, and on motion of the Hon. Minister of Justice, the Bill entitled "An Act to Amend 10 Edward VII., Cap. 30, entitled 'An Act Respecting the Preservation of Beavers,' " was read a second time, referred to Committee and adopted without amendment, read a third time and passed; and it was ordered that a message be sent to the Legislative Council acquainting that body that the House had passed the said Bill without amendment.

Pursuant to order, and on motion of the Hon. Prime Minister, the amendments made by the Legislative Council in and upon the Bill sent up entitled "An Act Further to Amend 'The St. John's Municipal Act, 1903,' " were read a second time and concurred in; and it was ordered that a message be sent to theLegislative Council acquainting that body that the House had passed the same without amendment.

The remaining order of the day was deferred.

Mr. Speaker informed the House that he had received a message from the Legislative Council acquainting the House of Assembly that they had passed the Bill sent up entitled "An Act Respecting Pilots and Pilotage for the Port of St. John's," with an amendment, in which they request the concurrence of the House of Assembly.

On motion of the Hon. Prime Minister, the said amendment was read a first time and ordered to be read a second time on tomorrow.

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

"An Act to Provide for the Payment of Old Age Pensions,"

"An Act for the Confirmation of a Contract with the Western Union Telegraph Company, Limited,"

"An Act for the Confirmation of a Contract with the Direct United States Cable Company, Limited,"

"An Act Respecting a Fire Patrol,"

"An Act to Amend 'The Game and Inland Fisheries Board Act, 1910,' "

"An Act to Incorporate the Newfoundland Marine Insurance Company, Limited, of St. John's, Newfoundland,"

"An Act Respecting the Ratification of Certain Contracts for Coastal Mail Service," and

"An Act for Raising by Sale of Debenture Bonds a Loan for the Public Service of the Colony," without amendment.

Mr. Clapp gave notice of question.

It was moved and seconded that when the House rises it adjourn until to-morrow (Tuesday), March 28th, at five of the clock in the afternoon.

The House then adjourned accordingly.

TUESDAY, March 28th, 1911.

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

Petitions were presented by—

Mr. Woodford (M. P. W.), from South Shore re Dog Act.

Mr. Squares from residents of New Harbor re magistracy.

Mr. Earle from residents of Ladle Cove re telephones..

Mr. Earle from residents of Tilting re road.

Mr. Earle from residents of Musgrave Harbor re landing place.

Mr. Earle from residents of Doting Cove re public wharf.

Mr. Earle from residents of Joe Batt's Arm re public wharf.

Mr. Clift from residents of Moreton's Harbor re herring fishery.

Mr. Clift from residents of Hawk's Hr. re Sunday observance.

Mr. Clift from residents of Boyd's Harbor re telephones.

Mr. Clift from residents of Twillingate re herring fishery.

Mr. Clift from residents of Twillingate re bridge.

Mr. Clift from residents of Pike's Arm re mail service.

Mr. Clift from residents of Herring Neck re wharves.

Hon. Mr. Crosbie from residents of Lower Is. Cove re bultows.

Hon. Mr. Crosbie from residents of Grates Cove re road.

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

Hon. Mr. Blandford (M. A. M.), from James Town re road.

Mr. Downey from residents of Lark Harbor re roads.

Mr. Devereux from residents of Gaskiers re wharves.

Mr. Devereux from residents of Long Island re telegraphs.

Hon. Mr. Cashin (M. F. C.), from Caplin Bay re trawls.

Hon. Mr. Cashin (M. F. C.), from Bay Bulls re wharves.

Mr. Moore from residents of Caplin Bay re wharves.

Mr. Whiteway from residents of Blow Me Down re road.

Mr. Clapp from residents of Round Harbor re port of call.

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

Mr. Clapp asked the Minister of Marine and Fisheries to lay on the table of the House a statement showing (1) The total amount credited out of Special Grants to the District of St. Barbe; (2) Statement of each allocation made therefrom, giving date and amount of each, also to whom allocated, and for what purposes.

Minister of Marine and Fisheries tabled the information asked for.

Mr. Clapp asked the Minister of Public Works to lay on the table of the House a statement showing (1) The total amount credited out of Special Grants to the District of St. Barbe; (2) Statement of each allocation made therefrom, giving date and amount of each, also to whom allocated, and for what purposes.

Minister of Public Works tabled the information asked for.

Hon. Colonial Secretary laid upon the table of the House the Report of the Commission of Public Health for 1910.

Pursuant to order, and on motion of the Hon. Prime Minister, the amendment made by the Legislative Council in and upon the Bill sent up entitled "An Act Respecting Pilots and Pilotage for the Port

of St. John's" was read a second time and concurred in, and it was ordered that a message be sent to the Legislative Council acquainting that body that the House had passed the said amendment, without amendment.

Pursuant to order, and on motion of the Hon. Minister of Justice, the Bill entitled "An Act to Amend 'The Newfoundland Medical Act, 1896-1906,' " was read a second time, referred to Committee of the Whole House and adopted without amendment, read a third time and passed; and it was ordered that it be engrossed, being entitled as above, and that it be sent to the Legislative Council with a message requesting the concurrence of that body in its provisions.

Mr. Speaker informed the House that he had received a message from the Legislative Council acquainting the House of Assembly that they had passed the Bill sent up entitled "An Act Further to Amend 'The Crown Lands Act, 1903,' " with some amendments, in which they request the concurrence of the House of Assembly.

On motion of the Hon. Minister of Agriculture and Mines, the said amendments were read a first and second time and concurred in, and it was ordered that a message be sent to the Legislative Council acquainting that body that the House had passed the said amendments, without amendment.

Mr. Speaker informed the House that he had received a message from the Legislative Council acquainting the House of Assembly that they had passed the Bill sent up entitled "An Act to Amend the Law in Relation to the Sale of Intoxicating Liquors," without amendment.

Mr. Speaker informed the House that he had received a message from the Legislative Council acquainting the House of Assembly that they had passed the Bill sent up entitled "An Act in Relation to the Construction and Operation of a Marine Railway Dock at Harbor Grace," with an amendment, in which they request the concurrence of the House of Assembly.

On motion of the Hon. Prime Minister, the said amendment was read a first and second time and concurred in, and it was ordered that a message be sent to the Legislative Council acquainting that body that the House had passed the said amendment, without amendment.

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

"An Act for granting to His Majesty certain sums of money for defraying certain expenses of the Public Service for the financial years ending, respectively, the Thirtieth day of June, One thousand nine hundred and eleven, and the Thirtieth day of June, One thousand nine hundred and twelve, and for other purposes relating to the Public Service,"

"An Act Further to Amend 'The Revenue Act, 1905,' "

"An Act to Provide for the Inspection of Boilers,"

"An Act to Amend the Law Respecting the Storing of Inflammable Oils," and

"An Act to Amend 'The Newfoundland Medical Act, 1986-1906,' " without amendment.

Hon. Prime Minister informed the House that His Excellency the Governor would prorogue the present Session of the Legislature on to-morrow at three of the clock in the afternoon.

Mr. Kent gave notice of question.

It was moved and seconded that when the House rises it adjourn until to-morrow (Wednesday), March 29th, at half-past two of the clock in the afternoon.

The House then adjourned accordingly.

WEDNESDAY, March 29th, 1911.

The House met at half-past two of the clock in the afternoon, pursuant to adjournment.

Mr. Kent asked the Hon. Colonial Secretary to lay on the table of the House a detailed statement of expenditure on account of the erection of Marconi Stations at Labrador from 1904, or such other date as the first station was erected there, to the present time, giving name of parties, dates and amounts of every payment.

Hon. Colonial Secretary tabled the information asked for.

At three of the clock the Gentleman Usher of the Black Rod appeared at the Bar of the House with a message from His Excellency the Governor, commanding the attendance of the House in the Council Chamber.

Accordingly, Mr. Speaker and the House attended upon His Excellency in the Council Chamber.

Mr. Speaker, at the Bar of the Council Chamber, addressed His Excellency as follows—

May it Please Your Excellency—

The House of Assembly have voted the supplies required to enable the Government to defray the expenses of the Public Service. In the name of the House of Assembly, I present the following Bills for Your Excellency's assent—

An act for granting to His Majesty certain sums of money towards defraying certain expenses of the Public Service for the financial years ending, respectively, the Thirtieth day of June, One thousand nine hundred and eleven, and the Thirtieth day of June, One thousand nine hundred and twelve, and for other purposes relating to the Public Service.

An Act further to amend "The Revenue Act, 1905."

An Act for raising by the Sale of Debenture Bonds a Loan for the Public Service of the Colony.

An Act to encourage and assist the operation of a Marine Railway Dock at Harbor Grace.

An Act respecting the ratification of certain contracts for Coastal Mail Service.

An Act for the Confirmation of a Contract with the Western Union Telegraph Company, Limited.

An Act for the Confirmation of a Contract with the Direct United States Cable Company, Limited.

An Act to provide for the payment of Old Age Pensions.

An Act respecting a Fire Patrol.

An Act to extend the operation of 5 Edward VII., Cap. 18, entitled "An Act to Encourage the Manufacture of Peat."

An Act to Encourage the Manufacture of Explosives.

An Act to Encourage the Manufacture of Peat.

An Act further to Encourage the Smelting of Copper Ores in this Colony.

An Act to Encourage the Establishment of Cold Storage Plants in this Colony.

An Act further to amend "The Education Act, 1903."

An Act to amend the Law relating to the Encouragement of Agriculture.

An Act respecting certain Retiring Allowances.

An Act further to amend "The St. John's Municipal Act, 1902."

An Act respecting Pilots and Pilotage for the Port of St. John's.

An Act to amend "The Game and Inland Fisheries Board Act, 1910."

An Act to Amend the Law relating to the Sale of Intoxicating Liquors.

An Act to amend the Law Respecting the Storage of Inflammable Oils.

An Act to amend "The Newfoundland Medical Act."

An Act to prevent the Spreading of Potato Canker.

An Act respecting the Sale of Seeds.

An Act respecting the Esquimaux and Indians resident in Labrador.

An Act to regulate the Manufacture, Storage and Importation and Sale of Explosives.

An Act to amend "The Motor Car Act, 1906."

An Act to amend 5 Edward VII., Cap. 17, entitled "An Act to Provide for the Protection of Woods Against Fires and for Other Purposes."

An Act to amend 10 Edward VII., Cap. 30, entitled "An Act Respecting the Preservation of Beavers."

An Act to amend 62 and 63 Vic., Cap. 14, entitled "An Act to Provide for the Inspection of Boilers."

An Act to Incorporate the Newfoundland Marine Insurance Company, Limited, of Newfoundland.

An Act further to amend "The Crown Lands Act, 1903."

His Excellency was then pleased to make the following Speech to both branches of the Legislature—

Mr. President and Honourable Gentlemen of the Legislative Council:
Mr. Speaker and Gentlemen of the Honourable House of Assembly:

I am gratified to be able to relieve you from your sessional duties so speedily, and congratulate you upon the business-like promptitude with which you have disposed of the measures submitted for your consideration.

I trust that the expectations with regard to the several important measures relating to the establishment of new industries on the Colony will be more than realized, and that they may prove but the forerunners of others with a similar purpose.

The enactment confirming the contract for a cold storage enterprise is one fraught with great possibilities in the way of ensuring a better return to the fishermen of this Colony for the fruits of their labour; while the other measures which deal with industrial undertakings should stimulate the diversifying of such enterprises amongst us.

The appropriation which you have made for the payment of Old Age Pensions should prove a welcome boon to a very deserving class in this Colony, and I sincerely trust that the financial circumstances of the Colony may long continue to be such as will admit of the augmentation of this amount from year to year until every meritorious case shall have been dealt with, a hope which I feel sure you and the country in general will very heartily re-echo.

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

I thank you for the supplies voted for the Public Service, and note with satisfaction that it has been found possible to substantially augment the appropriations for the various services without any increase in taxation.

Mr. President and Honourable Gentlemen of the Legislative Council:
Mr. Speaker and Gentlemen of the Honourable House of Assembly:

It is pleasing to observe, as an evidence of the growing fraternal spirit between the Motherland and the Overseas Possessions, that representatives of the Colonial Legislature have been invited by members of the British Parliament to visit England as their guests during the Coronation period. It is equally pleasant and should be a matter of no small pride as well to Newfoundland that His Majesty's Government has requested that a contingent of the Newfoundland Naval Reserve should also be represented by a detachment, who will be guests of His Majesty's Government during they stay in England.

In relieving you from your legislative duties, I would extend to you my sincere wishes for the prosperity of the Colony and your personal well being.

After which the Honourable the President of the Legislative Council, by comand of His Excellency the Governor, said—

" Gentlemen—It is the pleasure of His Excellency the Governor that this General Assembly be prorogued until Thursday, the 29th day of June next, to be then and here holden. And this General Assembly stands prorogued accordingly.

P. T. McGRATH,
Clerk House of Assembly.

APPENDIX

ESTIMATES FOR 1911-1912.

XII.—POSTAL AND TELEGRAPH DEPARTMENT—Continued

Detail—(Continued)

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1910—1911.	Estimate 1911—1912.
Couriers—Continued		
Hooping Harbor	20.00	20.00
Horse Island and La Scie	240.00	240.00
Hunt's Island and Burgeo	26.00	26.00
Indian Island and Seldom Come By	25.00	25.00
Ireland's Eye and Britannia Cove	250.00	250.00
Island Harbor and Fogo	78.00	78.00
Jamestown and Openhall	275.30	275.30
Jamestown and Shoal Harbor	102.00	102.00
Jean de Bay and Spanish Room		52.00
Jeffory's Crossing and Bear Brook	40.00	40.00
Jersey Harbor and Little Bay	26.00	26.00
Julien's Harbor and Pilley's Island	160.00	160.00
Kitchues and Conception Harbor	35.00	35.00
Kelligrews and Railway	50.00	50.00
King's Cove and Bonavista	130.00	130.00
King's Cove and Plate Cove	148.00	148.00
King's Cove and Trinity	200.00	200.00
King's Point and Jackson's Cove	45.00	45.00
Lakeview and Chapel's Cove	30.00	30.00
Lamaline and Fortune	51.00	51.00
Lamaline and Lord's Cove	62.40	62.40
Lamaline and Point Crewe	75.00	75.00
La Manche and Main Road	20.00	20.00
La Manche and Railway	25.00	25.00
Lance au Barque and Lawn	78.00	78.00
Lark Harbor and Curling	200.00	200.00
La Scie and Tilt Cove and Shoe Cove	120.00	120.00
Leading Tickles and N. W. Arm, New Bay	66.00	66.00
Leading Tickles and West Tickles	40.00	40.00
Leading Tickles West and Winter House Cove	38.00	38.00
Leading Tickles and Point Leamington	88.00	88.00
Lee Bight and Northern Bight	104.00	104.00
Lewisporte and Boyd's Cove	340.00	340.00
Lewisporte and Comfort Cove	255.00	255.00
Lewisporte and Southside		20.00
Little Bay Islands and Little Bay	118.00	118.00
Little Beaver Cove and Boyd's Cove	178.50	178.50
Little Harbor East and Rantem Station		20.00
Little Ward's Harbor and Little Bay	39.00	39.00
Long Harbor and Anderson's Cove	20.00	20.00
Long Harbor and Railway	39.00	39.00
Loon Bay and Campbellton	140.00	
Lower Island Cove and Western Bay	425.00	425.00
Low Point and Caplin Cove	40.00	40.00
Lumbergrass and Salmonier	50.00	50.00
Lush's Bight and Ward's Harbor	87.00	87.00
Macovic and Rigolet		30.00

it be engrossed, being entitled as above, and that it be sent to the Legislative Council with a message requesting the concurrence of that body in its provisions.

Pursuant to order, and on motion of the Hon. Minister of Agriculture and Mines, the House resolved itself into Committee of the Whole on Resolutions for the Encouragement of Agriculture.

Mr. Speaker left the Chair.

Mr. Parsons took the Chair of Committee.

And it being now midnight,

Thursday, March 9th, 1911,

Mr. Speaker resumed the Chair.

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

On the motion for the adoption of the said report, the Rt. Hon. Sir R. Bond moved, seconded by Mr. Kent, that the report of the Committee be amended by the insertion in the proposed Bill of the following, to stand as Section 2—

" 2.—Section 3 of the Act for the Encouragement of Agriculture, " 1910, of 10 Edward VII., Cap. 18, is hereby repealed, and hence- " forth Chap. 4 of Consolidated Statutes (Second Series) shall ap- " ply to any persons who may be appointed members of the said " Boards, including persons heretofore appointed, or who now are " members of said Board."

Whereupon the House divided, and there appeared for the amendment—Rt. Hon. Sir R. Bond, Messrs. Clift, Clapp, Dwyer, Earle, Gear, Kent and Roberts (8); and against it—Hons. Prime Minister, Minister of Justice, Colonial Secretary, Minister of Finance and Customs, Hon. Mr. Crosbie, Minister of Public Works, Minister of Marine and Fisheries, Messrs. Devereux, Goodison, Kennedy, Moore, Murphy, Parsons, Seymour, Whiteway and Winsor (16).

So it passed in the negative.

The original motion for the adoption of the report of the Committee was then put, when there appeared for it—Hons. Prime Min-

XII.—POSTAL AND TELEGRAPH DEPARTMENT—Continued

Detail—(Continued)

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1910—1911.	Estimate 1911—1912.
Couriers—Continued		
Port au Port and Railway	390.00	390.00
Port de Grave and Clarke's Beach	200.00	200.00
Pushthrough and Richard's Harbor	150.00	150.00
Quirpon and Griquet	16.00	16.00
Ramea, Fox Island and Grey River	442.00	520.00
Rattling Brook and Railway		40.00
Red Head Cove and Bay de Verde	50.00	50.00
Renews and Chance Cove	312.00	312.00
Renews and La Manche	1,000.00	1,000.00
Richard's Harbor and Balena	156.00	156.00
Rigolet and N. W. River	60.00	60.00
Riverhead, Harbor Grace, and Railway		30.00
River of Ponds and Port Saunders	54.00	54.00
Roberts' Arm and Pilley's Island	52.00	52.00
Robinson's Head and Railway	80.00	80.00
Rock Harbor and Beau Bois	22.40	22.40
Rocky Harbor and Bonne Bay	70.00	70.00
Roddickton and Englee	60.00	60.00
Rose Blanche and Burnt Islands	140.00	140.00
Rushoon and Baine Harbor	40.00	40.00
Safe Harbor and Pool's Island		15.00
St. Anthony and Braha	54.00	54.00
St. Bride's and Cape St. Mary's	20.00	20.00
St. George's and Railway	184.00	184.00
St. John's and La Manche	750.00	1,000.00
St. John's and Portugal Cove	250.00	250.00
St. John's and Pouch Cove	320.00	320.00
St. John's and Railway Wards and Steamers	1,190.00	1,680.00
St. John's and Railway, Night Trains	180.00	180.00
St. John's and St. Philip's	200.00	200.00
St. Jones' Within, Hatchet Cove and Long Cove	30.00	52.00
St. Jones' Without and Gooseberry Cove	67.30	67.30
St. Joseph's and Holyrood	600.00	450.00
St. Joseph's and St. Mary's	300.00	450.00
St. Julien's and Conche	40.00	40.00
St. Kyran's and St. Leonard's	52.00	52.00
St. Mary's and Peter's River	100.00	100.00
St. Paul's and Cow Head		44.00
St. Shott's and Trepassey	40.00	40.00
Sally's Cove and Rocky Harbor		105.00
Salt Pond and Scissors Cove and Lewisporte and Brown's Arm	182.00	182.00
Salvage and Glovertown	228.00	228.00
Samson's Island and Exploits	52.00	52.00
Sceviour's Island and Salt Pond	40.00	40.00
Seal Cove and Hermitage	60.00	60.00

Mr. Clift from residents of Twillingate for a road.

Mr. Murphy from residents of Colliers for a wharf.

Mr. Moulton from residents of Channel re fishery laws.

Hon. Mr. Blandford (M. A. M.), from residents of Southern Bay for a road.

Hon. Mr. Blandford (M. A. M.), from residents of Bonavista for a road.

Mr. Earle from residents of Seldom Come Bye for a road.

Mr. Earle from residents of Joe Batts Arm for a road.

Mr. Earle from residents of Fogo for a road.

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

Rt. Hon. Sir R. Bond asked the Hon. Colonial Secretary why no train was despatched to Placentia with mails and passengers between Saturday last and midnight of Tuesday; why the train left Placentia at four o'clock this morning and after proceeding as far as Brigus Junction remained there until the arrival of the Shore train from Carbonear at 10.15; why the line between Whitbourne and Broad Cove and Tilton has not been kept open to traffic, and to lay on the table of the House a report from the Government Engineer as to whether proper measures are being at present adopted by the railway contractors for the continuous operation of the railway.

Hon. Colonial Secretary replied—"On seeing the Rt. hon. gentle man's question on the order paper, I immediately communicated with the Government Engineer, calling his attention to this question and asking him to kindly enquire as to whether the statements contained therein were correct; if so, what reason was given by the Reid Newfoundland Company in respect of such non-operation and delay; and to state if, in his opinion, the said reasons justified that company in respect of the above matters; also as to whether, in his opinion, the measures which are being adopted by the railway company for the continuous operation of this line are proper and adequate under the conditions as at present pertaining, the Government, while being aware that the weather lately has been exceptional and the snow fall very heavy, still maintaining that there shall not be greater delay than necessary in resuming train operations in accordance with sche-

XII.—POSTAL AND TELEGRAPH DEPARTMENT—Continued

Detail—(Continued)

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1910—1911.	Estimate 1911—1912.
Couriers—Concluded		
Whitbourne and Railway	40.00	40.00
Wild Bight	60.00	60.00
New Routes	901.00	901.00
Total	$41,000.00	$45,000.00
Manufacture of Stamps	$2,000.00	$3,000.00
Postal Contingencies, including $200 for Inspection, notwithstanding anything in the Audit Act to the contrary	$15,000.00	$15,000.00
Steam Subsidies		
Ocean—		
Allan Line	$9,734.00	$9,734.00
Port aux Basques and Sydney, C. B.	20,280.00	20,280.00
Occasional Services	1,200.00	1,200.00
Coastal—		
Bay of Islands	1,200.00	1,200.00
Bell Island	1,800.00	2,800.00
Bonavista Bay	9,100.00	9,100.00
Fogo District	17,500.00	18,500.00
Fortune Bay District	16,500.00	20,000.00
Hamilton Inlet	800.00	800.00
Labrador	28,000.00	31,000.00
North East Coast	38,000.00	38,000.00
South and West Coasts	38,000.00	38,000.00
Port aux Basques and Placentia	13,000.00	13,000.00
Notre Dame Bay	9,100.00	9,100.00
Placentia Bay	13,000.00	13,000.00
St. George's Bay	4,000.00	4,000.00
Straits of Belle Isle	10,200.00	10,500.00
Trinity Bay	9,100.00	9,100.00
Inland Steam—		
Railways	42,000.00	42,000.00
	$282,514.00	$291,314.00
Telegraph Branch—Summary		
Central Staff, St. John's	$17,442.00	$18,522.00
Operators Outside St. John's	36,236.00	39,366.00
Repairers	10,766.00	10,946.00
	$64,444.00	$68,834.00

XII.—POSTAL AND TELEGRAPH DEPARTMENT—Continued

Detail—(Continued)

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1910—1911.	Estimate 1911—1912.
Telegraph Branch—Summary—(Concluded)		
Contingencies	$15,000.00	$19,000.00
Commercial Cable Company and other Lines Share of Tolls	6,000.00	6,000.00
	$85,444.00	$93,834.00
Marconi Royalties	$2,500.00	$3,500.00
Construction New Lines	$12,000.00	$12,000.00
Central Staff, St. John's		
Superintendent	$1,200.00	$1,200.00
Clerk in Charge	900.00	900.00
Check Clerk	700.00	800.00
Assistant Check Clerk	700.00	700.00
Assistant Check Clerk		480.00
Assistant Check Clerk	400.00	400.00
Inspector	2,160.00	720.00
Chief Operator		720.00
Second Chief Operator		720.00
Three Operators at $600	1,800.00	1,800.00
Two Operators at $500	1,000.00	1,000.00
Two Operators at $480	960.00	960.00
Three Operators at $450	1,350.00	1,350.00
Three Operators at $360	1,080.00	1,080.00
Four Clerks—$500, $400, $400, $350	1,650.00	1,650.00
Typewriter		200.00
Three Office Tenders	540.00	540.00
Nineteen Messengers	2,280.00	
Twenty-one Messengers		2,520.00
Lineman	432.00	432.00
Storekeeper	350.00	350.00
	$17,442.00	$18,522.00
Operators Outside St. John's		
Anderson's Cove		$120.00
Avondale	$120.00	120.00
Badger	360.00	360.00
Baie Verte	150.00	150.00
Baine Harbor	120.00	120.00
Bay de Verde	100.00	100.00
Bay L'Argent	150.00	150.00
Bay Roberts	336.00	276.00
Beaverton	568.00	568.00
Belleoram	240.00	240.00
Bell Island	600.00	600.00
Bell Island—Messenger	120.00	120.00
Birchy Cove (Curling)	500.00	500.00

XII.—POSTAL AND TELEGRAPH DEPARTMENT—Continued

Detail—Continued

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1910—1911.	Estimate 1911—1912.
Operators Outside St. John's—Continued		
Birchy Cove—Assistant	120.00	120.00
Bishop Falls	400.00	400.00
Bishop Falls—Assistant	360.00	360.00
Bishop Falls—Messenger		84.00
Blackhead	120.00	120.00
Bonavista	300.00	400.00
Bonavista—Messenger		100.00
Bonne Bay	420.00	420.00
Botwood	240.00	240.00
Branch	120.00	120.00
Brigus	200.00	260.00
Brigus Junction	600.00	600.00
Britannia Cove	200.00	200.00
Brookfield	120.00	120.00
Brooklyn	120.00	120.00
Burin	240.00	240.00
Campbellton	144.00	144.00
Cape Race	240.00	240.00
Cape Ray		
Carbonear	300.00	300.00
Carbonear—Assistant	120.00	120.00
Catalina	120.00	120.00
Change Islands	150.00	150.00
Channel	200.00	200.00
Clarenville		360.00
Clarenville—Assistant	450.00	180.00
Clarke's Beach	120.00	120.00
Coachman's Cove		120.00
Codroy	180.00	180.00
Come By Chance	400.00	400.00
Conception Harbor	120.00	120.00
Cow Head		120.00
Crabbes	400.00	400.00
Deer Lake	360.00	360.00
Elliston	120.00	120.00
English Harbor West	120.00	120.00
Epworth	120.00	120.00
Exploits		100.00
Flower's Cove		120.00
Fogo	240.00	240.00
Fortune	200.00	200.00
Fortune Harbor		240.00
Fox Harbor	120.00	120.00
Gaff Topsails	360.00	360.00
Gambo	400.00	400.00
Gander Bay	200.00	200.00
Garnish	120.00	120.00
Glenwood	240.00	240.00
Glovertown		180.00

XII.—POSTAL AND TELEGRAPH DEPARTMENT—Continued

Detail—(Continued)

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1910—1911.	Estimate 1911—1912.
Operators Outside St. John's—Continued		
Grand Bank	150.00	150.00
Grand Falls	480.00	480.00
Grand Falls	96.00	96.00
Grand Falls		96.00
Grand Lake	400.00	400.00
Green's Harbor	120.00	120.00
Greenspond	240.00	240.00
Hant's Harbor	100.00	100.00
Harbor Breton	400.00	400.00
Harbor Grace	400.00	400.00
Harbor Grace	120.00	120.00
Harbor Main	170.00	170.00
Heart's Content	120.00	150.00
Heart's Delight	120.00	120.00
Hermitage	150.00	150.00
Herring Neck	240.00	240.00
Holyrood, C. B.	400.00	300.00
Holyrood, St. Mary's	120.00	120.00
Horwood	200.00	200.00
Humbermouth	240.00	240.00
Joe Batt's Arm	120.00	120.00
King's Cove	200.00	200.00
King's Point	400.00	400.00
Lamaline	190.00	190.00
Lark Harbor	150.00	150.00
La Scie	120.00	180.00
Lawn	120.00	120.00
Lewisporte	360.00	360.00
Little Bay	360.00	360.00
Little River	400.00	400.00
Long Harbor Beach	240.00	240.00
Lower Island Cove	150.00	150.00
Manuels	120.00	120.00
Marystown	120.00	120.00
Millertown Junction	400.00	400.00
Moreton's Harbor	120.00	120.00
Musgrave Harbor	120.00	120.00
Musgrave Town	120.00	120.00
New Harbor	120.00	120.00
New Melbourne	100.00	100.00
New Perlican	120.00	120.00
Newtown	120.00	120.00
Nipper's Harbor	150.00	150.00
Norris' Arm	420.00	420.00
Norris' Point		120.00
Northern Bay	120.00	120.00
Northern Bight		120.00
North-west Arm	360.00	360.00
Old Perlican	100.00	100.00

XII.—POSTAL AND TELEGRAPH DEPARTMENT—Continued

Detail—(Continued)

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1910—1911.	Estimate 1911—1912.
Operators Outside St. John's—Continued		
Parsons' Pond		120.00
Pilley's Island	360.00	360.00
Placentia	180.00	180.00
Point Leamington	360.00	360.00
Pool's Cove	120.00	120.00
Port au Port	120.00	120.00
Port aux Basques	2,760.00	2,760.00
Port Blandford	400.00	300.00
Port de Grave	120.00	120.00
Port Saunders		120.00
Rencontre	120.00	120.00
Riverhead, St. Mary's	150.00	150.00
Roberts Arm	240.00	240.00
Robinson's Head	120.00	120.00
St. Anthony		120.00
St. Bride's	120.00	120.00
St. George's	240.00	240.00
St. Jacques	400.00	600.00
St. Joseph's	150.00	150.00
St. Lawrence	150.00	150.00
St. Mary's	240.00	240.00
Salvage	360.00	360.00
Sandy Point	120.00	120.00
Scilly Cove	120.00	120.00
Seal Cove	240.00	240.00
Searston	120.00	120.00
Seldom Come Bye	150.00	150.00
Ship Cove, Port Rexton	120.00	120.00
Sound Island	200.00	200.00
Southern Bay		300.00
Spaniard's Bay	240.00	240.00
Springdale	120.00	120.00
Stephenville	120.00	120.00
Stephenville Crossing	270.00	270.00
Stone's Cove	120.00	120.00
Terenceville	360.00	360.00
Three Arms	240.00	240.00
Tilt Cove	500.00	500.00
Tilting	120.00	120.00
Topsail	120.00	120.00
Trepassey	120.00	120.00
Trinity	240.00	240.00
Twillingate	198.00	198.00
Upper Island Cove	120.00	120.00
Valleyfield	120.00	120.00
Wesleyville	300.00	300.00
Western Bay	150.00	150.00
Western Cove	240.00	240.00
Whitbourne	120.00	120.00

XII.—POSTAL AND TELEGRAPH DEPARTMENT—Concluded

Detail—(Concluded)

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1910—1911.	Estimate 1911—1912.
Operators Outside St. John's—Concluded		
Wood's Island		100.00
Monthly Allowance, 153 at $18 each per annum	2,484.00	2,754.00
New Offices		300.00
Total	$36,236.00	$39,366.00
Repairers		
Badger	$366.00	$366.00
Beaverton	336.00	336.00
Birchy Cove	366.00	366.00
Clarenville	300.00	300.00
Come By Chance	366.00	366.00
Crabbes	366.00	366.00
Fogo	336.00	336.00
Gaff Topsails	366.00	366.00
Gambo	366.00	366.00
Gambo Branch	336.00	336.00
Glenwood	366.00	366.00
Grand Lake	366.00	366.00
Grand Lake (Deer Lake)	366.00	366.00
Harbor Breton	336.00	336.00
Hermitage Cove	120.00	300.00
King's Point	336.00	336.00
Little River	366.00	366.00
Long Harbor	114.00	114.00
Millertown Junction	366.00	366.00
Norris' Arm	366.00	366.00
Peter's River	90.00	90.00
Placentia	100.00	100.00
Point Leamington	336.00	336.00
Port aux Basques	366.00	366.00
Port Blandford	366.00	366.00
Roberts' Arm	336.00	336.00
St. George's	366.00	366.00
St. John's	400.00	400.00
Terenceville	336.00	336.00
Trepassey	90.00	90.00
Trinity	336.00	336.00
Wesleyville	336.00	336.00
Whitbourne	366.00	366.00
Total	$10,766.00	$10,946.00
Telegraph Contingencies	$15,000.00	$19,000.00
Construction	$12,000.00	12,000.00
Marconi Royalties	$2,500.00	$3,500.00

XIII.—CUSTOMS

Amount Voted, $146,051.00.

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1910—1911.	Estimate 1911—1912.
St. John's		
Salaries	$23,884.00	$23,884.00
Tidewaiters and Boatmen	20,840.00	20,860.00
Contingencies	8,705.00	8,705.00
Outports		
Sub-Collectors	29,829.00	29,829.00
Tidewaiters and Boatmen	14,858.00	14,858.00
Boats and Boat Hire	490.00	490.00
Offices and Office Rent	1,085.00	1,085.00
Percentage on Duties	14,000.00	14,000.00
Contingencies	5,050.00	5,050.00
Preventive Service		
South-west Coast	6,090.00	6,090.00
Labrador	1,000.00	1,000.00
Miscellaneous	20,200.00	20,200.00
	$146,031.00	$146,051.00

Detail.

(a) Salaries		
St. John's—		
Assistant Collector	$1,800.00	$1,800.00
First Clerk	1,400.00	1,400.00
Second Clerk and Cashier	1,200.00	1,200.00
Third Clerk	800.00	800.00
Fourth Clerk	750.00	750.00
Fifth Clerk	600.00	600.00
Sixth Clerk	500.00	500.00
First Landing Waiter	800.00	800.00
Second Landing Waiter	750.00	750.00
Railway and Manifest Clerk	750.00	750.00
Landing Surveyor	1,100.00	1,100.00
Tide Surveyor	1,100.00	1,100.00
Clerk to Landing Surveyor	600.00	600.00
Chief Statistical Clerk	1,100.00	1,100.00
First Statistical Clerk	1,000.00	1,000.00
Second Statistical Clerk	750.00	750.00
Inspector of Customs	1,000.00	1,000.00
Inspector Preventive Service	1,000.00	1,000.00
Clerk to Registrar of Shipping and Surveyor of Shipping	700.00	700.00
Examining Officer, with 2 1-2 per cent. on duties collected on Parcel Post, not to exceed $1,400	1,000.00	1,000.00
Assistant Examining Officer	1,000.00	1,000.00
Storekeeper	500.00	500.00
Locker	600.00	600.00
First Assistant Locker	600.00	600.00
Second Assistant Locker	600.00	600.00
Third Assistant Locker	400.00	400.00
First Messenger	390.00	390.00

XIII.—CUSTOMS—Continued

Detail—(Continued)

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1910—1911.	Estimate 1911—1912.
(a) Salaries—Concluded		
Second Messenger	390.00	390.00
Night Watchman	360.00	360.00
Housekeeper	240.00	240.00
Caretaker Tidewaiters' Room	104.00	104.00
	$23,884.00	$23,884.00
(b) Gaugers, Tidewaiters and Boatmen		
St. John's—		
Customs Detective	$600.00	$600.00
Two Gaugers at $500 each	1,000.00	1,000.00
Eleven Sufferance Warehouse Keepers at $500 each	5,500.00	5,500.00
Eighteen Tidewaiters at $390 each	7,020.00	7,020.00
Supernumerary Tidewaiters	2,000.00	2,000.00
Two Coxswains of Boats—Night Coxswain, $480; Day Coxswain, $480	940.00	960.00
Nine Boatmen at $420 each	3,780.00	3,780.00
	$20,840.00	$20,860.00
(c) Contingencies		
St. John's—		
Printing, Stationery, etc.	$2,900.00	$2,900.00
Fuel and Light	300.00	300.00
Travelling Expenses—Inspector	400.00	400.00
Travelling Expenses—Other Officials	400.00	400.00
Clothing	1,200.00	1,200.00
Repairs to Boats	50.00	50.00
Firemen and Cleaning Examining Room	100.00	100.00
Telegrams	400.00	400.00
Telephones	280.00	280.00
Miscellaneous	2,000.00	2,000.00
Subscription to International Customs Journal	125.00	125.00
Typewriting	450.00	450.00
Loss on Change	100.00	100.00
	$8,705.00	$8,705.00
(d) Sub-Collectors		
Outports—		
Bay Bulls, with 20 per cent. on duties	$300.00	$300.00
Bay of Islands, with 5 p.c., not to exceed $850	360.00	360.00
Bay Roberts, with 10 p.c., not to exceed $600	230.00	230.00
Belleoram, with 10 p.c. on duties	360.00	360.00
Bell Island	700.00	700.00
Bishop Falls, with 2½ p.c., not to exceed $700	600.00	600.00
Blanc Sablon, with 10 p.c., not to exceed $500	300.00	300.00

XIII.—CUSTOMS—Continued

Detail—(Continued)

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1910—1911.	Estimate 1911—1912.
(d) Sub-Collectors—Continued		
Outports—		
Bonavista, with 2½ p.c., not to exceed $650..	550.00	550.00
Bonne Bay, with 2½ p.c., not to exceed $1,000	540.00	540.00
Botwood, with 10 p.c., not to exceed $750....	550.00	550.00
Brigus, with 2½ p.c. on duties	500.00	500.00
Britannia Cove, with 10 p.c., not to exceed $500	300.00	300.00
Burgeo, with 10 p.c., not to exceed $750.....	231.00	231.00
Burin, with 2½ p.c., not to exceed $750	621.00	621.00
Cape Broyle, with 5 p.c. on duties	390.00	390.00
Carbonear, with 2½ p.c., not to exceed $900	621.00	621.00
Catalina, with 10 p.c., not to exceed $500.....	300.00	300.00
Channel, with 10 p.c., not to exceed $650	360.00	360.00
Clarenville, with 10 p.c., not to exceed $500....	250.00	250.00
Codroy, with 10 p.c. on duties	240.00	240.00
Conception Hr., with 10 p.c. on duties.....	126.00	126.00
Exploits, with 10 p.c., not to exceed $500	400.00	400.00
Ferryland, with 10 p.c. on duties	330.00	330.00
Flower's Cove, with 10 p.c., not to exceed $600	360.00	360.00
Fogo, with 2½ p.c., not to exceed $800	621.00	621.00
Fortune, with 10 p.c., not to exceed $600	300.00	300.00
Gambo	550.00	550.00
Garnish, with 20 p.c., not to exceed $500	390.00	390.00
Gaultois and Hermitage, with 2½ p.c., not to exceed $500	400.00	400.00
Grand Bank, with 2½ p.c., not to exceed $500	300.00	300.00
Grand Falls and Millertown, with 2½ p.c., not to exceed $900	750.00	750.00
Glenwood, with 10 p.c., not to exceed $600....	60.00	60.00
Greenspond, with 20 p.c., not to exceed $600 ..	300.00	300.00
Hant's Harbor, with 20 p.c. on duties	15.00	15.00
Harbor Breton, with 10 p.c., not to exceed $800	400.00	400.00
Hr. Grace, with 2½ p.c., not to exceed $1,000	666.00	666.00
Harbor Main, with 10 p.c. on duties	126.00	126.00
Hrt's Content, with 20 p.c., not to exceed $500	150.00	150.00
Herring Neck, with 10 p.c. on duties	150.00	150.00
Holyrood, with 10 p.c. on duties	100.00	100.00
Humbermouth, with 5 p.c., not to exceed $650	550.00	550.00
King's Cove, with 10 p.c., not to exceed $600	231.00	231.00
King's Point, with 10 p.c., not to exceed $250	50.00	50.00
Labrador, with 10 p.c., not to exceed $800....	600.00	600.00
Lamaline, with 2½ p.c., not to exceed $600..	495.00	495.00
La Poile, with 2½ p.c., not to exceed $600....	300.00	300.00
Lark Harbor, with 10 p.c., not to exceed $600	400.00	400.00
La Scie, with 10 p.c., not to exceed $600.....	180.00	180.00
Lawn	390.00	390.00
Lewisporte, with 5 p.c., not to exceed $750..	500.00	500.00
Little Placentia, with 10 p.c., not to exceed $600	231.00	231.00
Little River, Codroy, with 20 p.c., not to ex. 300	80.00	80.00
Marystown, with 7½ p.c., not to exceed $650	550.00	550.00

XIII.—CUSTOMS—Continued

Detail—(Continued)

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1910—1911.	Estimate 1911—1912.
(d) Sub-Collectors—Concluded		
Outports—		
Nipper's Hr., with 20 p.c., not to exceed $300..	80.00	80.00
Norris Arm	150.00	150.00
Oderin, with 2½ p.c., not to exceed $500	411.00	411.00
Pilley's Island, with 10 p.c., not to exceed $750	400.00	400.00
Placentia, with 10 p.c., not to exceed $700 ..	450.00	450.00
Port aux Basques, with 2½ p.c., not to ex. 1,000	750.00	750.00
Clerk to Sub-Collector	600.00	600.00
Port Blandford, with 20 p.c., not to exceed $500	100.00	100.00
Port au Port	500.00	500.00
Port Saunders, with 10 p.c. on duties	500.00	500.00
Pushthrough, with 2½ p.c., not to exceed $500	300.00	300.00
Ramea, with 10 p.c., not to exceed $500	390.00	390.00
Renews, with 10 p.c., not to exceed $500	100.00	100.00
Robinson's Head, with 10 p.c. on duties	240.00	240.00
Rose Blanche, with 10 p.c., not to exceed $500	281.00	281.00
Rigolette, with 10 p.c., not to exceed $800....	600.00	600.00
Salmonier, with 10 p.c, not to exceed $500....	120.00	120.00
Salvage, with 10 p.c. on duties	15.00	15.00
Sandy Pt., with 2½ p.c., not to exceed $500...	360.00	360.00
St. Anthony, with 20 p.c., not to exceed $500	360.00	360.00
St. George's, with 10 p.c., not to exceed $600..	250.00	250.00
St. Jacques, with 10 p.c., not to exceed $600	416.00	416.00
St. Lawrence, with 20 p.c., not to exceed $500	300.00	300.00
St. Mary's, with 10 p.c., not to exceed $500....	231.00	231.00
Sound Island, with 10 p.c., not to exceed $500	240.00	240.00
Stone's Cove	60.00	60.00
Tilt Cove, with 2½ p.c., not to exceed $600..	400.00	400.00
Trepassey, with 10 p.c., not to exceed $600...	280.00	280.00
Trinity, with 2½ p.c., not to exceed $600....	400.00	400.00
Twillingate, with 2½ p.c., not to exceed $750	621.00	621.00
Wesleyville, with 10 p.c., not to exceed $400..	100.00	100.00
Western Bay, with 10 p.c. on duties	20.00	20.00
Whitbourne, with 10 p.c., not to exceed $200..	50.00	50.00
Wood's Island, with 10 p.c., not to exceed $500	400.00	400.00
	$29,829.00	$29,829.00
(e) Gaugers, Tidewaiters and Boatmen		
Outports—		
Bay of Islands, two men at $390 each	$780.00	$780.00
Bell Island, four men at $390 each	1,560.00	1,560.00
Blanc Sablon, two men	320.00	320.00
Bonavista, one man	240.00	240.00
Bonne Bay, one man	390.00	390.00
Burgeo, one man	240.00	240.00
Burin, two men, one at $390 and one at $360	750.00	750.00
Cape St. George, one man	300.00	300.00
Carbonear, 3 men, 1 at $390; 2 at $195 each..	780.00	780.00

XIII.—CUSTOMS—Continued

Detail—Continued

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1910—1911.	Estimate 1911—1912.
(e) Gaugers, Tidewaiters and Boatmen—Concluded		
Outports—		
Catalina, one man	200.00	200.00
Change Islands, one man	150.00	150.00
Channel, one man	360.00	360.00
Fiona, Ss., one man	390.00	390.00
Fortune, one man	150.00	150.00
Grand Bank, one man	170.00	170.00
Greenspond, one man	150.00	150.00
Harbor Grace, one gauger	408.00	408.00
Harbor Grace, three men at $360 each	1,080.00	1,080.00
Harbor Grace, two men at $195 each	390.00	390.00
Kelligrews, one man	100.00	100.00
Lamaline, two men, one at $390, one at $240	630.00	630.00
Lord's Cove, one man	100.00	100.00
Lorries, one man	120.00	120.00
Millertown, one man	390.00	390.00
Oderin, one man	60.00	60.00
Placentia, one man	390.00	390.00
Port aux Basques, 2 men, 1 at $500; 1 at $390	890.00	890.00
Rose Blanche, one man	100.00	100.00
Sandy Point, one man	240.00	240.00
St. Jacques, one man	390.00	390.00
St. Lawrence, one man	250.00	250.00
Topsail, one man	180.00	180.00
Outport Supernumeraries	2,210.00	2,210.00
	$14,858.00	$14,858.00
(f) Boats and Boat Hire		
Boats and Boat Hire	$490.00	$490.00
(g) Offices and Office Rent		
Repairs to Offices and Furniture	$85.00	$85.00
Rent of Offices	1,000.00	1,000.00
	$1,085.00	$1,085.00
(h) Percentage on Duties		
Estimated Amount	$14,000.00	$14,000.00
(i) Contingencies		
Printing, Stationery, etc.	$400.00	$400.00
Clothing	500.00	500.00
Fuel and Light	800.00	800.00
Telegrams and Postage	300.00	300.00
Travelling Expenses	750.00	750.00

XIII.—CUSTOMS—Concluded

Detail —(Continued)

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1910—1911.	Estimate 1911—1912.
(i) Contingencies—Concluded		
Board Money	400.00	400.00
Miscellaneous	700.00	700.00
Survey Labrador Vessels	1,200.00	1,200.00
	$5,050.00	$5,050.00
(j) Preventive Service		
Outport Tidewaiters	$2,500.00	$2,500.00
Typewriter and Extra Services	500.00	500.00
Board of Tidewaiters	1,000.00	1,000.00
Extra Pay	400.00	400.00
Travelling Expenses	600.00	600.00
Telegrams	25.00	25.00
Stationery	50.00	50.00
Yachts, etc.	1,000.00	1,000.00
Miscellaneous	15.00	15.00
	$6,090.00	$6,090.00
(k) Labrador		
Revenue Protection Service—		
Travelling Expenses	$600.00	$600.00
Miscellaneous	400.00	400.00
	$1,000.00	$1,000.00
(l) Miscellaneous		
Bank Fishermen's Insurance	$1,000.00	$1,000.00
Fines and Forfeitures	2,000.00	2,000.00
Customs Refunds	16,000.00	16,000.00
Percentage on Outport Light Dues	800.00	800.00
Surveying of Coastwise Passenger Steamers	400.00	400.00
	$20,200.00	$20,200.00

XIV.—CONTINGENCIES

Amount Voted—$10,000.00

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1910—1911.	Estimate 1911—1912.
Amount to meet possible shortage owing to unforeseen Contingencies which may arise	$10,000.00	$10,000.00

XVI.—COAL AND WATER REFUNDS

Amount Voted—$67,550.00

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1910—1911.	Estimate 1911—1912.
St. John's Coal Duties	$57,000.00	$57,000.00
St. John's Water Rates	3,000.00	3,000.00
	$60,000.00	$60,000.00
Harbor Grace Coal Duties	$2,550.00	$2,550.00
Harbor Grace Water Rates	450.00	450.00
	$3,000.00	$3,000.00
Carbonear Coal Duties	$1,500.00	$1,500.00
Carbonear Water Rates	500.00	500.00
	$2,000.00	$2,000.00
Placentia Coal Duties	$500.00	$500.00
Placentia Water Rates	200.00	200.00
	$700.00	$700.00
Grand Bank Coal Duties	$600.00	$600.00
Grand Bank Harbor Dues	400.00	400.00
	$1,000.00	$1,000.00
Fortune Coal Duties	$500.00	$500.00
Fortune Harbor Dues	350.00	350.00
	$850.00	$850.00
Total	$67,550.00	$67,550.00

XVII.—ADDITIONAL ESTIMATES

Amount Voted—$67,169.00

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1910—1911.	Estimate 1911—1912.
In aid of Prevention Spreading of Tuberculosis	$4,000.00	$4,000.00
For Surveys for Branch Railways	3,000.00	$4,000.00
	$7,000.00	$8,000.00
Public Debt		
Interest on Proposed Local Loan		$4,800.00
Education		
To provide schools in sparsely settled localities		$7,000.00

XVII.—ADDITIONAL ESTIMATES—Concluded

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1910—1911.	Estimate 1911—1912.
Postal and Telegraphs		
Main line rwy. mail clerks provision for 6 men, 312 trips at $3.25, $1,014, where only $500 voted		$514.00
Mail Clerk on second str. across Cabot Strait		600.00
		$1,114.00
Steam Subsidies		
Allan Line, increased contract		$7,000.00
Reid Line, second steamer across Cabot Strait		13,000.00
Northern Winter Service		6,000.00
Railway Mail Subsidy, Bonavista Branch		6,255.00
Postal Contingencies		4,000.00
Telegraph Contingencies		10,000.00
		$46,255.00
		$67,169.00

SUPPLEMENTAL SUPPLY, 1910-11

Head I.—Interest on Public Debt

On 3½ per cent. Loan	$2,893,333.00	$101,266.00	
On 4 per cent. Loan	194,949.00	3,898.00	
			$105,164.00

Head II.—Civil Government

Contingencies, Agriculture and Mines	$500.00	
Contingencies, Marine and Fisheries	950.00	
Contingencies, Premier's Office	1,000.00	
Contingencies, Colonial Secretary's Office	1,500.00	
Contingencies and Cash Notes, Finance Dept.	3,000.00	
Contingencies, Public Works Department	900.00	
Salaries, Public Works	200.00	
Fuel and Light, Public Buildings	2,700.00	
Insurance and Keepers, Public Buildings	160.00	
Repairs, Government House	3,000.00	
Alterations, Lazaretto	1,500.00	
Expenses, Kerosene Oil Store	500.00	
Repairs, etc., Museum	3,000.00	
General Post Office	3,500.00	
Repairs, Harbor Main Court House	4,660.00	
Government House Furnishing	1,500.00	
Repairs, Postal Telegraph Office	500.00	
Alterations, Fever Hospital	700.00	
		$29,770.00

SUPPLEMENTAL SUPPLY, 1910-11—Continued

Head IV.—Administration of Justice

Salaries, Magistrates and Gaolers, Registration, Jurors and Annuities	$727.00	
Supreme Court, Contingencies	1,000.00	
Magistrate's Court, Contingencies	1,750.00	
Salaries, Industries and Repairs Penitentiary.	2,000.00	
		$5,477.10

Head V.—Legislation

Printing and Binding Journals and Publishing Debates, House of Assembly	$5,700.00	
Printing and Binding Journals and Publishing Debates, Legislative Council	1,085.00	
Printing, Gazetting and Binding Acts, etc., General Legislation	3,490.00	
		$10,275.00

Head VI.—Education

Scholarship & Int. on Teachers' Pension Fund		315.96

Head VII.—Public Charities

Smallpox	$12,000.00	
Tuberculosis	300.00	
Pauper Lunatics	500.00	
Conveyance, Sick Poor	200.00	
Public Health	6,000.00	
Sick Fishermen, Labrador	1,000.00	
E. R. Circular, No. 2	8,000.00	
Salaries, Lunatic Asylum	430.00	
Fuel and Light, Lunatic Asylum	350.00	
Salaries, General Hospital	300.00	
Salaries, Lazaretto	70.00	
Maintenance	1,000.00	
Salaries, New Fever Hospital	140.00	
Maintenance	1,000.00	
		$31,290.00

Head IX.—Agriculture and Mines

Salaries, A. Snelgrove	$750.00	
Salaries, J. Gleeson	750.00	
Salaries, Miss O'Mara	300.00	
Salaries, A. J. Bayley	595.00	
Mineral and Other Assays	300.00	
Expenses, Forest Fires	1,000.00	
Timber Inspection	350.00	
Encouragement Agriculture	22,140.52	
		$26,185.52

Head XI.—Roads, Bridges and Ferries

Salaries, Ferries	$170.00	
Placentia, Ferry Service	2,500.00	
		$2,670.00

SUPPLEMENTAL SUPPLY, 1910-11—Concluded

Head XII.—Postal and Telegraphs

Salaries, St. John's Travelling	$2,799.00	
Couriers and Contractors	2,500.00	
Ocean and Coastal Steam Subsidies	22,248.00	
Manufacture of Stamps	1,602.00	
Contingencies, Postal Branch	5,000.00	
		$34,149.00
Salaries, St. John's and Outport Repairers	$2,351.00	
Construction Telegraphs	8,000.00	
Marconi Construction	9,000.00	
Contingencies, Telegraph Branch	10,000.00	
		$29,351.00

Head XIII.—Customs

Outport Supernumeraries	$4,000.00	
St. John's Supernumeraries	2,000.00	
St. John's Incidentals	1,000.00	
		$7,000.00

Head XIV.—General Contingencies

P. T. McGrath, compiling pamphlet for Festival Empire	$300.00	
P. T. McGrath, digest foreign news	200.00	
D. W. Prowse, manuscript new book	500.00	
R. P. Holloway, bal. due second edition "Thru Newfoundland With Camera"	563.25	
H. P. Shortis, Pension	433.33	
E. Murray, J. P., Pension	300.00	
J. B. Wheeler, Pension	180.00	
George Tuff, Pension	220.00	
George Bursell, Services	50.00	
Hon. M. P. Gibbs, Acting Minister Justice	750.00	
Capt. W. Winsor, Judge Labrador	700.00	
Harbor Grace Fire Brigade	400.00	
W. J. Carew, Services	50.00	
F. Brocklehurst, Services	25.00	
Warwick Smith, Services	200.00	
W. Day, three months pensions	54.99	
Alfred G. Young, purchasing land and dwelling for P. O. use	500.00	
The Hague Tribunal	20,000.00	
		$25,426.57

Head XVII.

Railway Branch Surveys		$700.00
		$307,774.15

Distribution of Surplus

For the purchase of Debentures to be held in trust and the income thereof to be applied to payment of Old Age Pensions	200,000.00	
For repair of Marine Works, Roads & Bridges	100,000.00	
Contribution towards the expenses of the Colony's participation, Festival of Empire	10,213.90	310,213.90
		$617,988.05

Newfoundland Customs Returns for the Year 1909-1910.

Total Customs Revenue, St. John's and Outports, from 1st July, 1909, to 30th June, 1910.

St. John's Duties	$2,306,730.58	
Outport Duties	373,487.17	
		$2,680,217.75
Royalty from D. I. & S. Co	11,424 54	
Royalty from N. S. & S. Co	10,777.20	
		22,201.74
St. John's Light Dues	14,502.48	
Outport Light Dues	15,760.54	
		30,263.02
Lloyd's Dues	177.10	
Harbor Dues, St. John's	1,077.00	
Hospital Dues	223.76	
Forms Sold	771 44	
Casual	884 70	
Warehouse Rent	1,282.75	
Bank Fishermen's Insurance Fund	1,096.70	
Fines and Forfeitures	744 01	
Water Rates, St. John's	3,154.15	
Water Rates, Carbonear	401 10	
Water Rates, Harbor Grace	154.85	
Water Rates, Placentia	35.70	
Harbor Dues, Channel	115.50	
Harbor Dues, Grand Bank	388.25	
Harbor Dues, Fortune	174.50	
		10,681.51
		$2,743,364.02

1909–10	$2,743,364.02
1908–09	2,425,393.54

$317,970.48 Increase for 1909–10.

Total Value of the Imports and Exports of the Colony of Newfoundland from and to each Country, in the Year ending 30th June, 1910.

Countries.	Imports therefrom.	Exports thereto.		
		Produce of Newfoundland.	Produce of Other Countries	Total Exports.
United Kiugdom	$2,940,401	$1,786,477	$37,758	$1,824,235
Canada	4,559,759	1,401,587	52,727	1,454,314
B. W. Indies	315,650	454,568	2,160	456,728
Australia		11,571		11,571
Ceylon	78,826		80	80
Gibraltar	1	13	160	173
India	16,631			
Malta	250	17,824		17,824
Egypt	174			
A. W. Indies	1,560	92,899		92,899
Algeria		1,020		1,020
Argentine Republic		68,700		68,700
Austria	1,594	693		693
Belgium	37,051	47,381		47,381
Brazil	22	2,100,691		2,100,691
China	437			
Colombia		739		739
Costa Rica		4,437		4,437
Denmark	11,529	1,370	80	1,450
France	14,459	4,781		4,781
St. Pierre	7,837	3,881	645	4,526
Germany	17,480	264,137		264,137
Greece	24,148	375,316		375,316
Holland	36,476	127,571		127,571
Italy	2,518	1,198,019		1,198,019
Japan	535			
Maderia		21,864		21,864
Norway	46,169		640	640
Panama		3,758		3,758
Portugal	30,367	1,693,798		1,693,798
Spain	81,077	883,539		883,539
Sweden	3,313	800		800
Switzerland	240			
United States	4,571,192	1,111,021	52,292	1,163,313
	$12,799,696	$11,678,455	$146,542	$11,824,997

Total Trade ..... $24,624,693.

General Imports into the Colony of Newfoundland for the Year ending 30th June, 1910.

Articles.	Countries whence Imported.	Imported. Quantities.	Imported. Value.	Home Consumption. Quantities.	Home Consumption. Value.	Duty. Gross Amount Received in Currency	Duty. Rate
Ærated Waters	U. Kingdom	.....	$ 1,934	.....	$ 1,657	.....	
	U. States....	.....	250	.....	250	.....	40 p.c.
		....	2,184	....	1,907	762.80	
Acids	U. Kingdom	.....	591	....	591	....	35 p.c.
	Canada	....	253	....	253	.....	
	U. States ...	....	621	.....	621	.....	
	Germany ...	....	39	.....	39	.....	
		.....	1,504	.....	1,504	526.40	
Ale, Beer, Porter, etc	U. Kingdom	Gals. 1,781	558	Gals. 1,925	608	.....	35 cts.
	Canada	25	12	25	12	.....	per gal.
		1,806	570	1,950	620	682.50	
Ale, Beer, Porter, etc	U. Kingdom	Gals. 7,108	7,158	Gals. 6,790	6,758	.....	40c cts.
	Canada.....	2	1	2	1	....	per gal.
	U. States....	4,137	3,991	4,434	4,364	.....	
		11,247	11,150	11,226	11,123	4,490.40	
Anchovies, Sardines, etc	U. Kingdom	.....	1,397	.....	1,137	....	35 p.c.
	Canada	....	89	.....	89	.....	
	U. States....	.....	14	.....	14	.....	
	Norway	....	331	.....	331	.....	
	France	.....	48	.....	48	....	
	St. Pierre....	.....	2	.....	2	.....	
		....	1,881	.....	1,621	567.35	
Animals : Oxen, Cows and Horses	Canada	No. 3,086	142,336	No. 3,086	142,336	.....	20 p.c.
	St. Pierre ...	1	9	1	9	....	
		3,087	142,345	3,087	142,345	28,469.00	
Animals : Sheep, Calves, and Pigs.	Canada.....	No. 2,324	10,585	No. 2,324	10,585	....	$1 per
	St. Pierre ...	3	9	3	9	....	head.
		2,327	10,594	2,327	10,594	2,327.00	

General Imports into the Colony of Newfoundland for the Year ending 30th June, 1910.

ARTICLES.	Countries whence Imported.	IMPORTED.		HOME CONSUMPTION.		DUTY.	
		Quantities.	Value.	Quantities.	Value.	Gross Amount Received in Currency.	Rate
Animals; Lambs and Pigs	Canada	399	$ 1,195	399	$ 1,195	.....	50 cts. each.
	B.W. Indies	4	4	4	4	.....	
		403	1,199	403	1,199	201.50	
Apples, Green.....		Brls.		Brls.			
	U. Kingdom	8	60	8	60	.....	50 cts.
	Canada	17,334	42,412	17,334	42,412	.....	per brl.
	U. States.....	524	1,903	524	1,903	.....	
	St. Pierre ...	11	27	11	27	.....	
		17,877	44,402	17,877	44,402	8,938.50	
Apples, Dried		lbs.		lbs.			
	U. Kingdom	50	5	50	5	.. ..	2 cts.
	Canada	90,371	7,115	90,496	7,159	.....	per lb.
	U. States....	10,450	900	10,825	929	....	
		100,871	8,020	101,371	8,093	2,027.42	
Asbestos.. ...	U. Kingdom	.....	66	.....	66	..... .	35 p.c.
	Canada	.....	1,919	.....	1,919	.....	
	U. States.....	....	52	.....	52	....	
		.....	2,037	..... .	2,037	712.95	
Barley..... ...	Canada	.....	27	....	27	2.70	10 p.c.
Baths	U. Kingdom	.....	673	.....	673	.....	40 p.c.
	Canada	....	1,046	.....	1,046	....	
	U. States....	.....	3,230	.....	3,230	....	
		.....	4,949	.....	4,949	1,979.60	
Beans		lbs.		lbs.			
	U. Kingdom	102,092	2,694	102,092	2,694	.....	½ cent
	Canada.....	95,648	3,273	95,648	3,273	.....	per lb.
	U. States....	7,649	363	7,649	363	....	
	Belgium	21,160	520	21,160	520	.....	
	Holland	262,030	7,718	262,030	7,718	... .	
	France	2,800	70	2,800	70	....	
	Austria	43,100	1,362	43,100	1,362	....	
		534,479	16,000	534,479	16,000	2,672.39	

General Imports into the Colony of Newfoundland for the Year ending 30th June, 1910.

ARTICLES.	Countries whence Imported.	IMPORTED. Quantities.	IMPORTED. Value.	HOME CONSUMPTION. Quantities.	HOME CONSUMPTION. Value.	DUTY. Gross Amount Received in Currency	DUTY. Rate.
			$		$		
Belting	U. Kingdom		595	.....	595	....	10 p.c.
	Canada		5,562	.....	5,562	.....	
	U. States		12,867	....	12,867	.....	
			19,024	.....	19,024	1,902.40	
Billiard tables, etc	U. Kingdom		1,634	.....	1,634	.....	40 p.c.
	Canada		4	.....	4	.....	
	U. States		158	.....	158	....	
	St. Pierre....		10	.....	10	.....	
			1,806	.....	1,806	722.40	
Bicycles and parts..	U. Kingdom		450	.....	450	....	40 p.c.
	Canada		161	.....	161	.....	
	U. States.....		631	.....	631	.....	
			1,242	.....	1,242	496.80	
Biscuits— Ship.....	Canada	Cwt. 4	19	cwt. 4	19	40	10 cts. per cwt
Biscuits— Soda, Butter, Pilot, etc..	U. Kingdom	Lbs. 6,409	806	lbs. 6,409	806	.....	2 cts.
	Canada	6,106	602	6,106	602	.....	
	U. States	64	7	64	7	.....	
		12,579	1,415	12,579	1,415	251.58	
Biscuits— Fancy and Bread	U. Kingdom		6,833	.....	6,813	..... .	40 p.c.
	Canada		747	....	747	.....	
	U. States		803	.....	803	.....	
		.....	8,383	.....	8,363	3,345.20	
Blocks and Sheaves & Galv. Iron	U. Kingdom		676	.....	676	.....	30 p.c.
	Canada		172	.. ..	172	.....	
	U. States		1,276	....	1,276	.....	
	St. Pierre....		18	....	18	.....	
		....	2,142	.....	2,142	642.60	

General Imports into the Colony of Newfoundland for the Year ending 30th June, 1910.

ARTICLES.	Countries whence Imported.	IMPORTED.		HOME CONSUMPTION.		DUTY.	
		Quantities.	Value.	Quantities.	Value.	Gross Amount Received in Currency	Rate.
Blocks and Sheaves...	Canada	.....	$ 12	.....	$ 12	.....	40 p.c
	U. States	.....	1,398	.....	1,398	.....	
	St. Pierre ...	.....	2	.....	2	.....	
		.....	1,412	.....	1,412	564.80	
Brick--Stock or Common	U. Kingdom	No. 5,000	36	No. 5,000	36	.....	$2.50
	Canada	374,160	1,956	374,160	1,956	.....	per M.
	St. Pierre ...	2,100	12	2,100	12	.....	and
		381,260	2,004	381,260	2,004	1,554 35	30 p.c.
Brick--Facing and Fire	U. Kingdom	.....	1,186	.....	1,186	.....	20 p.c.
	Canada	.....	202	.....	202	.....	
	U. States ...	.....	959	.....	959	.....	
		.....	2,347	.....	2,347	469.40	
Brin	U. Kingdom	.....	8,747	.....	8,747	874.70	10 p.c.
Brooms and Whisks of Corn	U. Kingdom	.....	4	.....	4	.....	50 p.c.
	Canada	.....	212	.....	212	.....	
	U. States.....	.....	147	.....	147	.....	
		.....	363	.....	363	181.50	
Broom Handles...	U. Kingdom	.....	1	.....	1	.....	20 p.c.
	Canada	.....	6	.....	6	.....	
	U. States.....	.....	283	.....	283	.....	
		.....	290	.....	290	58.00	
Brushes	U. Kingdom	.....	3,159	.....	3,159	.....	40 p.c.
	Canada	.....	6,218	.....	6,135	.....	
	U. States ...	.....	1,606	.....	1,606	.....	
	Germany ...	.....	35	.....	35	.....	
	France	.....	14	.....	14	.....	
	St. Pierre ...	.....	4	.....	4	.....	
		.....	11,036	.....	10,953	4,381.20	

General Imports into the Colony of Newfoundland for the Year ending 30th June, 1910.

Articles.	Countries whence Imported.	Imported.		Home Consumption.		Duty.	
		Quantities.	Value.	Quantities.	Value.	Gross Amount Received in Currency	Rate.
		Lbs.	$	Lbs.	$	$	
Butter.....	U. Kingdom	118,929	28,296	118,929	28,296	.....	3½ cts.
	Canada	258,391	60,220	254,160	59,153	....	per lb.
	U. States.....	4,205	1,171	4,205	1,171	....	
	St. Pierre.....	23	4	23	4	.....	
		381,548	89,691	377,317	88,624	13,206.09	
		Lbs.		Lbs.			
Butterine and Oleo ..	U. Kingdom	2,436	421	2,436	421	.....	3½ cts.
	Canada	2,700	324	2,700	324	.....	per lb.
	U. States.....	200	24	200	24	.....	
	Holland	76,440	10,100	73,980	9,752	.....	
	Belgium.....	6,100	630	6,100	630	....	
		87,876	11,499	85,416	11,151	2,989.56	
		Lbs.		Lbs.			
Cabbages.....	Canada	46,112	1,316	46,112	1,316	.....	½ cent
	U. States.....	238,725	5,434	238,725	5,434	.....	per lb.
		284,837	6,750	284,837	6,750	1,424 18	
		Lbs.		Lbs.			
Cabbages	U. Kingdom	75	1	75	1	.....	1 cent
	Canada	91,259	1,435	91,239	1,435	.....	per lb.
	U. States.....	25,190	728	25,190	728	.....	
		116,524	2,164	116,524	2,164	1,165 24	
Cabinet Wares	U. Kingdom	.....	15,171	.....	15,171	....	40 p. c.
	Canada	.....	31,449	.....	31,327	....	
	U. States.....	.....	5,708	.....	5,708	.....	
	B.W. Indies	.....	2	.....	2	.....	
	Portugal	.....	180	.....	180	.....	
	Italy	.....	175	.....	175	.....	
	Spain	.....	10	.....	10	.....	
	St. Pierre....	.....	116	.....	116	.....	
		.....	52,811	.....	52,689	21,075.60	
		Lbs.		Lbs.			
Cake..	U. Kingdom	1,950	395	1,950	395	.....	7 cents
	Canada	1,541	318	1,541	318	....	per lb.
	U. States.....	5	1	5	1	.....	
		3,496	714	3,496	714	244 72	

General Imports into the Colony of Newfoundland for the Year ending 30th June, 1910.

Articles.	Countries whence Imported.	Imported.		Home Consumption.		Duty.	
		Quantities.	Value.	Quantities.	Value.	Gross Amount Received in Currency	Rate.
		Lbs.	$		$	$	
Candles	U. Kingdom	7,137	682	7,137	682	.....	3 cts.
	Canada	1,282	97	1,282	97	.....	per lb.
	U States	8,419	536	8,419	536	.....	
		16,838	1,315	16,838	1,315	505.14	
Canoes, Boats, etc..	U. Kingdom	....	54	.....	54	.....	35 p.c.
	Canada	.....	804	.....	804	....	
	U. States.....	.....	274	....	274	.. ..	
	St. Pierre ...	.....	13	.....	13	.....	
		.....	1,145	.....	1,145	400.75	
		No.		No.			
Ships Boats..	U. States.....	1	605	1	605	30.25	5 p.c.
Cans	Canada	....	180	.....	180	72.00	40 p. c.
Canvas— Sails and Tarpaulin.	U. Kingdom	.....	6,994	.....	6,994	....	5 p.c.
	Canada	.....	19,311	.....	19,311	.....	
	U. States.....	.....	39,663	....	39,663	.....	
	St. Pierre.....	.....	1	... .	1	. ...	
		....	65,969	.....	65,969	3,298.45	
Canvas under 6 oz. weight	Canada	.....	14	....	14	.....	35 p.c.
	U. States.....	.....	13	.....	13	.....	
		.....	27	.....	27	9.45	
		No.		No.			
Carriages	Canada	31	1,019	31	1,019	.....	$10 ea.
	U. States.....	6	451	6	451	.....	and
		37	1.470	37	1,470	958.00	40 p.c.
		No.		No.			
Carriages	Canada	2	130	2	130	.....	$20 ea.
	U. States.....	3	258	3	258	... .	and
		5	388	5	388	255.20	40 p.c.

General Imports into the Colony of Newfoundland for the Year ending 30th June, 1910.

Articles.	Countries whence Imported.	Imported. Quantities.	Imported. Value.	Home Consumption. Quantities.	Home Consumption. Value.	Duty. Gross Amount Received in Currency	Duty. Rate.
Carriage Bodies.....	Canada	.....	$ 62	.....	$ 62	.....	50 p.c.
	U. States.....	.....	26	.....	26	.....	
		.....	88	.....	88	44.00	
Carriages, Wheelbarrows, etc..	U. Kingdom	.....	13	.....	13	.....	75 p.c.
	Canada	.....	110	.....	110	.....	
	U. States.....	.....	1,304	.....	1,304	.....	
	St. Pierre.....	.....	1	.....	1	.....	
		.....	1,428	.....	1,428	1,071.00	
Carriage Wheels.....	Canada	No. 62	272	No. 62	272	116.40	$1 each and 20 p. c.
Carriage Wheels.....	Canada	.....	141	.....	141	.....	35 p.c.
	U. States.....	.....	175	.....	175	.....	
	St. Pierre ...	.....	18	.....	18	.....	
		.....	334	.....	334	116.90	
Carriages, Rubber Tires	Canada	.....	423	.....	423	.....	20 p.c.
	U. States... .	.....	1,570	.....	1,570	.....	
		.....	1,993	.....	1,993	398.60	
Carriage Spokes, etc	Canada	.....	1,120	.....	1,120	.....	30 p.c.
	U. States.....	.....	1,580	.....	1,580	.....	
		.....	2,700	.....	2,700	810.00	
Carriage Spokes, etc	Canada	.....	57	.....	57	.....	50 p.c.
	U. States	.....	34	.....	34	.....	
		.....	91	.....	91	45.50	
Carriages— Whitewood Bass, etc...	Canada	Feet. 2,465	107	Feet. 2,465	107	.....	$2.00 per M.
	U. States.....	7,350	514	7,350	514	.....	
		9,815	621	9,815	621	1,963	

General Imports into the Colony of Newfoundland for the Year ending 30th June, 1910.

Articles.	Countries whence Imported.	Imported.		Home Consumption.		Duty.	
		Quantities.	Value.	Quantities.	Value.	Gross Amount Received in Currency	Rate.
Carriages—			$		$	$	
Bows, Springs, Axles, Bolts, etc..	U. Kingdom	.....	751	.....	751	....	30 p. c.
	Canada	.....	681	....	681	....	
	U. States.....	.....	1,770	.....	1,770	....	
		.....	3,202	.....	3,202	960.60	
		No.		No.			
Casks, empty 45 gals. and under, second hand...	U. Kingdom	927	775	927	775	.....	50 cts. each
	Canada	44	31	44	31	....	
	U. States	5	2	5	2	....	
	St. Pierre....	466	340	466	340	.....	
		1,442	1,148	1,442	1,148	721.00	
		No.		No.			
Casks, empty over 45 gals	Canada	2	5	2	5	.....	$1.50 each
	St. Pierre....	13	11	13	11	....	
		15	16	15	16	22.50	
Casks—		No.		No.			
Herring Barrels	Canada	1,878	1,026	1,878	1,026	....	25 cts. each
	U. States	5,253	2,932	5,253	2,932	....	
		7,131	3,958	7,131	3,958	1,782.75	
Casks—		No.		No.			
Staves.....	Canada	60	2	60	2	3.00	$6 per 120
Cast Iron Pipes.....	U. Kingdom	....	168	.. ..	168	.. ..	35 p. c.
	Canada	.....	64	....	64	.....	
		.....	232	.....	232	81.20	
Cement	U. Kingdom	.....	6,788	.....	6,788	..... .	25 p. c.
	Canada.	....	634	.....	634	.....	
	U. States	.....	2,960	.....	2,960	.....	
	Belgium.....	.....	13,294	.....	10,739	.....	
		....	23,676	.....	21,121	5,280.25	

General Imports into the Colony of Newfoundland for the Year ending 30th June, 1910.

ARTICLES.	Countries whence Imported.	IMPORTED.		HOME CONSUMPTION.		DUTY.	
		Quantities.	Value.	Quantities.	Value.	Gross Amount Received in Currency	Rate
		Lbs.	$	Lbs.	$	$	
Cheese	U. Kingdom	6,132	1,053	5,842	993	.....	3½ cts.
	Canada	330,779	39,658	322,640	38,727	.....	per lb.
	U. States	401	75	401	75	.....	
		337,312	40,786	328,883	39,795	11,510.90	
Chemicals for Matches	U. Kingdom	.....	472	.....	472	.....	20 p.c.
	U. States	.....	33	.....	33	.....	
		.....	505	.....	505	101.00	
Chewing Gum	U. Kingdom	.....	10	.....	10	.....	40 p.c.
	Canada	.....	3,057	.....	2,339	.....	
	U. States	.....	771	.....	699	.....	
		.....	3,838	.....	3,048	1,219.20	
Chicory— Roasted ...	U. Kingdom	Lbs. 504	24	Lbs. 728	32	21.84	3 cts. per lb.
China and Earthenware	U. Kingdom	.....	28,584	.....	28,584	.....	40 p.c.
	Canada	.....	176	.....	176	.....	
	U. States....	.....	627	.....	627	.....	
	Germany ...	.....	753	.....	753	.....	
	Japan	.....	261	.....	261	.....	
	Spain	.....	2	.....	2	.....	
	St. Pierre ...	.....	2	.....	2	.....	
		.....	30,405	.....	30,405	12,162.00	
Cider	U. Kingdom	Gals. 36	7	Gals. 36	7	.....	20 cts.
	Canada.....	1,287	967	1,287	967	.....	per gal.
		1,323	974	1,323	974	264.60	
Clocks, Watches, etc	U. Kingdom	.....	5,129	.....	5,129	.....	35 p.c.
	Canada	.....	1,351	.....	1,351	.....	
	U. States ...	.....	6,787	.....	6,787	.....	
	Germany ...	.....	337	.....	337	.....	
	Switzerland..	.....	47	.....	47	.....	
	St. Pierre....	.....	6	.....	6	.....	
		.....	13,657		13,657	4,779.95	

General Imports into the Colony of Newfoundland for the Year ending 30th June, 1910.

ARTICLES.	Countries whence Imported.	Imported.		Home Consumption.		Duty.	
		Quantities.	Value.	Quantities.	Value.	Gross Amount Received in Currency	Rate.
		Tons.	$	Tons.	$	$	
Coal	Canada	563½	1,743	563½	1,743	.....	25 cts.
	St. Pierre ...	18	151	18	151	.....	per ton
		581½	1,894	581½	1,894	145 37	
		Tons.		Tons.			
Coal	U. Kingdom	4,863	11,229	4,863	11,229	....	50 cts.
	Canada	102,793	294,683	102,793	294,683	.....	per ton
	U. States	9,435	27,137	9,435	27,137	.....	
	St. Pierre....	42	336	42	336	... .	
	Holland	184	552	184	552	.....	
		117,317	333,937	117,317	333,937	58,658.50	
		Tons.		Tons.			
Coal	U. Kingdom	8,902	27,714	8,902	27,714	.....	
	Canada	49,440	158,978	49,440	158,978	.....	70 cts.
	U. States....	2,620	7,660	2,620	7,660	....	per ton
	Belgium	538	2,628	538	2,628	....	
		61,500	196,980	61,500	196,980	43,050.00	
		Tons.		Tons.			
Coal	U. Kingdom	111	541	111	541	....	$1.00
	Canada	46	329	46	329	. .....	per ton
	U. States	12,073	59,013	12,073	59,013	..... .	
		12,230	59,883	12,230	59,883	12,230 00	
		Lbs.		Lbs.			
Coffee— Green.....	U. Kingdom	9,119	1,000	9,119	1,000	.....	5c cts.
	Canada	36	8	36	8	.. ..	per lb.
	U. States.....	2,378	241	2,378	241	.....	
	St. Pierre ...	5	1	5	1	.....	
		11,538	1,250	11,538	1,250	576.90	
		Lbs.		Lbs.			
Coffee— Roasted ...	U . Kingdom	20,006	2,750	20,906	3,C02	.....	7 cts.
	Canada	2,732	793	2,732	793	....	per lb
	U. States.....	2,818	662	2,818	662	.....	
	Holland	40	7	40	7	....	
	St. Pierre ...	2	1	2	1	.....	
		25,598	4,213	26,498	4,465	1,854.86	
		Lbs.		Lbs.			
Coffee Preparations ..	U. Kingdom	275	27	275	27	19.25	7 cts. per lb.

General Imports into the Colony of Newfoundland for the Year ending 30th June, 1910.

ARTICLES.	Countries whence Imported.	IMPORTED.		HOME CONSUMPTION.		DUTY.	
		Quantities.	Value.	Quantities.	Value.	Gross Amount Received in Currency.	Rate
			$		$	$	
Coffee— Extract ...	U. Kingdom	.....	1,731	.....	1,871	.....	30 p.c.
	Canada	....	241	.....	241	....	
	U. States....	.....	15	.....	15	....	
		.....	1,987	.....	2,127	638.10	
Combs	U. Kingdom	.....	6,161	.....	6,161	.....	40 p.c.
	Canada	.....	45	.....	45	.....	
	U. States.....	....	645	....	645	....	
	France	.....	122	.....	122	.....	
	Germany	.....	103	.....	103	....	
		.....	7,076	....	7,076	2,830.40	
Confectioners' Ornaments	U. Kingdom	.....	268	.. ..	268	.....	30 p.c.
	U. States.....	.....	97	.....	97	.....	
		..... .	365	.....	365	109.50	
Confectionery.		Lbs.		Lbs.			
	U. Kingdom	94,848	15,586	94,360	15,535	.....	6½ cts.
	Canada.....	42,326	10,244	42,326	10,244	... .	per lb.
	U. States....	70,129	11,627	68,857	11,500	....	
	Holland	282	104	282	104	....	
		207,585	37,561	205,825	37,383	13,378.62	
Confectionery...	U. Kingdom	.....	109	....	109	.....	40 p.c.
	U. States....	.....	27	.....	27	....	
		.....	136	..... .	136	54.40	
Cordage		Lbs.					
	U. Kingdom	248,807	17,908	248,807	17,908	.....	1½ cts.
	Canada	56,720	5,030	56,720	5,030	.....	per lb.
	U. States	108,349	10,091	108,349	10,091	....	
	Belgium	386	22	386	22	....	
	St. Pierre ...	1,564	256	1,564	256	.....	
		415,826	33,307	415,826	33,307	6,237.39	
Clothes Lines.....	U. Kingdom	..... .	46	.....	46	.....	40 p.c.
	Canada	.....	46	.....	46	.....	
	U. States	.....	184	.....	184	.....	
		.....	276	.....	276	110.40	

General Imports into the Colony of Newfoundland for the Year ending 30th June, 1910.

ARTICLES.	Countries whence Imported.	IMPORTED.		HOME CONSUMPTION.		DUTY.	
		Quantities.	Value.	Quantities.	Value.	Gross Amount Received in Currency	Rate.
Cork and Corkwood.	U. Kingdom		$ 499		$ 499		10 p.c.
	Canada		1,640		1,640		
	U. States		1,241		1,241		
	Portugal		2,891		2,891		
	Spain		277		277		
	France		3		4		
			6,551		6,552	655.20	
Cotton Fabrics	U. Kingdom		221,947		222,021		35 p.c.
	Canada		12,302		12,302		
	U. States		88,117		85,950		
	Holland		1,565		1,565		
	St. Pierre		4		4		
			323,935		321,842	11,2644.70	
Diving Apparatus	Canada		2		2	.20	10 p.c.
Dry Goods, Blankets, Quilts, Carpeting, Rugs, Floorcloth, Linen, Wool Goods & Gloves.	U. Kingdom		305,345		305,390		35 p.c.
	Canada		46,918		46,973		
	U. States		78,223		78,473		
	Holland		1,211		1,210		
	Germany		231		231		
	Japan		61		61		
	China		26		26		
	St. Pierre		21		21		
			432,036		432,385	15,1334.75	
Dories and Dory Oars.	Canada		6,370		6,370		20 p.c.
	U. States		1,742		1,742		
	St. Pierre		933		933		
			9,045		9,045	1,809.00	
Drain Pipes Chimney Tops and Stove Linings.	U. Kingdom		3,006		3,006		30 p.c.
	Canada		997		997		
	U. States		8,048		8,048		
			12,051		12,051	3,615.30	

General Imports into the Colony of Newfoundland for the Year ending 30th June, 1910.

Articles.	Countries whence Imported.	Imported.		Home Consumption.		Duty.	
		Quantities.	Value.	Quantities.	Value.	Gross Amount Received in Currency	Rate.
		Doz.	$	Doz.	$		
Eggs	U. Kingdom	32	16	32	16	.....	5 cts.
	Canada	29,002	6,914	28,462	6,793	.....	per doz
	U. States.....	13	11	13	11	.....	
		29,047	6,941	28,507	6,820	1,425.35	
Explosives, viz:—Gunpowder, etc	U. Kingdom	.....	15,623	.....	15,623	.....	35 p.c.
	Canada	.....	514	.....	514	.....	
	U. States.....	.....	2,812	.....	2,812	.....	
	Norway	.....	130	.....	130	.....	
		.....	19,079	.....	19,079	6,677 65	
Fancy Wares.....	U. Kingdom	.....	34,754	.....	34,754	.....	40 p.c.
	Canada	.....	3,350	.....	3,350	.....	
	U. States.....	.....	10,856	.....	10,856	.....	
	B.W. Indies	.....	2	.....	2	.....	
	Germany ...	.....	412	.....	412	.....	
	Japan	.....	40	.....	40	.....	
	St. Pierre....	.....	36	.....	36	.....	
		.....	49,450	.....	49,450	19,780.00	
		Lbs.		Lbs.			
Feathers	U. Kingdom	46	19	46	19	.....	7 cts.
	Canada	668	139	668	139	.....	per lb.
	U. States.....	21,936	1,261	21,936	1,261	.....	
	Spain	30	1	30	1	.....	
		22,680	1,420	22,680	1,420	1,587.60	
Findings for Boots and Shoes	U. Kingdom	———	1,920	.....	1,920	.....	25 p.c.
	Canada	.....	600	.....	600	.....	
	U. States.....	.....	8,066	.....	8,066	.....	
		.....	10,586	.....	10,586	2,646 50	
Fireworks ...	U. Kingdom	.....	2	.....	2	.....	40 p.c
	U. States.....	.....	96	.....	96	.....	
		.....	98	.....	98	39.20	

General Imports into the Colony of Newfoundland for the Year ending 30th June, 1910.

Articles.	Countries whence Imported.	Imported.		Home Consumption.		Duty.	
		Quantities.	Value.	Quantities.	Value.	Gross Amount Received in Currency	Rate.
Flagstone, Building Stones, Undressed Marble and Granite.	U. Kingdom		$ 50		$ 50		30 p. c.
	Canada		158		158		
	U. States		2,068		2,068		
			2,276		2,276	682.80	
Flannels, Serges, etc.	U. Kingdom		18,336		18,336		35 p. c.
	Canada		401		432		
			18,737		18,768	6,568.80	
Forgings of Iron or Steel under 5 cwt. or more than 60 lbs.	Canada		11		11	3 30	30 p. c.
Forgings of Iron or Steel 5 cwt. and over.	Canada		70		70		10 p. c.
	U. States		316		316		
			386		386	38.60	
Freestone, Marble and Granite Dressed.	U. Kingdom		886		886		50 p.c.
	Canada		1,461		1,461		
	U. States		857		857		
			3,204		3,204	1,602.00	
Fruit— Oranges, Lemons, Grapes, Fruit Pulp for Bakers.	U. Kingdom		27,285		27,285		15 p.c.
	Canada		15,097		15,097		
	U. States		10,906		10,906		
	B.W. Indies		4		4		
	Spain		61		61		
	Italy		163		163		
			53,516		53,516	8,027.40	

General Imports into the Colony of Newfoundland for the Year ending 30th June, 1910.

Articles.	Countries whence Imported.	Imported.		Home Consumption.		Duty.	
		Quantities.	Value.	Quantities.	Value.	Gross Amount Received in Currency	Rate.
		Lbs.	$	Lbs.	$		
Fruits— Dried Currants, Raisins, Prunes Dates, Citron, Apricots, etc.	U. Kingdom	82,043	4,035	83,666	4,102		3 cts. per lb.
	Canada	32,217	1,389	32,592	1,403		
	U. States	248,225	11,768	316,398	13,800		
	Spain	180,004	5,668	199,828	6,412		
	Belgium	11,200	735	7,392	470		
	Italy	3,728	340	3,728	340		
	Portugal	1,158	109	1,158	109		
		558,575	24,044	644,762	26,636	19,342.86	
Fruit— Preserved	U. Kingdom		5,002		5,022		35 p.c.
	Canada		301		301		
	U. States		8,434		7,983		
			13,737		13,306	4,657.10	
Fruit— Preserved in Spirits.	U. Kingdom				6	2.40	40 p c.
Furs— Gloves, Mitts and Jackets.	U. Kingdom		11,599		11,599		45 p.c.
	Canada		7,703		7,703		
	U. States		330		330		
	St. Pierre		3		3		
			19,635		19,635	8,835.75	
Glass— Colorless & Window	U. Kingdom		2,074		2,074		30 p.c.
	Canada		208		208		
	U. States		176		176		
	Belgium		6,433		6,433		
	Germany		827		827		
			9,718		9,718	2,915.40	
Glassware— Empty Bottles for Manufacturers Use.	U. Kingdom		1,979		1,979		30 p.c.
	Canada		692		692		
	U. States		699		699		
			3,370		3,370	1,011.00	

General Imports into the Colony of Newfoundland for the Year ending 30th June, 1910.

ARTICLES.	Countries whence Imported.	IMPORTED.		HOME CONSUMPTION.		DUTY.	
		Quantities.	Value.	Quantities.	Value.	Gross Amount Received in Currency.	Rate
			$		$	$	
Glassware—							
Plated Glass	U. Kingdom		13,935		13,923		40 p.c.
Silver Glass	Canada		3,764		3,764		
Spectacles, etc.	U. States		10,456		10,484		
	Austria		17		17		
	Germany		382		382		
	Portugal		5		5		
	Belgium		604		604		
	St. Pierre		12		12		
			29,175		29,191	11,676.40	
Gold Leaf and Gold Liquid Paints.	U. Kingdom		48		48		35 p.c.
	Canada		136		136		
	U. States		40		40		
			224		224	78.40	
Grind Stones Scythes and Sharpening Stones.	U. Kingdom		622		622		30 p.c.
	Canada		413		413		
	U. States		747		747		
	Belgium		4		4		
	Germany		3		3		
	St. Pierre		4		4		
			1,793		1,793	537.90	
Groceries—		Lbs.		Lbs.			
Buckwheat	U. Kingdom	924	70	924	70		1 cent
	Canada	440	17	440	17		per lb.
	U. States	3,868	186	3,868	186		
		5,232	273	5,232	273	52.32	
Groceries—		Lbs.		Lbs.			
Cocoa and Chocolate	U. Kingdom	63,374	9,780	63,486	9,819		2 cents
	Canada	791	194	791	194		per lb.
	U. States	1,454	410	1,454	410		
	Holland	2,448	749	2,448	749		and
	St. Pierre	2	1	2	1		30 p.c.
		68,069	11,134	68,181	11,173	4,715.52	

General Imports into the Colony of Newfoundland for the Year ending 30th June, 1910.

Articles.	Countries whence Imported.	Imported.		Home Consumption.		Duty.	
		Quantities.	Value.	Quantities.	Value.	Gross Amount Received in Currency	Rate.
Groceries— Jellies, Glucose, Lime Juice, Fruit Syrups, Spices, Milk, Pickles, Sauces, Yeast, Baking Powder etc.	U. Kingdom	.....	$ 52,817	.....	$ 52,328	.....	35 p.c.
	anada	.....	35,454	.....	35,417	.....	
	U. States	.....	38,893	.....	38,059	.....	
	B.W. Indies	.....	82	.....	82	.....	
	Belgium	.....	3,730	.....	3,842	.....	
	Holland	.....	1,352	.....	446	.....	
	France	.....	158	.....	52	.....	
	Germany	.....	68	.....	68	.....	
	Switzerland	.....	50	.....	50	.....	
	Italy	.....	76	.....	76	.....	
	St. Pierre	.....	21	.....	21	.....	
	Norway	.....	166	.....	166	.....	
	Portugal	.....	13	.....	13	.....	
	Spain	.....	21	.....	21	.....	
		.....	132,901	.....	130,641	45,724.35	
Hair Cloth, Mattresses, Bolsters, etc	U. Kingdom	.....	2,044	.....	2,044	.....	30 p.c.
	a nada	.....	1,896	.....	1,896	.....	
	U. States	.....	356	.....	356	.....	
		.....	4,296	.....	4,296	1,288.80	
Hats and Caps	U. Kingdom	.....	54,832	.....	54,832	.....	40 p.c.
	anada	.....	8,679	.....	8,665	.....	
	U. States	.....	10,373	.....	10,373	.....	
	B.W. Indies	.....	4	.....	4	.....	
	Spain	.....	1	.....	1	.....	
		.....	73,889	.....	73,875	29,550.00	
Hardware — Adzes, Axes Hatchets, Saws, Sledges, Hammers, Edge Tools of all kinds for hand or machine use.	U. Kingdom	.....	10,094	.....	10,094	.....	25 p.c.
	anad a	.....	11,015	.....	11,015	.....	
	U. tat es	.....	30,253	.....	30,011	.....	
	Germany	.....	671	.....	671	.....	
	St. Pierre	.....	5	.....	5	.....	
		.....	52,038	.....	51,796	12,949.00	

General Imports into the Colony of Newfoundland for the Year ending 30th June, 1910.

Articles.	Countries whence Imported.	Imported.		Home Consumption.		Duty	
		Quantities.	Value.	Quantities.	Value.	Gross Amount Received in Currency	Rate
Hardware—Knives, Cutlery, Skates, Safes, Doors for Vaults, Cash Registers, Guns, Rifles, Hinges, Locks, Lead Pipe, Shot, Scales and Stoves.	U. Kingdom		$ 92,903		$ 92,684		35 p.c.
	Canada		46,229		46,241		
	U. States		82,041		82,177		
	Germany		3,262		3,262		
	Belgium		193		193		
	Sweden		53		53		
	Norway		512		512		
	France		81		81		
	St. Pierre		133		133		
			225,407		225,336	78,867.60	
Hardware—Anchors, Grapnels, Chains, Fish Hooks Wire Rope for Rigging Vessels, Tin Lead, etc.	U. Kingdom		46,375		46,815		10 p.c.
	Canada		5,670		5,670		
	U. States		4,703		4,703		
	Norway		8,846		9,041		
	Germany		14		14		
	St. Pierre		282		282		
			65,890		66,525	6,652.50	
Hardware—Fencing of Iron & Steel	U. Kingdom		35		35		40 p. c.
	Canada		183		183		
	U. States		3		3		
			221		221	88.40	
Hardware—Boilers, Tinsmiths and Coopers Rivets, Patent Bushings for Blocks, etc.	U. Kingdom		2,091		2,091		20 p.c.
	Canada		857		857		
	U. States		876		876		
			3,824		3,824	764.80	
Harness—Saddlery of all Descriptions.	U. Kingdom		1,454		1,454		40 p.c.
	Canada		875		875		
	U. States		1,917		1,917		
			4,246		4,246	1,698.40	

General Imports into the Colony of Newfoundland for the Year ending 30th June, 1910.

Articles.	Countries whence Imported.	Imported.		Home Consumption.		Duty.	
		Quantities.	Value.	Quantities.	Value.	Gross Amount Received in Currency	Rate.
Harness Findings, Loops, Winkers, Eyes or Blinders	U. Kingdom	.....	$ 541	.....	$ 541	.....	25 p.c.
	Canada	.....	61	.....	61	.....	
	U. States.....	.....	288	.....	288	.....	
		.....	890	.....	890	222.50	
Hay.....	Canada	Tons 3,043	40,802	Tons. 3,043	40,802	9,129.00	$3:00 per ton
Herring	U. States.....	Brls 3	4	Brls. 3	4	3.00	$1.00 per brl.
Hoop Iron, Steel Strips for making Hoops.	U. Kingdom	.....	9,388	.....	9,388	.....	5 p.c.
	Canada	.....	115	.....	115	.....	
	U. States	.....	5	.....	5	.....	
		.....	9,508	.....	9,508	475 40	
Hops	U. Kingdom	.....	818	.....	818	.....	10 p. c.
	Canada	.....	248	.....	248	.....	
	U. States.....	.....	2,029	.....	2,029	.....	
	Germany ...	.....	167	.....	167	.....	
		.....	3,262	.....	3,262	326.20	
Indian or Corn Meal, Bolted or Granulated	Canada	Brls. 1,341	5,051	Brls. 1,341	5,051	.....	20 cts.
	U. States.....	291	920	291	920	.....	per brl
		1,632	5,971	1,632	5,971	326.40	
Indian Rubber Boots and Shoes, Hose, Clothing and Manufactures of Gutta-percha.	U. Kingdom	.....	9,310	.....	7,054	.....	40 p.c.
	Canada	.....	28,663	.....	30,611	.....	
	U. States.....	.....	35,803	.....	35,333	.....	
	France	.....	31	.....	31	.....	
	St. Pierre ...	.....	3	.....	3	.....	
		.....	73,810	.....	73,032	29,212.80	

General Imports into the Colony of Newfoundland for the Year ending 30th June, 1910.

ARTICLES.	Countries whence Imported.	Imported. Quantities.	Imported. Value.	Home Consumption. Quantities.	Home Consumption. Value.	Duty. Gross Amount Received in Currency	Duty. Rate.
			$		$		
Iron of all kinds including Galvanized.	U. Kingdom	....	29,063	.....	29,063	....	10 p.c.
	Canada	.....	1,021	. .....	1,021	.....	
	U. States.....	....	2,294	.....	2,294	... ...	
	St. Pierre.....	.....	1	.....	1	....	
		.....	32,379	.....	32,379	3,237.90	
Iron & Steel Railway Bars and Fittings.	U. Kingdom	.....	556	.....	556	....	30 p.c.
	Canada	.....	1,595	.....	1,595	.....	
	U. States.....	.....	30,766	.. ..	30,766	. .....	
		.....	32,917	....	32,917	9,875.10	
Iron & Steel Bridges, Columns, Girders, Shapes or Sections.	U. Kingdom	..... .	3,963	.....	3,963	.....	20 p.c.
	Canada	.....	2,435	....	2,435	.....	
	U. States.....	....	3,966	....	3,966	....	
		.....	10,364	.....	10,364	2,072.80	
Iron— Wrought or Steel Tubing.	U. Kingdom	....	5,848	.....	5,848	.....	10 p.c.
	Canada	.....	2,612	....	2,612	.....	
	U. States... .	....	3,657	.....	3,657	.....	
		....	12,117	.....	12,117	1,211.70	
		Lbs		Lbs.			
Jams, Jellies & Preserves	U. Kingdom	93,902	7,543	91,883	7,382	.....	6c cts.
	Canada	807	64	807	64	....	per lb.
	U. States.....	1,291	131	1,291	131	.....	and
	B. W. Indies	42	4	42	4	.....	35 p.c.
	Holland	2,760	244	2,760	244	.....	
		98,802	7,986	96,783	7,825	8.545 73	
Jewellery— Silver, Nickel Electroplated Wares, Fancy Pins, etc.	U. Kingdom	....	14,124	.....	14,124	.....	40 p.c.
	Canada	.....	3,989	.....	3,989	.....	
	U. States.....	.....	4,878	.....	4,878	.....	
	Germany ...	.....	61	.. ..	61	.....	
	France	.....	6	.....	6	....	
	St. Pierre ...	.....	4	....	4	.....	
		... .	23,062	.. ..	23,062	9,224.80	

General Imports into the Colony of Newfoundland for the Year ending 30th June, 1910.

ARTICLES.	Countries whence Imported.	IMPORTED.		HOME CONSUMPTION.		DUTY.	
		Quantities.	Value.	Quantities.	Value.	Gross Amount Received in Currency	Rate.
Knife Brick, Polish of all kinds, Washing Soda and Lye.	U. Kingdom	.....	$ 1,607	.....	$ 1,602	.....	35 p.c.
	Canada	....	7,184	.....	7,184	.....	
	U. States.....	....	11,091	.....	11,025	.....	
	Germany ...	.....	28	.....	28	....	
		.....	19,910	.....	19,839	6,943.65	
Lard— Lard Compounds and Cottoline.	U. Kingdom	.....	114	.....	114	.....	30 p,c
	Canada	.....	1,134	.....	1,134	.....	
	U. States....	....	3,767	.....	3,634	.....	
	St. Pierre ...	.....	10	.....	10	.....	
		.....	5,025	.....	4,892	1,467.60	
Leather— Sole	U. Kingdom	.....	1,774	. .....	1,774	.....	20 p. c
	Canada	.....	50,497	....	50,496	....	
	U. States.....	.....	123,504	.....	118,797	.....	
		.....	175,775	.....	171,067	34,213.40	
Leather for further dressing...		Lbs.		Lbs.			
	Canada	86,865	22,386	86,865	22,386	....	3c cts.
	U. States.....	2,289	589	2,289	589	.....	per lb.
		89,154	22,975	89,154	22,975	2,674.62	
Leather— Grain Buff, or Pebbled.	Canada	.....	21,495	.....	21,495	.....	30 p.c.
	U. States.....	.....	2,131	.....	1,669	....	
		.....	23,626	.....	23,164	6,949.20	
Leather— Upper, Japanned, Patent, etc.	U. Kingdom	..... .	103	.....	103	.....	20 p.c.
	Canada	.....	375	.....	375	.....	
	U. States	.....	45,978	. ...	45,114	.....	
		.....	46,456	.....	45,592	9,118.40	
Leather— Harness, etc	U. Kingdom	.....	1,527	....	1,527	.. ..	25 p.c.
	Canada	.....	3,200	....	3,200	.....	
	U. States.....	.....	3,157	.....	2,839	... .	
		.....	7,884	....	7,566	1,891.50	

General Imports into the Colony of Newfoundland for the Year ending 30th June, 1910.

Articles.	Countries whence Imported.	Imported.		Home Consumption.		Duty.	
		Quantities.	Value.	Quantities.	Value.	Gross Amount Received in Currency	Rate.
Leather Board and Leatheroid.	U. Kingdom	....	$ 67	....	$ 67	....	30 p.c.
	Canada	. .....	157	.....	157	.....	
	U. States....	.....	978	....	978	.....	
		.....	1,202	.....	1,202	360.60	
Leatherware Boots and Shoes, Gaiters, Leggings, etc.	U. Kingdom	.....	19,667	.....	19,424	.....	40 p. c.
	Canada	.. ..	22,245	....	22,245	....	
	U. States....	.....	101,769	... .	102,187	.....	
	Holland	.....	28	.....	28	.....	
	St. Pierre ...	.....	14	.....	14	.....	
		.....	143,723	.....	143,898	57,559.20	
		Bush.		Bush.			
Lime	U. Kingdom	743	409	743	409	.....	15 cts. per bush.
	Canada	826	427	826	427	.....	
		1,569	836	1,569	836	235.35	
		Gals.		Gals.			
Lime Juice...	U. Kingdom	34	29	34	29	20.40	60 cts. per gal
Locomotives Automobiles	U. Kingdom	.....	17,442	....	17,442	.....	
	Canada	.....	43,666	.....	43,666	....	
	U. States	....	35,175	.....	35,175	.....	
	Belgium	.....	520	.....	520	.....	
		.....	96,803	.....	96,803	29,040.90	
		Feet.		Feet.			
Lumber for Dories.....	Canada	3,780	117	3,780	117	.....	$1.00 per M
	U. States	18,000	540	18,000	540	.....	
	St. Pierre....	351	23	351	23	..... .	
		22,131	680	22,131	680	22.13	
		Feet.		Feet.			
Lumber— Rough	Canada	513,812	7,815	513,812	7,815	.....	$4.00 per M.
	U. States ...	180,645	4,526	180,645	4,526	.....	
	St. Pierre....	1,407	41	1,407	41	....	
		695,864	12,382	695,864	12,382	2,783.45	

General Imports into the Colony of Newfoundland for the Year ending 30th June 1910.

Articles.	Countries whence Imported.	Imported.		Home Consumption.		Duty.	
		Quantities.	Value.	Quantities.	Value.	Gross Amount Received in Currency	Rate.
Lumber—		Feet.	$	Feet.	$	$	
Dressed ...	Canada	14,140	465	14,140	465	.....	$5.00
	U. States.....	61,201	1,197	61,201	1,197	.....	per M
	St. Pierre.....	882	49	882	49	.....	
		76,223	1,711	76,223	1,711	381.11	
Lumber—		Feet.		Feet.			
Oak, Pitch	U. Kingdom	17,500	2,495	17,500	2,495	.....	$1.00
Pine, Green	Canada	66,695	2,374	66,695	2,374	....	per M.
heart, Elm,	U. States.....	682,530	16,964	682,530	16,964	.....	
Ironwood,	St. Pierre....	668	34	668	34	.....	
Beech.		767,393	21,867	767,393	21,867	767.39	
Laths and		M		M.			
Shingles...	Canada	964	2,593	964	2,593	.....	60 cts.
	St. Pierre.....	11	26	11	26	.....	per M
		975	2,619	975	2,619	585.00	
Machines &							
Machinery,	U. Kingdom	....	2,952	.....	2,952	.....	35 p.c.
Radiators,	Canada	....	14,112	....	14,112	.....	
Electric	U. States.....	.....	23,563	.....	23,563	.....	
Light Ma-	Germany ...	.....	574	.....	574	.. ..	
terial, etc.		....	41,201	....	41,201	14,420.35	
Machines &							
Machinery,	U. Kingdom	.....	35,913	.....	35,913	.....	
Typewrit-	Canada	....	34,720	.....	34,730	.....	
ers, Sewing	U. States.....	.....	77,235	....	75,339	.....	
& Knitting	France	.. ..	161	....	161	.....	
Machines.	St. Pierre ...	....	25	.....	25	.....	
	Holland	.....	1,190	....	1,190	....	
	Norway	.....	22	....	22	.....	
		.....	149,266	.....	147,380	36,845.00	
Machines &							
Machinery,							
Wool Cards	U. Kingdom	.....	3,678	....	3,678	.....	10 p.c.
Spinning	Canada	....	1,316	.....	1,316	.....	
Wheels,	U. States.....	....	4,107	.....	4,107	....	
Seel Pro-							
pellers.		.....	9,101	.....	9,101	910.10	

General Imports into the Colony of Newfoundland for the Year ending 30th June, 1910.

ARTICLES.	Countries whence Imported.	IMPORTED.		HOME CONSUMPTION.		DUTY.	
		Quantities.	Value.	Quantities.	Value.	Gross Amount Received in Currency	Rate.
			$		$	$	
Malt	U. Kingdom		234	....	234	....	10 p.c.
	Canada	.....	7,355	.....	7,355	.....	
	U. States	.....	303	....	303	.....	
		.....	7,892	....	7,892	789.20	
Moss and Porterine for Brewers	Canada.....	....	279	.....	279	....	30 p.c.
	U. States....	.....	58	.....	58	.....	
			337	.....	337	101.10	
Marine Compasses.....	U. Kingdom		1,465	....	1,465	.....	20 p. c.
	Canada	.....	23	.....	23	.....	
	U. States.....	.....	16	....	16	.....	
	Germany	.....	7	.. ..	7	....	
	St. Pierre ...	.....	20	.....	20	.....	
		.....	1,531	.....	1,531	306.20	
Telescopes, Barometers Binoculars, etc.	U. Kingdom	.....	615	.....	615	... .	35 p.c.
	Canada	... .	10	.....	10	.....	
	U. States.....	....	60	.....	60	....	
	Germany ...	.....	15	.....	15	....	
		.....	700	.....	700	245.00	
Marline for Lobster Pots.	U. Kingdom	....	1	.....	1	....	10 p. c.
	Canada	.....	4	.....	4	.....	
		.....	5	. .....	5	.50	
Mast Pieces and Spars dressed, over 60 ft	Canada	.....	122	.....	122	....	20 p. c.
	St. Pierre.....	....	168	....	168	....	
		.....	290	.....	290	58.00	
Mast Pieces, and Spars dressed under 60 feet.	U. Kingdom		61	....	61	.....	30 p.c.
	Canada	.....	5	....	5	.....	
	St. Pierre ...	.....	23	....	23	.....	
		.....	89	....	89	26.70	

General Imports into the Colony of Newfoundland for the Year ending 30th June, 1910.

ARTICLES.	Countries whence Imported.	IMPORTED.		HOME CONSUMPTION.		DUTY.	
		Quantities.	Value.	Quantities.	Value.	Gross Amount Received in Currency.	Rate
Mast Pieces, undressed, 60 feet or over including Wharf Shores.	Canada	Tons 118	$ 880	Tons 118	$ 880	$ 141.60	$1.20 per ton
Mast Pieces, undressed, under 60 ft.	U. Kingdom	Tons. 10	78	Tons 10	78	.....	$2.40
	Canada	1,718	7,942	1,718	7,942	....	per
	U. States ...	7	272	7	272	....	ton
	St. Pierre ...	3	71	3	71	.....	
		1,738	8,363	1,738	8,363	4,171.20	
Matches	U. Kingdom	.....	85	.....	85	.....	40 p.c.
	Canada	.....	396	....	426	.....	
	Germany	.....	1,188	.....	1,188	.....	
	Sweden	.....	2,954	.....	2,902	....	
	Belgium	.....	745	.....	714	.....	
	Austria	.....	40	.....	8	.....	
	Holland	.....	211	.....	211	.....	
		.....	5,619	.....	5,534	2,213.60	
Meats—Canned Corned Beef, Corn Beef Hash, Luncheon and Boiled Becf, Boil'd and Roast Mutton.	U. Kingdom	Lbs. 5,015	486	Lbs. 5,015	486	.....	3 cts.
	Canada	708	86	708	86	.....	per lb.
	U. States....	177,023	18,923	177,023	18,923	.. ..	
		182,746	19,495	182,746	19,495	5,482.38	
Meats— Preserved	U. Kingdom	....	1,274	....	1,213	.....	35 p. c.
	Canada	.....	286	.....	286	.....	
	U. States.....	.....	10,503	.....	10,531	.....	
		.....	12,063	.....	12,030	4,210.50	
Meats— Fresh	U. Kingdom	Lbs. 113	27	Lbs. 113	27	.....	2 cts.
	Canada	489,648	38,334	489,648	38,334	.....	per lb.
	U. States ...	6,540	799	6,540	799	.....	
	St. Pierre....	87	5	87	5	....	
		496,388	39,165	496,388	39,165	9,927.76	

General Imports into the Colony of Newfoundland for the Year ending 30th June, 1910.

ARTICLES.	Countries whence Imported.	IMPORTED.		HOME CONSUMPTION.		DUTY.	
		Quantities.	Value.	Quantities.	Value.	Gross Amount Received in Currency	Rate.
Meats— Poultry and Game .		Lbs.	$	Lbs.	$	$	
	U. Kingdom	164	41	164	41	.....	3 cents
	Canada	74,105	11,265	74,105	11,265	.....	per lb.
	U. States.....	25,254	6,276	25,254	6,276	.....	
		99,523	17,582	99,523	17,582	2,985.69	
Meats— Sausages ...		Lbs.		Lbs.			
	U. Kingdom	74	17	74	17	.....	5 cents
	Canada	16,067	1,923	15,660	1,976	.....	per lb.
	U. States.....	66,050	5,280	66,050	5,280	.....	
		82,191	7,220	81,784	7,273	4,089.20	
Bacon, Hams, Tongue & Beef Smoke Cured.		Lbs.		Lbs			
	U. Kingdom	23,337	4,941	22,757	4,811	.....	3 cents
	Canada	27,575	4,605	26,362	4,394	.....	per lb.
	U. States....	34,068	5,567	35,262	5,656	.....	and
	St. Pierre.....	10	2	10	2	.....	10 p.c.
		84,990	15,115	84,391	14,863	4,018.03	
Meats— Hams and Tongues, dry, salted or pickled.		Lbs.		Lbs			
	U. Kingdom	45	10	45	10	.....	2 cents
	Canada	40,014	5,656	40,014	5,656	.....	per lb.
	U. States.....	364,860	47,251	364,860	47,251	.....	
		404,919	52,917	404,919	52,917	8,098.38	
Meats— Dry, Salted		Lbs		Lbs			
	U. Kingdom	250	47	250	47	.....	1 cent
	Canada	31,421	5,253	31,421	5,253	.....	per lb.
	U. States	5,509	838	5,509	838	.....	
		37,180	6,138	37,180	6,138	371.80	
Meats— Beef Salted in barrels.		Brls		Brls.			
	U. Kingdom	11	183	11	183	.....	$1.00
	Canada	2,677	35,958	2,677	35,958	.....	per brl
	U. States	28,798	374,044	28,650	372,268	.....	
		31,486	410,185	31,338	408,409	31,338.00	
Meats— Pigs Heads Hocks Feet and Ribs.		Brls.		Brls.			
	U. Kingdom	3	58	3	58	.....	
	Canada	190	1,749	190	1,749	.....	$1.00
	U. States.....	1,907	25,736	1,907	25,736	.....	per brl
		2,100	27,543	2,100	27,543	2,100.00	

General Imports into the Colony of Newfoundland for the Year ending 30th June, 1910.

ARTICLES.	Countries whence Imported.	IMPORTED.		HOME CONSUMPTION.		DUTY.	
		Quantities.	Value.	Quantities.	Value.	Gross Amount Received in Currency	Rate.
Meats— Pigs Jowls & Tongues.	Canada	Brls 102	$ 1,514	Brls 102	$ 1,514	$	$1.50
	U. States.....	568	9,625	568	9,625	.....	per brl
		670	11,139	670	11,139	1,005.00	
Meats— Pigs Feet Preserved in Vinegar.	Canada	.....	5	.....	5	.....	35 p.c.
	U. States.....	.....	15	.....	15	.....	
		....	20	.....	20	7.00	
Meats— Pork, Mess, Family and Rump.	U. Kingdom	Brls 3	82	Brls 3	82	.....	$1.50
	Canada	1,193	26,789	1,193	26,789	.....	per brl
	U. States.....	19,174	424,369	19,174	424,369	.....	
		20,370	514,240	20,370	451,240	30,555.00	
Meats— Pork, Belly Back, Family Mess and Loin.	U. Kingdom	Brls 1	31	Brls 1	31	....	
	Canada	36	904	36	904	.....	$2.00
	U. States.....	803	20,094	803	20,094	.....	per brl
		840	21,029	840	21,029	1,680.00	
Medicine	U. Kingdom	.....	27,996	....	26,898	.....	30 p.c.
	Canada	.....	48,896	.....	49,289	.....	
	U. States.....	.....	56,027	....	55,368	.....	
	B.W. Indies	.....	105	.....	60	.....	
	Germany ...	.....	199	.....	199	.....	
	Italy	.....	44	.....	44	.....	
	St. Pierre....	.....	2	.....	2	.....	
		.....	133,269	.....	131,860	39,558.00	
Surgical and Dental Instruments .	U. Kingdom	....	99	.....	99	... .	25 p.c.
	Canada	.....	80	.....	80	....	
	U. States	....	43	.....	43	.....	
		.....	222	.....	222	55.50	
Mosaic Flooring ...	U. States	.....	66	.....	66	26.40	40 p.c.

General Imports into the Colony of Newfoundland for the Year ending 30th June, 1910.

ARTICLES.	Countries whence Imported.	IMPORTED		HOME CONSUMPTION.		DUTY.	
		Quantities	Value.	Quantities.	Value.	Gross Amount Received in Currency	Rate
Nails— Cut, Pressed and Wire	U. Kingdom	Lbs 22,276	$ 914	Lbs 22,276	$ 914	.....	1 cent per lb.
	Canada	269,887	6,503	269,887	6,503	.....	
	U. States.....	189,888	4,465	189,888	4,465	....	
	St. Pierre.....	406	14	406	14	....	
		482,457	11,896	482,457	11,896	4,824.57	
Nails— Shoe Tacks, Brad Sprigs and Shoe Nails.	U. Kingdom	Lbs 31,636	1,938	Lbs 31,636	1,938	.....	½ cent per lb
	Canada	15,735	821	15,735	821	.....	
	U. States.....	22,728	1,642	22,728	1,642	.....	
	Belgium	3,360	158	3,360	158	....	
		73,459	4,559	73,459	4,559	367.29	
Nails— Wrought, Hand Made, Horse Shoe and Galvanized.	U. Kingdom	Lbs 221,927	6,896	Lbs 221,927	6,896	.....	3/8 cent per lb
	Canada	33,859	1,467	33,859	1,467	.....	
	U. States.....	106,679	2,161	106,679	2,161	.....	
		362,465	10,524	362,465	10,524	1,359.24	
Nets, Netting, Traps, Seines for Fishing.	U. Kingdom	....	3,117	.....	3,117	.....	20 p.c.
	Canada	....	3,591	.....	3,591	.....	
	U. States.....	.....	9,819	.....	9,819	.....	
	St. Pierre ...	.....	244	....	244	....	
		.....	16,771	.....	1	3,354.20	
Nuts— Almonds, Walnuts, Brazil, Pea, etc.	U. Kingdom	Lbs 36,529	2,804	Lbs 35,146	2,713	....	2 cents per lb
	Canada	720	55	720	55	.....	
	U. States	9,931	807	9,931	807	.....	
	Portugal	82	5	82	5	.....	
		47,262	3,671	45,879	3,580	917.58	
Nuts— Shelled.....	U. Kingdom	Lbs 7,656	1,649	Lbs 7,656	1,649	.....	4 cents per lb
	U. States.....	987	73	987	73	.....	
	Spain	560	134	560	134	.....	
		9,203	1,856	9,203	1,856	368.12	

General Imports into the Colony of Newfoundland for the Year ending 30th June, 1910.

Articles.	Countries whence Imported.	Imported.		Home Consumption.		Duty.	
		Quantities.	Value.	Quantities.	Value.	Gross Amount Received in Currency	Rate.
Nuts— Cocoanuts ..	U. Kingdom	No. 2,970	$ 91	No. 2,970	$ 91	$	$1.00 per 100
	Canada	2,756	182	2,756	182	.....	
		5,726	273	5,726	273	57 .26	
Nuts— Cocoanuts ..	B.W. Indies	No. 50	1	No. 50	1	.25	50 cts. per 100
Nuts— Dessicated..	U. Kingdom	Lbs 10,530	793	Lbs 10,530	793	.....	3 cents
	U. States.....	833	91	833	91	.....	per lb.
		11,363	884	11,363	884	340 .89	
Oakum	U. Kingdom	Lbs. 46,928	1,908	Lbs 46,928	1,908	.....	1 cent
	Canada	6,100	346	6,100	346	.....	per lb.
	St. Pierre.....	46	5	46	5	....	
		53,074	2,259	53,074	2,259	530.74	
Oatmeal and Rolled Oats	U. Kingdom	Lbs. 52,447	1,965	Lbs 50,627	1,917	....	20 cts.
	Canada	787,876	20,807	787,876	20,807	....	per
	U. States	2,600	72	2,600	72	....	100 lbs.
		842,923	22,844	841,103	22,796	1,682.21	
Oats	U. Kingdom	Bus. 100	78	Bus. 100	78	....	5 cents
	Canada	313,947	154,978	313,947	154,978	....	per bus
	U. States.....	33,148	17,748	33,148	17,748	....	
		347,195	172,804	347,195	172,804	17,359.75	
Oiled Clothes.....	U. Kingdom	. .....	2,446	.....	2,446	.....	30 p.c.
	Canada	....	12,412	.....	12,412	.....	
	U. States	.....	15,180	....	15.180	.....	
	St. Pierre ...	.....	3	....	3	....	
		.....	30,041	.....	30,041	9.012.30	
Oils— Lubricating	U. Kingdom	Gals. 3,164	1,055	Gals. 3,164	1,055	. .....	8 cents
	Canada	9,479	3,550	9,479	3,550	.....	per gal
	U. States.....	63,591	17,413	63,591	17,413	.....	
		76,234	22,018	76,234	22,018	6,098.72	

General Imports into the Colony of Newfoundland for the Year ending 30th June, 1910.

ARTICLES.	Countries whence Imported.	IMPORTED.		HOME CONSUMPTION.		DUTY.	
		Quantities.	Value.	Quantities.	Value.	Gross Amount Received in Currency	Rate.
Oils— Gasoline, Naptha, Benzine, etc	U. Kingdom	Gals. 120	$ 79	Gals. 120	$ 79	$	6 cents per gal
	Canada	21,464	4,128	21,464	4,128	.....	
	U. States.....	8,274	1,999	8,274	1,999	.....	
		29,858	6,206	29,858	6,206	1,791.48	
Oils— Lubricating (in bottles).	U. Kingdom	.....	23	.....	23	.....	25 p.c.
	Canada	.....	105	.....	105	.....	
	U. States.....	.....	1,148	.....	1,148	.....	
		.....	1,276	.....	1,276	319.00	
Oils— Essential, Axle Grease, etc.	U. Kingdom	.....	491	.....	491	.....	25 p.c.
	Canada	.....	43	.....	43	.....	
	U. States.....	.....	1,115	.....	1,115	.....	
	France	.....	154	.....	154	.....	
	Spain.....	.....	121	.....	121	.....	
	Italy	.....	109	.....	109	.....	
		.....	2,033	.....	2,033	508.25	
Oils— Linseed, Spirits of Turpentine etc.	U. Kingdom	.....	26,743	.....	26,784	.....	15 p.c.
	Canada	.....	7,510	.....	7,510	.....	
	U. States.....	.....	38,151	.....	39,795	.....	
		.....	72,404	.....	74,089	11,113.35	
Oil—Spermaceti Whale and other Fish Oil.	Canada	.....	2	.....	2	.....	35 p.c.
	St. Pierre ...	.....	16	.....	16	.....	
		.....	18	.....	18	6.30	
Oysters	Canada	.....	161	.....	161	.....	25 p.c.
	U. States.....	.....	508	.....	508	.....	
		.....	669	.....	669	167.25	

General Imports into the Colony of Newfoundland for the Year ending 30th June 1910.

Articles.	Countries whence Imported.	Imported.		Home Consumption.		Duty.	
		Quantities.	Value.	Quantities.	Value.	Gross Amount Received in Currency	Rate.
			$		$	$	
Packages	U. Kingdom		17,627		17,065		30 p.c.
	Canada		1,882		1,871		
	U. States		2,867		2,872		
	B.W. Indies		848		789		
	France		392		356		
	Sweden		301		289		
	Belgium		632		632		
	Holland		139		124		
	Spain		149		143		
	Portugal		154		144		
	Germany		138		138		
	Ceylon		26		12		
	Austria		3		3		
	Japan		11		11		
	India		2		2		
	Norway		18		18		
	A.W. Indies		1		1		
	Egypt		1		1		
	Switzerland		1		1		
	St. Pierre		1		1		
			25,193		24,473	7,341.90	
Paints— Colors of all kinds, Whiting, Varnishes, Glue, Gum, Dryers, etc.	U. Kingdom		20,312		20,312		30 p.c.
	Canada		48,498		48,191		
	U. States		33,554		33,555		
	France		146		146		
	Italy		147		147		
	Sweden		5		5		
	Germany		4		4		
	St. Pierre		8		8		
			102,674		102,368	30,710.40	
Paper Hangings and Borderings.	U. Kingdom		16,634		16,634		35 p.c.
	Canada		10,437		10,437		
	U. States		1,198		1,198		
			28,269		28,269	9,894.15	
Peas— Round	Canada	Brls. 8,508	30,917	Brls 8,508	30,917	4,254.00	50 cts. per brl

General Imports into the Colony of Newfoundland for the Year ending 30th June, 1910.

ARTICLES.	Countries whence Imported.	IMPORTED.		HOME CONSUMPTION.		DUTY.	
		Quantities.	Value.	Quantities.	Value.	Gross Amount Received in Currency	Rate.
Peas—		Lbs.	$	Lbs.	$	$	
Split, Dried and Green..	U. Kingdom	15,926	735	14,106	661	....	½ cent per lb
	Canada	251,012	5,818	249,512	5,782	.....	
	U. States.....	140	8	1,610	44	....	
	Holland	32,698	1,380	32,698	1,380	....	
	Belgium.	30,810	914	30,810	914	.....	
		330,586	8,855	328,736	8,781	1,643.68	
Perfumery...	U. Kingdom	.....	1,841	.....	1,841	....	40 p.c.
	Canada	.....	1,848	.....	1,848	.....	
	U. States... .	.....	1,375	.....	1,274	.....	
	Germany ...	.....	44	.....	44	.....	
	France	.....	356	.....	356	.....	
	St. Pierre ...	.....	4	.....	4	.....	
		.....	5,468	.....	5,367	2,146.80	
Pianofortes – Organs, Phonographs, Gramophones.	U. Kingdom	.....	4,983	.....	4.983	.....	40 p. c.
	Canada	.....	2,125	....	2,007	.....	
	U. States.....	....	8,142	.....	7,892	....	
	Germany ...	.....	3,131	.....	3,131	....	
	France	.....	15	.....	15	.....	
	Switzerland..	.....	142	.....	142	.....	
	Spain	. ...	2	..... .	2	.....	
	St. Pierre.....	. .....	40	.....	40	.....	
		.....	18,580	.....	18,212	7,284.80	
Picture Frams and Photo Frames.	U. Kingdom	.....	347	.....	347	.....	40 p.c.
	Canada	.....	426	.....	426	....	
	U. States....	.....	1,028	....	1,028	.....	
	Japan	....	53	... .	53	.....	
		....	1,854	.....	1,854	741.60	
Plaster of Paris, Gypsum, etc.....	U. Kingdom	.. ..	4	.....	4	....	20 p.c.
	Canada	..... .	422	.....	422	.....	
	U. States	... .	4	.....	4	.....	
		.....	430	.....	430	86.00	
Plaster Casts	U. States.....	.....	37	.....	37	11.10	30 p. c.

General Imports into the Colony of Newfoundland for the Year ending 30th June, 1910.

Articles.	Countries whence Imported.	Imported.		Home Consumption.		Duty.	
		Quantities.	Value.	Quantities.	Value.	Gross Amount Received in Currency.	Rate
Potatoes	U. Kingdom	Bush. 100	$ 94	Bush 100	$ 94	$	10 cts.
	Canada	69,858	25,045	69,858	25,045	.....	per bus
	U. States	2,050	1,974	2,050	1,974	.....	
	St. Pierre....	920	441	920	441	....	
		72,928	27,554	72,928	27,554	7,292.80	
Poultry— Alive.....	U. Kingdom	.....	42	....	42	.....	20 p. c.
	Canada	....	298	... .	298	.....	
	U. States.....	.....	64	....	64	.....	
	B.W. Indies	....	4	.....	4	.. ..	
		.....	408	.....	408	81.60	
Readymades Cuffs and Collars	U. Kingdom	.....	168,504	.....	168,839	.....	45 p. c.
	Canada	.....	13,954	.....	13,970	.....	
	U. States ...	....	31,587	.....	31,655	....	
	Germany	.....	1,046	....	1,046	.....	
	Austria	.....	172	.....	172	.....	
	Japan	.....	13	.....	13	....	
	St. Pierre.....	.....	17	....	17	.....	
		.....	215,293	.....	215,712	97,070.40	
Rice	U. Kingdom	Lbs. 244,912	5,234	Lbs. 240,332	5,128	....	¼ cent
	Canada	13,592	384	13,592	384	.....	per lb
	U. States....	66,374	1,589	66,374	1,589	....	
	Holland	161,680	3,531	161,680	3,531	.....	
	Belgium	80,632	1,406	80,632	1,406	....	
		567,190	12,144	562,610	12,038	1,406.52	
Sails, Tents, etc ..	U. Kingdom	... .	375	.....	375	....	40 p.c.
	Canada	.....	169	.....	169	.....	
	U. States ...	.....	419	.....	419	....	
	St. Pierre....	.....	389	.....	389	.....	
		....	1,352	.....	1,352	540.80	
Salt— Dairy and Table	U. Kingdom	.....	676	.....	739	.....	10 p. c.
	Canada	....	755	.....	755	.....	
	U. States.....	.....	682	.....	682	.....	
		.....	2,113	.....	2,176	217.60	

General Imports into the Colony of Newfoundland for the Year ending 30th June, 1910.

ARTICLES.	Countries whence Imported.	IMPORTED.		HOME CONSUMPTION.		DUTY.	
		Quantities.	Value.	Quantities.	Value.	Gross Amount Received in Currency	Rate.
			$		$	$	
Saws	Canada	.....	463	.....	463	.....	10 p. c
	U. States	.....	361	....	361	.....	
		.....	824	.....	824	82.40	
Shoemakers Inks, Harness dressing, etc.	U. Kingdom	.....	102	....	102	.....	20 p. c
	Canada	.....	152	....	152	.....	
	U. States	.....	1,424	.....	1,424	.....	
		.....	1,678	....	1,678	335.60	
Smallwares - Dressed Feathers, Ribbons, Velvets & Lace.	U. Kingdom	....	155,477	....	155,544	.. ..	40 p.c.
	Canada	.....	18,498	.....	18,375	.....	
	U. States.....	....	9,661	.....	9,657	.....	
	B.W. Indies	.....	12	.....	12	.....	
	Japan	....	86	....	86	.....	
	Germany ...	.....	261	.....	261	.....	
	Holland	.....	1	.....	1	.....	
	St. Pierre....	.....	4	.....	4	.....	
		.....	184,000	.....	183,940	73,576.00	
Smallwares - Sewing Cottons, Thread and Buttons, Pins and Needles, Boots and Stay Laces.	U. Kingdom	.....	54,110	.....	54,110	.....	25 p.c.
	Canada	....	4,170	.....	4,170	.....	
	U. States.....	.....	7,233	.....	7,221	.....	
	Belgium	.....	205	.....	205	.....	
	Japan	.....	10	.....	10	....	
	St. Pierre ...	.....	14	....	14	.....	
		....	65,742	. .....	65,730	16,432.50	
Soaps— Pearline & other Soap Powders.	U. Kingdom	.....	13,138	.....	12,681	.....	40 p.c.
	Canada	.....	613	.....	613	.....	
	U. States....	.....	4,941	.....	6,241	.....	
	France	.....	20	....	20	... .	
	St. Pierre.....	.....	3	.....	3	....	
		.....	18,715	.....	19,558	7,823.20	

General Imports into the Colony of Newfoundland for the Year ending 30th June, 1910.

Articles.	Countries whence Imported.	Imported.		Home Consumption.		Duty.	
		Quantities.	Value.	Quantities.	Value.	Gross Amount Received in Currency	Rate.
			$			$	
Soaps— Common or Laundry.....		Lbs.		Lbs.	$	$	
	U. Kingdom	640,927	27,796	665,734	29,055	.....	1½ cts.
	Canada	45,391	2,233	45,391	2,233	.....	per lb.
	U. States.....	86,635	3,075	86,635	3,072	.....	
	St. Pierre....	238	21	238	21	....	
		773,191	33,125	797,998	34,381	11,969.96	
Soaps— All Ingredients for Soap, Candles, Polish and Blue Manufactures.							
	U. Kingdom	.....	3,563	.....	3,563	.....	25 p.c.
	U. States.....	.....	516	.....	516	.....	
		.....	4,079	.. ..	4,079	1,019.75	
Spirits— Alcohol, Spirits of Wine, etc.		Gals		Gals			
	U. Kingdom	83	47	52	74	.....	$3.50
	Canada	1	5	1	5	.....	per gal
	U. States	2	7	2	7	.....	
		86	59	55	86	192.50	
Spirits— Cordials.....		Gals		Gals			
	U. Kingdom	129	359	46	300	.....	$2.60
	Canada	18	141	26	122	.....	per gal
	U. States ...	.....	.....	34	131	.....	
	B. W. Indies	10	46	.....	.....	.....	
	France	90	396	45	180	.....	
	St. Pierre ...	1	4	1	4	.....	
		248	946	152	737	395.20	
Spirits— Methylated, etc							
	U. Kingdom	.....	785	.....	777	.....	50 p.c.
	Canada	.....	302	.....	302	.....	
	U. States....	....	547	.....	547	.....	
	B.W. Indies	....	104	.....	104	.....	
	Germany	.....	124	.....	148	.....	
	Brazil	.....	18	.....	18	.....	
		.....	1,880	.....	1,896	948.00	
Spirits— Medicinal, Beef Iron, & Wine, etc							
	Canada	.....	182	.....	182	.....	30 p c.
	U. States	.....	1,769	.....	1,646	.....	
			1,951	.....	1,828	548.40	

General Imports into the Colony of Newfoundland for the Year ending 30th June, 1910.

ARTICLES.	Countries whence Imported.	IMPORTED		HOME CONSUMPTION.		DUTY.	
		Quantities	Value.	Quantities.	Value.	Gross Amount Received in Currency	Rate
Spirits—Brandy		Gals	$	Gals	$	$	
	U. Kingdom	850	1,338	568	922	.....	$3.50
	Canada	....	.....	2	15	.....	per gal
	U. States.....	1	10	1	10	.....	
	Spain	.....	.....	20	51	....	
	France	5,299	7,040	5,516	7,574	.....	
	St. Pierre.....	5	22	5	22	.....	
		6,155	8,410	6,112	8,594	21,392.00	
Spirits—Whisky		Gals		Gals			
	U. Kingdom	25,727	42,678	22,572	36,997	.....	$3.10
	Canada	273	632	417	963	.....	per gal
	B.W. Indies	4	11	4	11	.....	
		26,004	43,321	22,993	37,971	71,278.30	
Spirits—Gin		Gals		Gals			
	U. Kingdom	1,605½	1,254	632½	541	.....	$2.60
	Canada	79	199	19	25	....	per gal
	Holland	1,739	934	2,252	1,550	.....	
	St. Pierre ...	21½	25	21½	25	.....	
		3,445	2,412	2,925	2,141	7,605.00	
Spirits—Rum		Gals		Gals			
	U. Kingdom	6,483	3,094	6,492	2,378	.....	$2.40
	Canada	358	433	460	546	.....	per gal
	U. States.....	6	6	6	6	.....	
	B. W. Indies	55,727	20,828	53,181	21,322	.....	
	France	10	18	8	19	.....	
	St. Pierre ...	61	75	61	75	.....	
		62,645	24,454	60,208	24,346	144499.20	
Stationery—Writing, Wrapping, Tarred and Toilet Paper, Ink, Pencils and Pens.	U. Kingdom	....	31,771	.....	31,771	.....	35 p.c.
	Canada	.....	51,391	.....	50,927	.....	
	U. States.....	....	36,975	.....	36,975	.....	
	Germany ...	.....	201	....	201	.....	
	Belgium	.....	607	.....	607	.....	
	France	....	51	.....	51	....	
	St. Pierre ...	.....	4	.....	4	.....	
		.....	121,000	....	120,536	42,187.60	

General Imports into the Colony of Newfoundland for the Year ending 30th June, 1910.

Articles.	Countries whence Imported.	Imported.		Home Consumption.		Duty.	
		Quantities.	Value.	Quantities.	Value.	Gross Amount Received in Currency	Rate.
Stationery—Copy Books Slates, Slate Pencils for Schools.	U. Kingdom		$ 1,254		$ 1,254		10 p. c.
	Canada		50		50		
	U. States		1,387		1,387		
			2,691		2,691	269.10	
Stationery—Printed Music, etc.	U. Kingdom		1,422		1,422		10 p.c.
	Canada		838		834		
	U. States		1,318		1,318		
			3,578		3,574	357.40	
Stationery—Advertising and Printed Matter, Playing Cards, etc.	U. Kingdom		1,743		1,743		50 p.c.
	Canada		9,688		9,635		
	U. States		3,794		3,794		
	Germany		51		51		
	France		1		1		
			15,277		15,224	7,612.00	
Staves—Dressed	U. States	No. 524,064	24,112	No. 524,064	24,112	2,401.95	$5.50 per 1200
Heading	Canada	No. Pairs 750	105	No. Pairs 750	105		5 cts. per pair.
	U. States	20,924	6,420	20,924	6,420		
		21,674	6,525	21,674	6,525	1,083.70	
Steel—Mild	U. Kingdom		1,267		1,267		10 p.c.
	Canada		3,612		3,612		
	U. States		2,216		2,216		
	Belgium		84		84		
			7,179		7,179	717.90	
Steel—Blister and Chrome	U. Kingdom		343		343		30 p c.
	Canada		98		98		
	U. States		67		67		
			508		508	152.40	

General Imports into the Colony of Newfoundland for the Year ending 30th June 1910.

ARTICLES.	Countries whence Imported.	IMPORTED.		HOME CONSUMPTION.		DUTY.	
		Quantities.	Value.	Quantities.	Value.	Gross Amount Received in Currency	Rate.
Steel—			$		$	$	
Shafting, 5 in. or under in diameter	Canada		272		272		30 p.c.
	U. States		543		543		
			815		815	244.50	
Steel Shafting, over 5 in. in diameter.	Canada		51		51		10 p. c,
	U. States		90		90		
			141		141	14.10	
Straw		Tons		Tons			
	Canada	96	735	96	735		$2.00
	U. States	2	32	2	32		per ton
		98	767	98	767	196.00	
Sugar—		Lbs.		Lbs			
Loaf, Cut Loaf and Cube	U. Kingdom	20,356	909	18,004	784		4 cents
	Canada	1,457	76	1,457	76		per lb.
	U. States	47,530	1,862	40,325	1,725		
	Belgium			5,600	197		
	St. Pierre	1,027	56	1,027	56		
		70,370	2,903	66,413	2,838	2,656.52	
Sugar—		Lbs.		Lbs			
White and Granulated	U. Kingdom	35,269	1,334	35,269	1,334		3 cents
	Canada	45,815	1,824	45,815	1,824		per lb.
	U. States	5,664,635	182,605	6,064,838	198,453		
	Belgium	88,276	2,445	92,756	2,580		
	St. Pierre	339	18	339	18		
		5,834,334	188,226	6,239,017	204,209	187,170.51	
Sugar—		Lbs.		Lbs.			
Brown, Yellow, not Granulated	U. Kingdom	23,366	684	59,866	1,442		2 cents
	Canada	8,156	301	8,156	301		per lb
	U. States	620,228	15,739	769,040	19,112		
	B. W. Indies	241,051	6,726	236,732	7,027		
	St. Pierre	10	1	10	1		
		892,811	23,451	1,073,804	27,883	21,476.08	

General Imports into the Colony of Newfoundland for the Year ending 30th June, 1910.

Articles.	Countries whence Imported.	Imported.		Home Consumption.		Duty.	
		Quantities.	Value.	Quantities.	Value.	Gross Amount Received in Currency	Rate.
			$		$	$	
Tar	U. Kingdom		2,136	....	2,136	.....	15 p.c.
	Canada	.....	5,441	.....	5,441	.....	
	U. States....	.....	16,759	.....	16,759	.....	
		.....	24,336	....	24,336	3,650.40	
		Lbs.		Lbs.			
Tea	U. Kingdom	277,671	49,786	305,296	54,931	.....	33 p.c.
	Canada	180,959	30,374	173,564	29,399	.....	
	U. States.....	50,196	5,007	45,358	4,429	.....	
	Ceylon	511,232	78,800	461,625	70,171	....	
	India.....	128,962	16,480	128,872	16,336	.....	
	China	5,405	411	6,019	465	.....	
	St. Pierre....	207	52	207	52	.....	
		1,154,632	180,910	1,120,941	175,783	58,008.39	
		Tons.		Tons.			
Timber	U. Kingdom	3	110	3	110	....	60 cts.
	Canada	938	7,369	938	7,369	.....	per ton
	U. States.....	720	8,476	720	8,476	.....	
		1,661	15,955	1,661	15,955	996.60	
Tinware— Agate, Granite, Steel Holloware, etc.	U. Kingdom	.....	9,901	.....	9,901	.....	45 p. c.
	Canada	.....	6,697	.....	6,697	.....	
	U. States.....	.....	2,502	.....	2,679	.....	
	Germany ...	.....	401	.....	401	.....	
		.....	19,501	.....	19,678	8,855.10	
		Lbs.		Lbs			
Tobacco— Manufactured	U. Kingdom	5,050	2,536	3,975	1,968	.....	33 cts.
	Canada	7,014	2,700	7,246	2,814	.....	per lb
	U. States.....	410,998	102,093	409,643	102,157	.....	and
	Germany ...	200	29	200	29	.....	6 p.c.
	Holland	2	2	2	2	.....	
	St. Pierre ...	186	60	186	60	....	
		423,450	107,420	421,252	107,030	145,434.96	
Tobacco— Stems for Snuff.	U. States.....	Lbs 980	30	Lbs. 2,780	48	13.90	50 cts. per 100 lbs.

General Imports into the Colony of Newfoundland for the Year ending 30th June, 1910.

Articles.	Countries whence Imported.	Imported.		Home Consumption.		Duty.	
		Quantities.	Value.	Quantities.	Value.	Gross Amount Received in Currency	Rate.
Tobacco—		No.	$	No.	$	$	
Cigars.....	U. Kingdom	75,425	1,693	64,425	1,574	.....	$10.00
	Canada	150	5	150	5	.....	per M
	U. States.....	48,300	2,241	30,800	1,576	.....	and
	B.W. Indies	156,500	5,439	164,000	5,809	.....	20p.c.
	India	20,000	149	20,000	149	.....	
	Gibraltar	100	1	100	1	.....	
	Holland	282,800	3,570	291,800	3,475	.....	
	A.W. Indies	18,500	1,559	18,500	1,559	.....	
	Germany	28,800	396	28,800	396	.....	
	St. Pierre ...	200	10	200	10	.....	
		630,775	15,063	618,775	14,554	9,098.55	
Tobacco—		No.		No.			
Cigarettes ..	U. Kingdom	1,550,390	4,506	784,915	3,017	.....	$6.00
	Canada	11,000	91	11,000	91	.....	per M.
	U. States	2,025,600	6,480	1,638,600	5,363	.....	and
	Malta	68,000	250	68,000	250	.....	30 p.c.
	Egypt	25,000	173	25,000	173	.....	
	Holland	22,000	164	22,000	164	.....	
	Brazil	1,000	4	1,000	4	.....	
	St. Pierre....	660	3	660	3	.....	
		3,703,650	11,671	2,551,175	9,065	18,026.55	
Tobacco—							
Cigarette	U. Kingdom	.. ..	63	.....	63	.....	10 p. c.
Paper	U. States ...	.....	228	.....	228	.....	
		.....	291	.....	291	29.10	
		Lbs.		Lbs			
Snuff..... ..	U. Kingdom	1	1	1	1	.. ..	50 cts.
	Canada	1	1	1	1	.. . .	per lb.
	U. States ...	12	8	12	8	.....	
		14	10	14	10	7.00	
To acco—							
Pipes.....	U. Kingdom	.....	11,429	.....	11,343	.....	40 p. c.
	Canada	... .	59	.....	59	.....	
	U. States....	.....	317	.....	317	.....	
		.....	11,805	.....	11,719	4,687.60	

General Imports into the Colony of Newfoundland for the Year ending 30th June, 1910.

ARTICLES.	Countries whence Imported.	IMPORTED.		HOME CONSUMPTION.		DUTY.	
		Quantities.	Value.	Quantities.	Value.	Gross Amount Received in Currency.	Rate
			$		$	$	
Trunks and Valises, Carpet Bags Purses, Satchels, etc.	U. Kingdom		4,743		4,743		40 p.c.
	Canada		327		327		
	U. States		2,727		2,727		
	Spain		14		14		
	Portugal		26		26		
	St. Pierre		24		24		
			7,861		7,861	3,144.40	
Tubes for Boilers	U. Kingdom		4,395		4,395		10 p.c.
	Canada		1,382		1,382		
	U. States		813		813		
			6,590		6,590	659.00	
Tweeds, Cloths, Doe skins, etc.	U. Kingdom		157,274		157,078		35 p.c.
	Canada		2,976		2,932		
	U. States		105		105		
			160,355		160,115	56,040.25	
Twines for Sailmaking, etc	U. Kingdom		2,562		2,562		30 p.c.
	Canada		708		643		
	U. States		1,683		1,272		
	St. Pierre		69		69		
			5,022		4,546	1,363.80	
Vegetables, viz :—Turnips, Beets, Carrots and Parsnips.		Bus.		Bus.			
	U. Kingdom	12	9	12	9		20 cts.
	Canada	12,260	3,273	12,260	3,273		per bus
	U. States	120	113	120	113		
	St. Pierre	1	1	1	1		
		12,393	3,396	12,393	3,396	2,478.60	
Vegetables, viz :— Onions, Squash, Cucumbers, Pumpkins, etc.	U. Kingdom		9,906		9,906		30 p. c.
	Canada		1,946		1,946		
	U. States		2,055		2,055		
	Portugal		1,997		1,997		
	Spain		46		46		
	St. Pierre		35		35		
			15,985		15,985	4,795.50	

General Imports into the Colony of Newfoundland for the Year ending 30th June, 1910.

ARTICLES.	Countries whence Imported.	IMPORTED.		HOME CONSUMPTION.		DUTY.	
		Quantities.	Value.	Quantities.	Value.	Gross Amount Received in Currency	Rate.
Vinegar in Casks	U. Kingdom	Gals 737	$ 177	as 837	$ 234	$	15 cts.
	Canada	289	66	361	87	.....	per gal
	U. States.....	353	80	353	80	.....	
	St. Pierre ...	6	3	6	3	.....	
		1,385	326	1,557	404	233.55	
Vinegar in Bottles	U. Kingdom	.....	1,183	....	1,192	.....	30 p.c.
	Canada	.....	6	.....	6	.....	
	U. States.....	.....	13	....	13	.....	
	St. Pierre....	....	1	....	1	.....	
		.....	1,203	.....	1,212	363.60	
Whips...	U. Kingdom	....	278	....	278	....	40 p.c.
	U. States.....	....	248	.....	248	... .	
		....	526	.....	526	210.40	
Wines— Champagne	U. Kingdom	Gals. 194	1,746	Gals. 132	1,174	.....	$4.60
	Canada	253	2,678	189	1,935	.....	per gal
	France	72	303	65	546	.....	
	St. Pierre ...	2	10	2	10	.....	
		521	4,737	388	3,665	1,784.80	
Wines— Port and Maderia.....	U. Kingdom	Gals 802	1,717	Gals 269	570	.. ..	$1.80
	Canada	36	77	11	31	.....	per gal
	Portugal	5,954	16,275	3,010	7,355	... .	
	Spain.....	575	920	95	157	.....	
	France	.....	....	54	117	....	
	St. Pierre.....	5	15	5	15	.....	
		7,372	19,004	3,444	8,245	6,199.20	
Wines Sherry and Manzanilla.	U. Kingdom	Gals 177	448	Gals 115	211	.....	$1.00
	Spain	483	1,014	495	970	.....	per gal
	Portugal	6	18	19	28	.....	and
	St. Pierre....	3	4	3	4	.....	15½p.c
		669	1,484	632	1,213	820 .01	

General Imports into the Colony of Newfoundland for the Year ending 30th June, 1910.

Articles.	Countries whence Imported.	Imported.		Home Consumption.		Duty.	
		Quantities.	Value.	Quantities.	Value.	Gross Amount Received in Currency	Rate.
Wines— Malaga and Montilla.....	U. Kingdom	Gals 10	$ 17	Gals 134	$ 144	$	40 cts per gal
	Spain	865	705	556	419	.....	
	France	.....	.....	75	30	.....	
		875	722	765	593	306.00	
Wines— Hock, Burgundy, etc..	U. Kingdom	Gals 60	228	Gals 58	203	....	$1.10 per gal
	France	38	137	18	58	....	
	St. Pierre.....	1	1	1	1	.....	
		99	366	77	262	84.70	
Wines— Claret	U. Kingdom	Gals 268	399	Gals 208	422	.....	60 cts per gal
	Canada	122	84	116	69	....	
	U. States.....	2	1	2	1	.....	
	France	986	1,905	736	1,231	.....	
	Portugal.....	42	71	42	71	....	
	Spain...	23	23	23	23	.....	
	St. Pierre.....	48	42	48	42	.....	
		1,491	2,525	1,175	1,859	705.00	
Wines— Spanish, Red, Sicilian, Denia Cape and Common Lisbon.	U. Kingdom	Gals 259	376	Gals 266	242	.....	40 cts per gal
	Canada	580	288	196	98	.....	
	Spain	2,101	1,317	2,870	1,791	.....	
	Portugal	268	156	196	131	....	
	France	20	44	20	44	....	
	St. Pierre ...	35	96	35	96	.....	
		3,263	2,227	3,583	2,402	1,433.20	
Wines— Ginger, 26 per cent. proof Spirits or less.	U. Kingdom	Gals 60	42	Gals 81	85	81.00	$1.00 per gal
Wines— Ginger, over 26 per cent. proof Spirits.	U. Kingdom	.....	.....	Gals 4	8	10.40	$2.60 per gal

General Imports into the Colony of Newfoundland for the Year ending 30th June, 1910.

ARTICLES.	Countries whence Imported.	IMPORTED		HOME CONSUMPTION.		DUTY.	
		Quantities	Value.	Quantities.	Value.	Gross Amount Received in Currency	Rate
Wines— Vermouth, 36 per cent. proof Spirits or less.	U. Kingdom	Gals 2	$ 4	Gals	$	$	$1.00 per gal
	France	6	13	2	4	.....	
		8	17	2	4	2.00	
Wines— Vermouth, over 36 per cent. proof Spirits.	U. Kingdom	Gals. ½	2	Gals ½	2	1.30	$2.60 per gal
Wines— All Others	U. Kingdom	Gals. 27	219	Gals 27	219	....	$1.20 per gal and 15 p.c.
	Canada	1	10	1	10	.....	
	St. Pierre ...	3	7	3	7	.....	
		31	236	31	236	72.60	
Window Shades...	U. Kingdom	....	4,204	.....	4,204	.....	40 p.c.
	Canada	.....	96	.....	96	.....	
	U. States.....	.....	1,436	.....	1,436	.....	
		.....	5,736	.....	5,736	2,294.40	
Women's Dress Goods Coat Linings, Winceys, etc.	U. Kingdom	.....	122,550	.....	122,550	.....	35 p.c.
	Canada	.....	4,202	.....	4,278	....	
	U. States.....	.....	848	.....	848	.....	
	Holland	.....	253	.....	253	.....	
		. .....	127,853	....	127,929	44,775.15	
Woodware— Pails and Churns, Wash boards, Fishing Rods, etc.	U. Kingdom	....	2,074	.....	2,061	. .....	40 p.c.
	Canada	.....	7,703	.....	7,703	....	
	U. States....	.....	4,922	.....	4,922	.....	
	Germany ...	.....	6	.....	6	.....	
	St. ierre ...	....	11	....	11	....	
		....	14,716	.....	14,703	5,881.20	

General Imports into the Colony of Newfoundland for the Year ending 30th June, 1910.

Articles.	Countries whence Imported.	Imported		Home Consumption.		Duty.	
		Quantities	Value.	Quantities.	Value.	Gross Amount Received in Currency	Rate
Woodware—Hoops for Masts, Excelsior for Mattresses, etc.	U. Kingdom		$ 223		$ 223	$	20 p. c.
	Canada		1,242		1,242		
	U. States		1,341		1,341		
	Germany		176		176		
	St. Pierre		1		1		
			2,983		2,983	596.60	
Hardware, Trunks, etc.	U. Kingdom		22		22		40 p.c.
	Canada		2,140		2,140		
	U. States		776		776		
	Portugal		1		1		
	St. Pierre		2		2		
			2,941		2,941	1,176.40	
Ticking for Mattrasses	U. Kingdom		1,030		1,030		30 p. c.
	U. States		868		868		
			1,898		1,898	569.40	
Yarn	U. Kingdom		35,922		35,727		20 p.c.
	Canada		44		44		
	U. States		7		7		
			35,973		35,778	7,155.60	
Zinc	U. Kingdom		2,648		2,648		35 p.c.
	Canada		46		46		
	Belgium		472		472		
	St. Pierre		1		1		
			3,167		3,167	1,108.45	
Unenumerated Articles	U. Kingdom		2,200		2,200		40 p.c.
	Canada		3,038		3,038		
	U. States		1,604		1,604		
			6,842		6,842	2,736.80	

	Imports.	Home Consumption
Total value Dutiable Articles	$7,736,738	$7,710,539

General Imports into the Colony of Newfoundland for the Year ending 30th June, 1910.

Articles.	Countries whence Imported.	Imported.		Home Consumption.		Duty.	
		Quantities.	Value.	Quantities.	Value.	Gross Amount Received in Currency.	Rate
Excise— Ale, Beer and Porter			$	Gals 54,220	$	$ 2,711.00	5 cts. per gal
Excise— Butterine				Lbs. 4,071,909		40,719.09	1 cent per lb.
Excise— Cigars				Lbs 9,679		2,710.12	28 cts. per lb.
Excise— Cigarettes.				Lbs. 1,248		349.44	28 cts. per lb
Excise— Tobacco				Lbs. 330,381½		90,854.91	27½ cts per lb.

Interest on Bonds	$9,412.41
Total Revenue	2,680,217.75

General Imports into the Colony of Newfoundland for the Year ending 30th June, 1910.

Articles.	Countries whence Imported.	Imported.		Home Consumption.		Duty.	
		Quantities.	Value.	Quantities.	Value.	Gross Amount Received in Currency	Rate.
			$		$		
Admiralty Charts	U. Kingdom	.....	554	.....	554	.....	Free
	Canada	.....	101	.....	101	.....	
		.....	655	.....	655	.....	
Agricultural Implements, Hay Binders, Air Motors and Incubators	U. Kingdom	.....	2,600	.....	2,600	.....	Free
	Canada	.....	9,240	.....	9,240	.....	
	U. States.....	.....	4,313	.....	4,313	.....	
	Germany ...	.....	2	.....	2	.....	
	St. Pierre ...	.....	5	.....	5	.....	
		.....	16,160	.....	16,160	.....	
Animals imported by Agricultural Societies, etc.....	Canada	.....	637	.....	637	.....	Free
Apparel of British Subjects dying abroad.....	U. Kingdom	.....	5	.....	5	.....	Free
	Canada	.....	507	.....	507	.....	
	U. States.....	.....	113	.....	113	.....	
		.....	625	.....	625	.....	
Articles for use of the Governor...	U. Kingdom	.....	5,957	.....	3,914	.....	Free
	Canada	.....	455	.....	3,141	.....	
	U. States.....	.....	11	.....	157	.....	
	B.W. Indies	.....	15	.....	15	.....	
	Spain	.....	.....	.....	17	.....	
	Holland	.....	.....	.....	6	.....	
	Portugal	.....	.....	.....	113	.....	
	France	.....	.....	.....	4	.....	
		.....	6,438	.....	7,367	.....	
Articles for the use of Army and Navy.	U. Kingdom	.....	22,956	.....	26,173	.....	Free
	Canada	.....	1,646	.....	4,187	.....	
	U. States.....	.....	339	.....	2,454	.....	
	B. W. Indies	.....	.....	.....	4	.....	
	France	.....	.....	.....	227	.....	
	Spain	.....	.....	.....	71	.....	
	Portugal	.....	.....	.....	184	.....	
	Sweden.....	.....	.....	.....	60	.....	
	Holland	.....	.....	.....	59	.....	
		.....	24,941	.....	33,419	.....	

General Imports into the Colony of Newfoundland for the Year ending 30th June, 1910.

ARTICLES.	Countries whence Imported.	IMPORTED.		HOME CONSUMPTION.		DUTY.	
		Quantities.	Value.	Quantities.	Value.	Gross Amount Received in Currency	Rate.
Articles for use of the Governm't.	U. Kingdom		$ 22,457		$ 22,457		Free
	Canada		19,057		19,057		
	U. States		9,722		9,722		
	St. Pierre		4		4		
			51,240		51,240		
Articles for use of Municipal Council.	U. Kingdom		3,213		3,213		Free
	Canada		5,147		5,147		
	U. States		2,200		2,200		
			10,560		10,560		
Articles for use of Foreign Consuls	U. Kingdom		66		66		Free
	U. States		351		351		
			417		417		
Articles for Religious Purposes.	U. Kingdom		4,082		4,082		Free
	Canada		6,923		6,943		
	U. States		5,289		5,380		
	Spain		341		528		
	Germany		280		280		
	St. Pierre		10		10		
			16,925		17,223		
Articles for Anglo-Development Co	U. Kingdom		8,277		8,277		Free
	Canada		14,390		14,390		
	U. States		420,617		420,617		
	Germany		9		9		
			443,293		443,293		
Articles for Albert Reed Co.	U. Kingdom		6,572		6,572		Free
	Canada		7		7		
	U. States		130,902		130,902		
	Norway		36,144		36,144		
			173,625		173,625		
Artificial Limbs	U. Kingdom		494		494		Free
	Canada		100		100		
	U. States		1,417		1,417		
			2,011		2,011		

General Imports into the Colony of Newfoundland for the Year ending 30th June, 1910.

Articles.	Countries whence Imported.	Imported.		Home Consumption.		Duty.	
		Quantities.	Value.	Quantities.	Value.	Gross Amount Received in Currency	Rate.
			$		$		
Bags, Barrels, etc., of Nfld. Produce returned.	U. Kingdom		2,854		2,854		Free
	Canada		433		433		
	U. States		216		216		
			3,503		3,503		
Bait	Canada		171		171		Free
	St. Pierre		14		14		
			185		185		
Bark, Cutch, Logwood, etc	U. Kingdom		7,087		7,087		Free
	Canada		1,698		1,698		
	U. States		6,456		6,456		
	St. Pierre		10		10		
			15,251		15,251		
Baking Powder Ingredients	Canada		343		343		Free
Boilers and Ships Plates	U. Kingdom		5,371		5,371		Free
	U. States		41		41		
			5,412		5,412		
Block Straps etc., for Blockmakers.	U. Kingdom		50		50		Free
	U. States		575		575		
			625		625		
Books—Printed, not to be Written upon, Annuals and Magazines.	U. Kingdom		34,624		34,624		Free
	Canada		7,381		7,381		
	U. States		8,922		8,922		
	Germany		782		782		
	Italy		20		20		
			51,729		51,729		

General Imports into the Colony of Newfoundland for the Year ending 30th June, 1910.

Articles.	Countries whence Imported.	Imported.		Home Consumption.		Duty.	
		Quantities.	Value.	Quantities.	Value.	Gross Amount Received in Currency	Rate.
Chair Cane ..	U. States.....	.....	$ 30	.....	$ 30	$	Free
Clothing for Charitable Purposes ...	U. Kingdom	.....	1,553	.....	1,553	.....	Free
	Canada	.....	1,014	.....	1,014	.....	
	U. States.....	.....	4,948	.....	4,948	.....	
	St. Pierre....	.....	5	.....	5	.....	
		.....	7,520	.....	7,520	.....	
Coal.....	U. Kingdom	Tons. 2,238	8,683	Tons. 2,238	8,683	.....	Free
	Canada	25,735	84,213	25,735	84,213	.....	
	U. States.....	1,294	6,041	1,294	6,041	.....	
	St. Pierre ...	19	103	19	103	.....	
		29,286	99,040	29,286	99,040	.....	
Coin and Bullion	U. Kingdom	.....	102,000	.....	102,000	.....	Free
	Canada	.....	10,053	.....	10,053	.....	
		.....	112,053	.....	112,053	.....	
Copper, Bitumen, Iron, Oxide to make Copper Paint.	U. Kingdom	.....	811	.....	811	.....	Free
	Canada	.....	384	.....	384	.....	
		.....	1,195	.....	1,195	.....	
Corn for Brooms ...	Canada	.....	15	.....	15	.....	Free
	U. States.....	.....	10,775	.....	10,775	.....	
		.....	10,790	.....	10,790	.....	
Cotton Yarn, Raw Cotton etc.	U. Kingdom	.....	1,577	.....	1,577	.....	Free
	Canada	.....	585	.....	585	.....	
	U. States.....	.....	2,547	.....	2,547	.....	
		.....	4,709	.....	4,709	.....	

General Imports into the Colony of Newfoundland for the Year ending 30th June 1910

Articles.	Countries whence Imported.	Imported.		Home Consumption.		Duty.	
		Quantities.	Value.	Quantities.	Value.	Gross Amoun Received in Currency	Rate.
			$		$		
Cotton Seed Oil...	U. Kingdom		47		47		Free
	Canada		43		43		
	U. States		31		31		
			121		121		
Equipments for Brigades and Salvation Army.....	U. Kingdom		6,439		6,439		Free
	Canada		80		80		
	U. States		209		209		
			6,728		6,728		
Fish— British Caught and Cured	U. Kingdom		11		11		Free
	Canada		12,164		12,164		
	U. States		1,330		1,330		
	Italy		960		960		
			14,465		14,465		
		Brls.		Brls.			
Flour	U. Kingdom	51	315	51	315		Free
	Canada	334,729	1,850,010	334,729	1,850,010		
	U. States	75,745	407,386	75,745	407,386		
	St. Pierre	1	4	1	4		
		410,526	2,257,715	410,526	2,257,715		
Fruit (dried)— Currants, Sultana Raisins, produce of Greece		Lbs.		Lbs.			
	U. Kingdom	13,444	570	13,444	570		Free
	Greece	474,905	24,148	474,905	24,148		
		488,349	24,718	488,349	24,718		
Globes, etc., for schools..	U. Kingdom		177		177		Free
	Canada		1,076		1,076		
	U. States		1,803		1,803		
			3,056		3,056		

General Imports into the Colony of Newfoundland for the Year ending 30th June, 1910.

ARTICLES.	Countries whence Imported.	Imported.		Home Consumption.		Duty.	
		Quantities.	Value.	Quantities.	Value.	Gross Amount Received in Currency	Rate.
Hemp—			$		$		
Hemp and Coir Yarn, Sisal, etc...	U. Kingdom		69,164		69,164		Free
	Canada		21,913		21,913		
	Italy		334		334		
			91,411		91,411		
Hides—							
Raw	U. Kingdom		10,449		10,449		Free
	Canada		3,938		3,938		
	U. States		44		44		
			14,431		14,431		
Indian Corn.	Canada		360		360		Free
	U. States		12,188		12,188		
			12,548		12,548		
Junk	U. States		1,375		1,375		Free
	St. Pierre		100		100		
			1,475		1,475		
Kerosene Oil		Gals		Gals			
	Canada	258,838	32,882	258,838	32,882		Free
	U. States	851,046	98,254	851,046	98,254		
	St. Pierre	2	1	2	1		
		1,109,886	131,137	1,109,886	131,137		
Lines and Twines	U. Kingdom		7,214		7,214		Free
	Canada		11,573		11,573		
	U. States		23,265		23,265		
	St. Pierre		406		406		
			42,458		42,458		
Machinery for Mining Purposes	U. Kingdom		46,148		46,148		Free
	Canada		92,568		92,568		
	U. States		38,198		38,198		
			176,914		176,914		

General Imports into the Colony of Newfoundland for the Year ending 30th June, 1910.

Articles.	Countries whence Imported.	Imported.		Home Consumption.		Duty.	
		Quantities.	Value.	Quantities.	Value.	Gross Amount Received in Currency	Rate.
Machinery for Local Industries	U. Kingdom		$ 7,436		$ 7,436	$	Free
	Canada		10,862		10,862		
	U. States		8,831		8,831		
	France		92		92		
			27,221		27,221		
Motor Engines	U. Kingdom		761		761		Free
	Canada		1,411		1,411		
	U. States		6,254		6,254		
	Denmark		7,472		7,472		
			15,898		15,898		
Manures	U. Kingdom		5,530		5,530		Free
	Canada		385		385		
	U. States		631		631		
			6,546		6,546		
Material for Sheathing Vessels	U. Kingdom		3,326		3,326		Free
	Canada		104		104		
	U. States		35		35		
			3,465		3,465		
Material for Shipbuilding— Board, Plank, etc.	Canada		380		380		Free
	U. States		1		1		
	St. Pierre		292		292		
			673		673		
Material for Branch Railways	U. Kingdom		4,797		4,797		Free
	Canada		76,616		76,616		
	U. States		3,526		3,526		
			84,939		34,939		
Material for Pebble Co.	U. States		2,528		2,528		Free

General Imports into the Colony of Newfoundland for the Year ending 30th June, 1910.

ARTICLES.	Countries whence Imported.	IMPORTED.		HOME CONSUMPTION.		DUTY.	
		Quantities.	Value.	Quantities.	Value.	Gross Amount Received in Currency	Rate.
Material for Wire Nail Manufacturers	U. Kingdom		$ 2,336		$ 2,336	$	Free
	Canada		14,805		14,805		
	U. States		11,968		11,968		
			29,109		29,109		
Material for Wireless Telegraphy	Canada		63		63		Free
	U. Kingdom		68		68		
			131		131		
Molasses	U. Kingdom	Gals. 100	32	Gals. 100	32		Free
	Canada	81,226	28,068	81,226	28,068		
	U. States	5,740	1,175	5,740	1,175		
	B. W. Indies	1,255,156	281,118	1,255,156	281,118		
		1,342,222	310,393	1,342,222	310,393		
Oil Cake, Meal and Cattle Feed	U. Kingdom		5,140		5,140		Free
	Canada		31,452		31,452		
	U. States		59,161		59,161		
	B.W. Indies		291		291		
	St. Pierre		2		2		
			96,046		96,046		
Parchments, etc.	U. Kingdom		1,551		1,551		Free
	Canada		361		361		
	U. States		561		561		
	Germany		969		969		
			3,442		3,442		
Pig Iron	U. Kingdom		7,248		7,248		Free
	Canada		460		460		
			7,708		7,708		
Plants, Trees, Shrubs, Seeds for Agricultural purposes	U. Kingdom		3,455		3,455		Free
	Canada		5,198		5,198		
	U. States		3,244		3,244		
	St. Pierre		3		3		
	Holland		1,471		1,471		
	Belgium		70		70		
	Germany		54		54		
			13,495		13,495		

General Imports into the Colony of Newfoundland for the Year ending 30th June, 1910.

Articles.	Countries whence Imported.	Imported.		Home Consumption.		Duty.	
		Quantities.	Value.	Quantities.	Value.	Gross Amount Received in Currency	Rate.
Printing Material—Presses, Type, etc...	U. Kingdom	.....	$ 3,344	.....	$ 3,344	$	Free
	Canada	.....	15,742	.....	15,742	.....	
	U. States ...	.....	11,293	.....	11,293	.....	
		.....	30,379	.....	30,379	.....	
Salt	Canada	Tons. 3,136	17,094	Tons. 3,136	17,094	.....	Free
	U. States	1,326	6,600	1,326	6,600	.....	
	Spain	44,599	70,250	44,599	70,250	.....	
	Portugal	3,788	8,466	3,788	8,466	.....	
	Italy	140	150	140	150	.....	
	St. Pierre.....	280	1,162	280	1,162	.....	
		53,269	103,722	53,269	103,722	.....	
Sand and Clay	U. Kingdom	.....	34	.....	34	.....	Free
	Canada	.....	270	.....	270	.....	
	U. States	.....	426	.....	426	.....	
		.....	730	.....	730	.....	
Sausage Casings —	Canada	.....	21	.....	21	.....	Free
	U. States.....	.....	812	.....	812	.....	
		.....	833	.....	833	.....	
Steel Shafting for Steamers ..	U. Kingdom	.....	414	.....	414	.....	Free
	Canada	.....	1,857	.....	1,857	.....	
		.....	2,271	.....	2,271	.....	
Supplies for Deep Sea and Moravian Missions.	U. Kingdom	.....	2,491	.....	2,491	.....	Free
	Canada	.....	7,668	.....	7,668	.....	
	U. States	.....	17,574	.....	17,574	.....	
		.....	27,733	.....	27,733	.....	

General Imports into the Colony of Newfoundland for the Year ending 30th June, 1910.

Articles.	Countries whence Imported.	Imported.		Home Consumption.		Duty.	
		Quantities.	Value.	Quantities.	Value.	Gross Amount Received in Currency	Rate.
			$		$	$	
Settlers Effects	U. Kingdom		4,161		4,161		Free
	Canada		21,144		21,144		
	U. States		10,759		10,759		
	France		150		150		
	St. Pierre		353		353		
			36,567		36,567		
Scientific Instruments	U. Kingdom		740		740		Free
	Canada		547		547		
	U. States		304		304		
			1,591		1,591		
Stereotypes, Electro-plates, etc.	U. Kingdom		46		46		Free
	Canada		594		594		
	U. States		267		267		
			907		907		
Surgical Instruments	U. Kingdom		207		207		Free
	Canada		1,122		1,122		
	U. States		731		731		
			2,060		2,060		
Wire for Boots and Shoes	U. Kingdom		36		36		Free
	U. States		1,398		1,398		
			1,434		1,434		
Wheat	U. Kingdom		3		3		Free
	Canada		23		23		
			26		26		

General Imports into the Colony of Newfoundland for the Year ending 30th June, 1910.

ARTICLES.	Countries whence Imported.	Imported. Quantities.	Imported. Value.	Home Consumption. Quantities.	Home Consumption. Value.	Duty. Gross Amount Received in Currency	Duty. Rate.
Wool—Unmanufactured	U. Kingdom	.....	$ 447	.....	$ 447	.....	Free
	Canada	.....	967	.....	967	.....	
	St. Pierre ...	.....	160	.....	160	.....	
		.....	1,574	.....	1,574	.....	
Works of Art	U. Kingdom	.....	255	.....	255	.....	Free
Butterine Manufacture—Oils ..	U. Kingdom	.....	54,053	.....	54,053	.....	Free
	U. States....	.....	211,864	.....	211,864	.....	
	France	.....	2,532	.....	2,532	.....	
	Denmark	.....	4,057	.....	4,057	.....	
		.....	272,506	.....	272,506	.....	
Butterine Manufacture—Lard.	U. Kingdom	.....	3,460	.....	3,460	.....	Free
	U. States....	.....	108,872	.....	108,872	.....	
		.....	112,332	.....	112,332	.....	
Butterine Manufacture—Sundries	U. Kingdom	.....	2,528	.....	2,528	.....	Free
	Canada	.....	188	.....	188	.....	
	U. States	.....	731	.....	731	.....	
		.....	3,447	.....	3,447	.....	
Anglo - American Telegraph Co...	U. Kingdom	.....	2,065	.....	2,065	.....	Free
	Canada	.....	1,081	.....	1,081	.....	
	U. States.....	.....	3,156	.....	3,156	.....	
		.....	6,302	.....	6,302	.....	
Tobacco Manufacture—Leaf..	U. States.....	Lbs. 164,389	16,041	Lbs 164,389	16,041	.....	Free
Tobacco Manufacture—Sundries	U. States	.....	3,565	.....	3,565	.....	Free

Total Value of Imports of the Colony of Newfoundland from each Country for the Year ending 30th June, 1910

Countries.	Dutiable Articles.	Free Articles.	Total.
United Kingdom	$2,442,060	$ 498,341	$2,940,401
Canada	2,152,466	2,407,293	4,559,759
B. W. Indies	34,226	281,424	315,650
Ceylon	78,826		78,826
Gibraltar	1		1
India	16,631		16,631
Malta	250		250
Egypt	174		174
A. W. Indies	1,560		1,560
Belgium	36,981	70	37,851
Austria	1,594		1,594
Brazil	22		22
China	437		437
Denmark		11,529	11,529
France	11,685	2,774	14,459
St. Pierre	5,203	2,634	7,837
Germany	15,384	2,096	17,480
Greece		24,148	24,148
Holland	35,005	1,471	36,476
Italy	1,054	1,464	2,518
Japan	535		535
Norway	10,025	36,144	46,169
Portugal	21,901	8,466	30,367
Spain	10,486	70,591	81,077
Sweden	3,313		3,313
Switzerland	240		240
United States	2,856,679	1,714,513	4,571,192
	$7,736,738	$5,062,958	$12,799,696

General Exports from the Colony of Newfoundland for the Year ending 30th June, 1910.

Articles	Countries to which exported.	Quantities.			Value in Currency		
		Produce and Manufactures of the Colony	British, Foreign, and other Colonial Produce and Manufactures	Total	Produce and Manufactures of the Colony	British, Foreign, and other Colonial Produce and Manufactures	Total.
		No.		No.	$	$	$
Antlers	U. Kingdom	97	.....	97	2,132	.....	2,132
	Canada	22	....	22	266	.....	266
	U. States ...	191	....	191	1,304	.....	1,304
	Brazil	2	.....	2	50	....	50
	Austria	6	.....	6	30	.....	30
		318	....	318	3,782	.....	3,782
			Brls.	Brls.			
Beef	U. Kingdom	.....	150	150	.....	1,725	1,725
	Canada	....	2	2	.....	28	28
	U. States....	.....	152	152	....	1,744	1,744
	B.W. Indies	.....	102	102	....	1,159	1,159
		. .....	406	406	....	4,656	4,656
		Brls.		Brls.			
Berries.....	U. Kingdom	24	.....	24	107	.....	107
	Canada	168	.....	168	742	.....	742
	U. States.....	8,462	....	8,462	39,600	.....	39,600
	St. Pierre ...	1	.....	1	3	....	3
		8,655	....	8,655	40,452	.....	40,452
		Lbs.		Lbs			
Biscuits	U. Kingdom	730	.....	730	24	.....	24
	Canada	12,751	....	12,751	607	.....	607
	U. States.....	10,450	.....	10,450	467	.....	467
		23,931	....	23,931	1,098	....	1,098
		No.		No.			
Boats	Canada	9	....	9	98	.....	98
Books.....	U. Kingdom	....	.....	.....	.....	222	222
	Canada	.....	... .	.....	....	382	382
	U. States	.....	.....	.....	....	326	326
		.....	....	....	.....	930	930
Butter	Canada	.....	.....	.....	20	.....	20
	St. Pierre ...	.....	.....	....	27	. ...	27
		....	....	... .	47	....	47

General Exports from the Colony of Newfoundland for the Year ending 30th June, 1910

Articles	Countries to which exported.	Quantities.			Value in Currency.		
		Produce and Manufactures of the Colony.	British Foreign, and other Colonial Produce and Manufactures.	Total.	Produce and Manufactures of the Colony.	British, Foreign, and other Colonial Produce and Manufactures	Total
					$	$	$
Cabbage ...	Canada	.....	.....	.....	63	.....	63
	U. States.....	.....	.....	.....	6	.....	6
	St. Pierre.....	.....	.....	.....	182	.....	182
		.....	.....	.....	251	.....	251
Caplin—		Brls		Brls			
Dried	U. Kingdom	279	.....	279	523	....	523
	Canada	431	....	431	645	.....	645
	U. States.....	49	.....	49	99	....	99
	B. W. Indies	35	.....	35	35	.....	35
	Spain.....	24	.....	24	48	.....	48
	Holland	1	....	1	2	..... .	2
	St. Pierre ...	181	.....	181	273	.....	273
		1,000	....	1,000	1,625	.....	1,625
Caplin— Fresh.....	Canada	.....	....	.....	1	.....	1
Caplin— Smoked..	Canada	.....	.....	.....	55	.....	55
	U. States	....	.....	.....	21	....	21
	B. W. Indies	....	....	.....	2	.....	2
		....	.....	.....	78	.....	78
Casks—			No.	No.			
Empty...	U. Kingdom	.....	258	258	....	207	207
	Canada	.....	15	15	.....	15	15
		.....	273	273	....	222	222
			Tons.	Tons.			
Coal	St. Pierre ...	.....	90	90	.....	280	280
			Brls.			Brls	
Cod Roes ..	U. Kingdom	421	.....	421	2,155	.....	2,155
	Canada	300	....	300	1,414	....	1,414
	U. States.....	171	.....	171	834	.....	834
	France	462	.....	462	2,633	.....	2,533
		1,354	.....	1,354	7,036	.....	7,036

General Exports from the Colony of Newfoundland for the Year ending 30th June, 1910

Articles	Countries to which exported.	Quantities.			Value in Currency.		
		Produce and Manufactures of the Colony.	British, Foreign and other Colonial Produce and Manufactures.	Total.	Produce and Manufactures of the Colony.	British, Foreign, and other Colonial Produce and Manufactures	Total
					$	$	$
Coin	U. Kingdom	.....	.....	.....	....	480	480
	Canada	.....	....	....	.....	2,100	2,100
		.....	....	....	....	2,580	2,580
		No.	No.	No.			
Deer Skins	U. Kingdom	.....	65	65	.....	140	140
	Canada	10	....	10	31	.....	31
	U. States....	10	....	10	34	.....	34
		20	65	85	65	140	205
		No.		No.			
Dogs..... ...	Canada	8	.....	8	71	.....	71
	U. States.....	2	....	2	37	....	37
		10	.....	10	108	.....	108
Dry Goods.	U. Kingdom	.....	.....	.....	....	2,063	2,063
	Canada	.....	.....	.....	....	1,617	1,617
	U. States	....	.....	.....	.....	1,312	1,312
		.....	.....	.....	....	4,992	4,992
		Brls.		Brls.			
Eels	U. States	5	.....	5	15	....	15
		Lbs		Lbs.			
Feathers...	U. Kingdom	2,395	....	2,395	314	.....	314
	Canada	100	.....	100	13	.....	13
	St. Pierre....	100	....	100	10	.....	10
		2,595	.....	2,595	337	....	337
Fish— Boneless..	Canada	....	.....	.....	2,863	.....	2,863
	U. States	.....	....	.....	53	.....	53
	Brazil	....	....	....	176	. .....	176
		.....	....	.....	3,092	....	3,092
Fish— Canned ...		Cases.		Cases.			
	U. Kingdom	5	....	5	23	..... .	23
	Canada	937	.....	937	4,755	.....	4,755
	U. States	145	.....	145	713	....	713
	Brazil	2	.....	2	10	.....	10
	Portugal	38	.....	38	100	... .	100
		1,127	....	1,127	5,601	.....	5,601

General Exports from the Colony of Newfoundland for the Year ending 30th June, 1910

Articles	Countries to which exported	Quantities			Value in Currency.		
		Produce and Manufactures of the Colony.	British, Foreign, and other Colonial Produce and Manufactures.	Total.	Produce and Manufactures of the Colony.	British, Foreign, and other Colonial Produce and Manufactures	Total.
Fish—		Qtls.		Qtls.	$	$	$
Dried Cod	U. Kingdom	25,755	.. ..	25,755	108,826	.....	108,826
	Canada	85,938	.....	85,938	367,659	....	367,659
	B. W. Indies	93,885	....	93,885	413,902	.....	413,902
	Malta	3,951	.....	3,951	16,244	.....	16,244
	U. States....	8,565	....	8,565	40,741	.....	40,741
	A. W. Indies	18,508	.....	18,508	89,467	.....	89,467
	Panama	760	.....	760	3,206	.....	3,206
	Arg. Repub.	109	....	109	600	.....	600
	Algeria	140	....	140	1,020	.....	1,020
	Columbia	124	... .	124	669	.....	669
	Costa Rica...	847	.....	847	4,437	.....	4,437
	Greece	89,708	.....	89,708	372,566	....	372,566
	Italy	253,542	.....	253,542	1,192,341	.....	1,192,341
	Spain	199,662	.....	199,662	882,263	....	882,263
	Portugal	321,296	.....	321,296	1,691,545	.....	1,691,545
	Brazil	395,143	.....	395,143	2,100,428	.....	2,100,428
	Madeira	4,336	.....	4,336	21,864	....	21,864
		1,502,269	.....	1,502,269	7,307,778	....	7,307,778
Fish—		Lbs.		Lbs.			
Fresh	Canada	122,270	....	122,270	5,987	.....	5,987
	U. States	5,100	....	5,100	119	.....	119
	St. Pierre ...	400	.....	400	9	....	9
		127,770	....	127,770	6,115	....	6,115
Fish—		Qtls.		Qtls.			
Pickled ...	Canada	3,055	.....	3,055	8,877	.....	8,877
	U. States	3,278	....	3,278	6,437	....	6,437
		6,333	....	6,333	15,314	.....	15,314
			Brls.	Brls.			
Flour..... ...	U. Kingdom	.....	4	4	....	28	28
	Canada	....	5	5	.....	28	28
		.....	9	9	.....	56	56
Foxes—		No.		No.			
Alive	Canada	13	.....	13	275	.....	275
Furs	U. Kingdom	.....	.....	.....	36,393	.....	36,393
	Canada	.....	....	....	44,414	.....	44,414
	U. States.....	.....	....	.....	5,503	.....	5,503
		.....	....	.....	86,310	....	86,310

General Exports from the Colony of Newfoundland for the Year ending 30th June, 1910.

Articles.	Countries to which exported.	Quantities.			Value in Currency.		
		Produce and Manufactures of the Colony.	British, Foreign, and other Colonial Produce and Manufactures.	Total.	Produce and Manufactures of the Colony	British, Foreign, and other Colonial Produce and Manufactures.	Total
Game	U. Kingdom				45		45
	Canada				127		127
	U. States				27		27
	St. Pierre				146		146
					345		345
Granite	Canada	Tons. 430		Tons 430	612		612
Groceries	U. Kingdom					963	963
	Canada					301	301
	U. States					828	828
						2,092	2,092
Haddock—Fresh	Canada				108		108
Haddock—Salted	Canada	Qtls. 514		Qtls. 514	1,789		1,789
	U. States	120		120	502		502
	B. W. Indies	488		488	1,941		1,941
	Portugal	643		643	1,970		1,970
	Spain	289		289	836		836
	Italy	314		314	1,067		1,067
	A. W. Indies	12		12	60		60
		2,380		2,380	8,165		8,165
Halibut—Fresh	U, Kingdom	Lbs. 130		Lbs 130	12		12
	Canada	139,634		139,634	6,827		6,827
	U. States	125,423		125,423	5,107		5,107
		265,187		265,187	11,946		11,946
Hake	Canada	Qtls. 13		Qtls. 13	30		30
	U. States	9		9	80		80
	Portugal	10		10	30		30
		32		32	140		140

General Exports from the Colony of Newfoundland for the Year ending 30th June, 1910

ARTICLES	Countries to which exported.	QUANTITIES.			VALUE IN CURRENCY.		
		Produce and Manufactures of the Colony.	British Foreign, and other Colonial Produce and Manufactures.	Total.	Produce and Manufactures of the Colony.	British, Foreign, and other Colonial Produce and Manufactures	Total
Hams.....	Canada	.....	Lbs. 623	Lbs. 623	$	$ 97	$ 97
Hardware .	U. Kingdom	.....	.....	.....	.....	383	383
	Canada	.....	.....	.....	.....	1,650	1,650
	U. States	.....	.....	.....	.....	1,273	1,273
		.....	.....	.....	.....	3,306	3,306
Hay..... ...	St. Pierre.....	Tons. 38	.....	Tons. 38	599	.....	599
Herring— Bulk.....	Canada	Brls. 1,900	.....	Brls. 1,900	4,750	.....	4,750
	U. States.....	57,075	.....	57,075	88,664	.....	88,664
		58,975	.....	58,975	93,414	.....	93,414
Herring— Fresh	Canada	.....	.....	.....	103	.....	103
Herring— Frozen...	Canada	Brls. 4,589	.....	Brls. 4,589	9,148	.....	9,148
	U. States.....	19,130	.....	19,130	43,093	.....	43,093
		23,719	.....	23,719	52,241	.....	52,241
Herring— Pickled ..	U. Kingdom	Brls. 4,201	.....	Brls. 4,201	15,001	.....	15,001
	Canada	27,300	.....	27,300	66,633	.....	66,633
	U. States	13,414	.....	13,414	36,868	.....	36,868
	B. W. Indies	10,713	.....	10,713	34,679	.....	34,679
	A. W. Indies	801	.....	801	3,033	.....	3,033
	Germany	102	.....	102	363	.....	363
	Columbia	3	.....	3	10	.....	10
		56,534	.....	56,534	156,587	.....	156,587
Herring— Smoked..	Canada	.....	.....	.....	10	.....	10

General Exports from the Colony of Newfoundland for the Year ending 30th June, 1910.

Articles	Countries to which exported.	Quantities.			Value in Currency		
		Produce and Manufactures of the Colony	British, Foreign, and other Co'onial Produce and Manufactures	Total	Produce and Manufactures of the Colony	British, Foreign, and other Colonial Produce and Manufactures	Total.
Hides..... ..	Canada	....	....	.....	$ 2,592	$	$ 2,592
Horses.....	Canada	No. 80	No. 5	No. 85	4,460	250	4,710
Household Effects...	U. Kingdom	.....	.....	.....	....	1,138	1,138
	Canada	.....	....	.....	. .....	17,925	17,925
	U. States.....	.....	.....	.....	.....	4,589	4,589
	St. Pierre....	.....	....	....	.....	13	13
		.....	.....	....	.....	23,665	23,665
Iron—Old..	U. Kingdom	.....	.....	....	.....	42	42
	Canada	.....	....	.....	.....	5,320	5,320
	U. States.....	.....	.....	.....	.....	3,792	3,792
		.....	....	.....	.....	9,154	9,154
Jewellery ..	U. Kingdom	.....	.....	.. ..	.....	485	485
	Canada	.....	.....	.....	....	82	82
	U. States.....	.....	. .....	.....	.....	50	50
		.....	.....	.....	....	617	617
Junk.....	Canada	....	.....	.....	....	968	968
	U. States.....	.....	....	.....	.....	11,502	11,502
		.....	.....	.....	.....	12,470	12,470
Laths	Canada	M 4	.....	M 4	10	....	10
	U. States.....	4,851	....	4,851	9,602	.....	9,602
	St. Pierre.....	13	.....	13	34	.....	34
		4,868	.....	4,868	9,646	.....	9,646
Leather ...	Canada	.....	.....	.....	2,483	....	2,483
	U. States ...	.....	....	.....	55	.....	55
		... .	.....	.....	2,538	.....	2,538

General Exports from the Colony of Newfoundland for the Year ending 30th June, 1910

Articles.	Countries to which exported.	Quantities.			Value in Currency.		
		Produce and Manufactures of the Colony.	British, Foreign, and other Colonial Produce and Manufactures.	Total.	Produce and Manufactures of the Colony.	British, Foreign, and other Colonial Produce and Manufactures	Total.
					$	$	$
Leather-wear...	U. Kingdom					102	102
	Canada					417	417
	U. States					52	52
						571	571
Lines and Twines...	U. Kingdom				35		35
	Canada				562	332	894
	U. States				97		97
					694	332	1,026
		Qtls.		Qtls.			
Ling	Canada	244		244	976		976
	B.W. Indies	152		152	496		496
	A. W. Indies	88		88	264		264
	Portugal	30		30	92		92
	Italy	656		656	2,064		2,064
	Spain	136		136	322		322
		1,306		1,306	4,214		4,214
Lobsters— Preserved		Cases.		Cases.			
	U. Kingdom	6,387		6,387	83,370		83,370
	Canada	2,217		2,217	27,411		27,411
	U. States	155		155	1,880		1,880
	Germany	15,512		15,512	203,442		203,442
	Belgium	750		750	9,180		9,180
	Holland	925		925	11,162		11,162
	Brazil	1		1	14		14
	Gibraltar	1		1	13		13
	Denmark	105		105	1,300		1,300
	Malta	1		1	12		12
	Portugal	2		2	26		26
	St. Pierre	2		2	25		25
		26,058		26,058	337,835		337,835
		M		M.			
Lumber	U. Kingdom	1,875		1,875	27,000		27,000
	Canada	677		677	6,848		6,848
	U. States	2,381		2,381	41,737		41,737
	Arg. Repub.	2,725		2,725	68,100		68,100
	St. Pierre	49		49	981		981
		7,707		7,707	144,666		144,666

General Exports from the Colony of Newfoundland for the Year ending 30th June, 1910

Articles.	Countries to which exported.	Quantities.			Value in Currency.		
		Produce and Manufactures of the Colony.	British, Foreign, and other Colonial Produce and Manufactures.	Total.	Produce and Manufactures of the Colony.	British, Foreign, and other Colonial Produce and Manufactures	Total.
					$	$	$
Machinery	U. Kingdom					6,583	6,583
	Canada					6,703	6,703
	U. States					8,362	8,362
	Denmark					80	80
						21,728	21,728
Medicine	Canada					23	23
Metal—							
Old	U. Kingdom					862	862
	Canada					1,432	1,432
	U. States					5,827	5,827
						8,121	8,121
Mineral—		Tons.		Tons.			
Copper	U. Kingdom	35,336		35,336	187,509		187,509
	U. States	1,700		1,700	10,200		10,200
		37,036		37,036	197,709		197,709
Mineral—		Tons.		Tons.			
Iron	U. Kingdom	57,420		57,420	63,162		63,162
	Canada	641,885		641,885	706,073		706,073
	U. States	254,750		254,750	280,225		280,225
	Holland	105,825		105,825	116,407		116,407
		1,059,880		1,059,880	1,165,867		1,165,867
Mineral—		Tons.		Tons.			
Labradorite.	U. Kingdom	3		3	100		100
	Canada	10		10	500		500
	U. States	5		5	200		200
		18		18	800		800
Mineral—		Tons		Tons.			
Talc	U. States	1,400		1,400	5,600		5,600
Minerals—							
Samples	U. Kingdom				8		8
	Canada				2		2
	U. States				2		2
					12		12

General Exports from the Colony of Newfoundland for the Year ending 30th June, 1910.

Articles.	Countries to which exported.	Quantities.			Value in Currency.		
		Produce and Manufactures of the Colony.	British, Foreign, and other Colonial Produce and Manufactures.	Total.	Produce and Manufactures of the Colony.	British, Foreign, and other Colonial Produce and Manufactures	Total
Miscellaneous Articles.....	U. Kingdom	.....	....	.....	.....	$ 10,445	$ 10,445
	Canada	.....	....	.....	.....	8,426	8,426
	U. States	.....	.....	.....	.....	3,056	3,056
	Norway.....	.....	....	.....	.....	640	640
	St. Pierre ...	.....	.....	.....	.....	332	332
		.....	.....	.....	.....	22,899	22,899
Molasses...	Canada	.....	Gals. 3,780	Gals. 3,780	.....	918	918
Musical Instruments ...	Canada	.....	....	.....	.....	205	205
Oil—Cod...	U. Kingdom	Tuns. 2,132	.....	Tuns. 2,132	153,659	.....	153,659
	Canada	409	.....	409	29,999	.....	29,999
	U. States ...	2,135	....	2,135	154,139	.....	154,139
	Australia	146	.....	146	10,571	.....	10,571
	Germany ...	17	.. ..	17	1,260	.....	1,260
	France	17	....	17	1,698	.....	1,698
	Austria	9	.....	9	663	....	663
	Greece	8	.....	8	560	.....	560
		4,873	....	4,873	352,549	.....	352,549
Oil— Cod Liver	U. Kingdom	Gals. 12,083	....	Gals. 12,083	5,316	....	5,316
	Canada	10,241	....	10,241	6,772	.....	6,772
	U. States.....	17,908	.....	17,908	12,901	.....	12,901
	Australia	3,450	.. ..	3,450	1,000	.....	1,000
	A. W. Indies	125	.....	125	75	....	75
	Italy	500	....	500	400	.....	400
		44,307	.....	44,307	26,464	.....	26,464
Oil—Seal...	U. Kingdom	Tuns. 3,752	....	Tuns. 3,752	322,261	.....	322,261
	Canada	181	.....	181	16,767	....	16,767
	U. States.....	238	.....	238	23,583	..... .	23,583
	Germany	637	....	637	59,002	....	59,002
	Belgium.	424	....	424	38,201	.....	38,201
		5,232	.....	5,232	459,814	.....	459,814

General Exports from the Colony of Newfoundland for the Year ending 30th June, 1910

Articles	Countries to which exported.	Quantities.			Value in Currency		
		Produce and Manufactures of the Colony	British, Foreign, and other Colonial Produce and Manufactures	Total	Produce and Manufactures of the Colony	British, Foreign, and other Colonial Produce and Manufactures	Total.
Oil— Shark.....	U. Kingdom	.....	.....	.....	$ 10	$	$ 10
Oil— Whale ...		Tuns.		Tuns	$		
	U. Kingdom	1,836	.....	1,836	133,456	.....	133,456
	Canada	126	.....	126	9,492	.....	9,492
	U. States	44	.....	44	3,672	.....	3,672
	Greece	9	.....	9	720	.....	720
		2,015	.....	2,015	147,340	.....	147,340
Oxen	St. Pierre ...	No. 19	.....	No. 19	868	.....	868
Paper		Tons.		Tons			
	U. Kingdom	6,966	.....	6,966	311,834	.....	311,834
	U. States	900	.....	900	40,321	.....	40,321
		7,866	.....	7,866	352,155	.....	352,155
Pulp		Tons.		Tons			
	U. Kingdom	6,698	.....	6,698	67,611	.....	67,611
	U. States.....	155	.....	155	1,553	.....	1,553
		6,853	.....	6,853	69,164	.....	69,164
Pailings.....	Canada	.....	.....	.....	49	.....	49
Pebbles	U. States ...	.....	.....	.....	135	.....	135
Pollock		Qtls.		Qtls.			
	B. W. Indies	48	.....	48	184	.....	184
	Spain.....	35	.....	35	70	.....	70
		83	.....	83	254	.....	254
Pork.....			Brls.	Brls.			
	Canada	.....	21	21	.....	406	406
	B. W. Indies	.....	52	52	.....	975	975
		.....	73	73	.....	1,381	1, 81

General Exports from the Colony of Newfoundland for the Year ending 30th June, 1910.

Articles.	Countries to which exported.	Quantities.			Value in Currency.		
		Produce and Manufactures of the Colony.	British, Foreign, and other Colonial Produce and Manufactures.	Total.	Produce and Manufactures of the Colony.	British, Foreign, and other Colonial Produce and Manufactures	Total
		Brls.		Brls.	$	$	$
Potatoes ...	Canada	33	.....	33	84	.....	84
	U. States.....	7	.....	7	11	.....	11
		40	.....	40	95	.....	95
Poultry	U. Kingdom	.....	.....	.....	10	.....	10
	Canada	.....	.....	.....	4	.....	4
	St. Pierre ...	.....	.....	.....	30	.....	30
		.....	.....	.....	44	.....	44
Rinds	Canada	.....	.....	.....	26	.....	26
Sacks	Canada	.....	.....	.....	.....	339	339
	U. States....	.....	.....	.....	.....	8,206	8,206
		.....	.....	.....	.....	8,545	8,545
Salmon—		Lbs.		Lbs			
Fresh.....	U. Kingdom	400	.....	400	40	.....	40
	Canada	136,603	.....	136,603	11,344	.....	11,344
	U. States	24,928	.....	24,928	1,621	.....	1,621
		161,931	.....	161,931	13,005	.....	13,005
Salmon—		Trcs.		Trcs.			
Pickled..	U. Kingdom	1,529	.....	1,529	37,420	.....	37,420
	Canada.....	1,087	.....	1,087	10,075	.....	10,075
	B. W. Indies	188	.....	188	3,274	.....	3,274
	U. States.....	30	.....	30	564	.....	564
	Panama	30	.....	30	522	.....	522
	Italy	93	.....	93	2,077	.....	2,077
	Greece	54	.....	54	1,470	.....	1,470
	Malta	58	.....	58	1,368	.....	1,368
	Columbia.....	4	.....	4	60	.....	60
	Portugal.....	1	.....	1	15	.....	15
		3,074	.....	3.074	56,845	.....	56,845

General Exports from the Colony of Newfoundland for the Year ending 30th June, 1910

Articles	Countries to which exported.	Quantities.			Value in Currency.		
		Produce and Manufactures of the Colony.	British, Foreign and other Colonial Produce and Manufactures.	Total.	Produce and Manufactures of the Colony.	British, Foreign, and other Colonial Produce and Manufactures	Total
		Cases.		Cases.	$	$	$
Salmon—Preserved	U. Kingdom	3		3	15		15
	Canada	44		44	234		234
	U. States	5		5	30		30
	Brazil	2		2	13		13
	St. Pierre	6		6	30		30
	Portugal	2		2	10		10
		62		62	332		332
Salmon—Smoked	Canada				7		7
	U. States				7		7
					14		14
			Tons.	Tons.			
Salt	Canada		325	325		1,865	1,865
		No.		No.			
Seals—Dressed	U. Kingdom	7		7	34		34
	Canada	10		10	51		51
	U. States	32		32	109		109
		49		49	194		194
		No.		No.			
Sealskins	U. Kingdom	179,699		179,699	212,126		212,126
	Canada	23		23	28		28
	U. States	192,782		192,782	248,066		248,066
		372,504		372,504	460,220		460,220
Sheep, etc.	St. Pierre	No. 129		No. 129	534		534
		M.		M.			
Shingles	Canada	11		11	22		22
	St. Pierre	7		7	14		14
		18		18	36		36
Shooks	St. Pierre					20	20

General Exports from the Colony of Newfoundland for the Year ending 30th June, 1910.

Articles	Countries to which exported.	Quantities.			Value in Currency.		
		Produce and Manufactures of the Colony.	British Foreign, and other Colonial Produce and Manufactures.	Total.	Produce and Manufactures of the Colony.	British, Foreign, and other Colonial Produce and Manufactures	Total
Slates.....	Canada	.....	....	.....	....	$ 40	$ 40
Smelts	Canada	.....	.....	.....	559	.....	559
	U. States	.....	.....	.....	3,705	.....	3,705
		.....	....	.....	4,264	.....	4,264
Sounds and Tongues ..	Canada	... .	.....	....	263	.....	263
	U. States	.....	....	... .	17	.....	17
	B. W. Indies	.....	.....	.....	16	.....	16
	Portugal	....	....	.....	10	.....	10
		.....	.....	....	306	.....	306
Spirits— Whiskey .	U. States	.....	Gals 10	Gals 10	.....	25	25
Squid	Canada	... .	.....	.....	1,182	.....	1,182
	U. States	.....	. .....	.....	15	.....	15
		.....	.....	.. ..	1,197	.....	1,197
Stationery.	U. Kingdom	.....	. .....	.....	.. ..	50	50
	Canada	.....	.....	....	.....	378	378
	U. States	.....	.....	. .....	.....	963	963
		.....	.....	.....	.. ..	1,391	1,391
Stearine....	U. Kingdom	.. ..	....	.....	4,273	....	4,273
	Canada	.....	.....	.....	79	.....	79
		.....	....	... .	4,352	.....	4,352
Sulphide...	U. Kingdom	.....	....	....	7,140	.....	7,140
Tobacco.....	St. Pierre....	Lbs. 100	.....	Lbs 100	80	.....	80

General Exports from the Colony of Newfoundland for the Year ending 30th June, 1910

Articles.	Countries to which exported.	Quantities.			Value in Currency.		
		Produce and Manufactures of the Colony.	British, Foreign, and other Colonial Produce and Manufactures.	Total.	Produce and Manufactures of the Colony.	British, Foreign, and other Colonial Produce and Manufactures	Total.
		Brls.		Brls.	$	$	$
Trout	Canada	1,279		1,279	8,346		8,346
	U. States	82		82	637		637
	B. W. Indies	7		7	39		39
	Panama	5		5	30		30
	Malta	30		30	200		200
	Germany	10		10	70		70
	Sweden	100		100	800		800
	Denmark	10		10	70		70
	Italy	10		10	70		70
		1,533		1,533	10,262		10,262
Turbot—Fresh	Canada				162		162
Turbot—Salted	Canada	Brls. 570		Brls 570	3,258		3,258
Vegetables	Canada				101		101
Whale Bone	U. Kingdom	Tons. 53		Tons. 53	4,476		4,476
	Canada	701		701	8,406		8,406
	France	5		5	450		450
		759		759	13,332		13,332
Whale Fertilizer	Canada				13,323		13,323
	U. States				10		10
					13,333		13,333
Whale Meat	U. Kingdom				7		7
	U. States				2		2
					9		9

General Exports from the Colony of Newfoundland for the Year ending 30th June, 1910

Articles.	Countries to which exported.	Quantities.			Value in Currency.		
		Produce and Manufactures of the Colony.	British, Foreign, and other Colonial Produce and Manufactures.	Total.	Produce and Manufactures of the Colony.	British, Foreign, and other Colonial Produce and Manufactures	Total.
Whale Skins	U. Kingdom	No. 10	....	No. 10	$ 50	$	$ 50
Wine—			Gals.	Gals.			
Port	U. Kingdom	....	4,051	4,051	.....	11,840	11,840
	Canada	.....	147	147	.....	520	520
	U. States	.....	79	79	....	385	385
	B. W. Indies	.....	6	6	. .....	26	26
	Ceylon	.....	25	25	....	80	80
	Gibraltar	.....	50	50	.....	160	160
		.....	4,358	4,358	.....	13,011	13,011
Wood	Canada	....	....	.....	4	....	4
	U. States	.....	....	.....	1	.....	1
	St. Pierre ...	....	....	.....	36	.....	36
		..... .	....	....	41	....	41

Total Value..... $11,824,997.

Exports from the Colony of Newfoundland for the Year ending 30th June, 1910, may be classified as follows :—

Products of the Fishery	$9,578,984
" of Agriculture	10,286
" of the Forest	713,967
" of the Mine	1,370,775
Manufactures (Local)	4,840
Game	345
Specie	2,580
Spirits	25
Wines	13,011
Coal	280
Old Metal	17,275
Junk	12,470
Miscellaneous, Foreign Products, etc	100,159
Total	$11,824,997

A Comparative Statement of Goods, Wares and Merchandize, imported into the Colony of Newfoundland for the years ending 30th June, 1909, and 30th June, 1910, showing Increase aud Decrease for the Year ending 1909–1910.

ARTICLES.	1908–1909	1909–1910	Increase	Decrease
Ale, Porter, Cider	10,347 gals	14,376 gals	4,029 gals	
Animals :—				
Horses	348 No.	271 No.		77 No.
Oxen and Cows	2,595 "	2,816 "	221 No.	
Sheep and Calves	2,154 "	2,327 "	173 "	
Pigs and Lambs	399 "	403 "	4 "	
Apples	16,271 brls	17,877 brls	1,606 brls	
Apples (dried)	100,974 lbs.	100,871 lbs		103 lbs
Admiralty Charts	$541 00	$655 00	$114 00	
Agricultural Implements	14,454 00	16,160 00	1,706 00	
Animals for Agric'tural Purposes	4,008 00	637 00		$3,371 00
Articles for Government and other Purposes	48,244 00	51,240 00	2,996 00	
Articles for Anglo-Developm't Co	789,058 00	443,293 00		345,765 00
Articles for Albert Reed Co	22,742 00	173,625 00	150,883 00	
Artificial Limbs and Eyes	1,102 00	2,011 00	909 00	
Beans	728,665 lbs	534,479 lbs		194,186 lbs
Biscuits, fancy and soda	11,369 "	12,579 "	1,210 lbs	
Biscuits (ships)	37 cwt	4 cwt		33 cwt
Butter and Oleo	485,408 lbs	469,424 lbs		15,984 lbs
Buckwheat. Meal, Flour, etc	7,264 "	5,232 "		2,032 "
Bacon, Hams, Sausages	594,878 "	609,280 "	14,402 "	
Beef, Pigs Heads, Feet, etc	34,151 brls	34,256 brls	105 brls	
Brick	268,995 No.	381,260 No.	112,265 No.	
Bags, Barrels, etc	$664 00	$3,503 00	$2,839 00	
Bark and Cutch	15,722 00	15,251 00		$471 00
Boiler Plates	2,412 00	5,412 00	3,000 00	
Bait	72 00	185 00	113 00	
Books (printed)	46,122 00	30,379 00		15,743 00
Cake	1,131 lbs	3,496 lbs	2,365 lbs	
Candles	13,024 "	16,838 "	3,814 "	
Carriages, etc	$1,932 00	$2,130 00	$198 00	
Casks, empty, under 45 galls	985 No.	1,442 No.	457 No.	
Casks, empty, over 45 galls	5 "	15 "	10 "	
Cheese	316,512 lbs	337,312 lbs	20,800 lbs	
Coal	196,295 tons	220,914½ t'ns	24,619½ tons	
Chicory	4,480 lbs	504 lbs		3,976 lbs
Coffee (green)	12,666 "	11,538 lbs		1,128 "
Coffee (roasted and ground)	24,089 "	25,598 "	1,509 lbs	
Coffee Mixture to resemble coffee		275 "	275 "	
Confectionery	168,560 "	207,585 "	39,025 "	
Cordage	534,859 "	415,826 "		119,033 "
Chocolate and Cocoa	80,902 "	68,069 "		12,833 "
Cigars	463 M	631 M	168 M	
Cigarettes	2,832 "	3,704 "	872 "	
Chair Cane	$46 00	$30 00		$16 00
Coin (Bullion)	161,622 00	112,053 00		49,569 00
Clothing for Charity	2,485 00	7,520 00	$5,035 00	
Copper Bitumen	706 00	1,195 00	489 00	
Corn for Broom Manufacture	7,353 00	10,790 00	3,337 00	
Cotton Yarn and Hemp	161,538 00	96,120 00		65,418 00
Cotton Seed and Oleo Oils	252,981 00	272,627 00	19,646 00	
Canned Meats	159,721 lbs	182,746 lbs	23,025 lbs	
Deep Sea Mission, etc	$5,535 00	27,733 00	22,198 00	

A Comparative Statement of Goods, Wares and Merchandize imported into the Colony of Newfoundland for the years ending 30th June, 1909, and 30th June, 1910, showing Increase and Decrease for the Year ending 1909–1910.

Articles.	1908–1909	1909–1910	Increase.	Decrease.
Eggs	42,111 doz	29,047 doz		13,064 doz
Equipments for Brigades	$4,693 00	$6,728 00	$2,035 00	
Feathers	36,445 lbs	22,680 lbs		13,765 lbs
Fish	$15,772 00	14,465 00		$1,307 00
Fruit (dried)	1,575,586 lbs	1,046,924 lbs		528,662 lbs
Fresh Meats and Poultry	571,286 "	595,911 "	24,625 lbs	
Flour	340,876 brls	410,526 brls	69,650 brls	
Globes and Maps	$3,144 00	$3,056 00		$88 00
Hay	2,966 tons	3,043 tons	77 tons	
Hides	$17,890 00	$14,431 00		3,459 00
Herring Barrels	6,724 No	7,131 No.	407 No.	
Heading for Coopers' Use	116,845 prs	21,674 prs		95,171 prs
Hoop-Iron for Herring Barrels	$54 00			$54 00
Herrings		3 brls	3 brls	
Indian Meal	1,285 brls	1,632 "	347 "	
Indian Corn	$11,571 00	$12,548 00	$977 00	
Ingredients for Baking Powder	129 00	343 00	214 00	
Jams and Preserves	85,304 lbs	98,802 lbs	13,498 lbs	
Junk (old iron)		$1,475 00	$1,475 00	
Leather (rough)	82,382 "	89,154 lbs	6,772 lbs	
Lumber (rough)	467 M	718 M	351 M	
Lumber (dressed)	109 "	76 "		33 M
Lumber (hardwood)	627 "	767 "	140 "	
Lime	514 bus	1,569 bus	1,055 bus	
Lime Juice	33 gals	34 gals	1 gal	
Lines and Twines	$88,305 00	$42,458 00		$45,847 00
Lard for Butter Manufacturers	144,185 00	112,332 00		31,853 00
Machinery (mining)	141,123 00	196,914 00	$55,791 00	
Machinery for other purposes	25,620 00	27,221 00	1,601 00	
Motor Engines	16,978 00	15,898 00		1,080 00
Manure, Sulphuric Acid, etc	7,431 00	6,546 00		885 00
Material for Sheathing	13,091 00	3,465 00		9,626 00
Board and Plank for Building Vessels		673 00	673 00	
Material for Tobacco Manufacture	4,324 00	3,565 00		759 00
Material for Butter Manufacture	5,322 00	3,447 00		1,875 00
Molasses	1,186,173gals	1,342,222gals	156,049 gals	
Mastpieces, 60 feet or over	4 tons	118 tons	114 tons	
Mastpieces under 60 feet	55 "	1,738 "	1,683 "	
Nails	1,631,997 lbs	918,381 lbs		713,616 lbs
Nuts (almond—dessicated)	52,706 "	67,828 "	15,122 lbs	
Nuts (cocoa)	2,030 No.	5,776 No.	3,746 No.	
Oils (kero. and coal)	951,912 gals	1,109,886gals	157,974 gals	
Oils (gasolene)	21,133 "	29,858 "	8,725 "	
Oils (lubricating)	35,664 "	76,234 "	40,570 "	
Oakum	38,075 lbs	53,074 lbs	14,999 lbs	
Oats	325,096 bus	347,195 bus	22,099 bus	
Oatmeal	4,644 brls	4,683 brls	39 brls	
Oilcake, Bran and Feeds	$92,267 00	$96,046 00	$3,779 00	
Parchment and Wax Paper	4,234 00	3,442 00		$792 00
Pig Iron, Nail Strips, etc	18,473 00	7,708 00		10,765 00
Plants, Seeds, Trees, etc.	9,394 00	13,495 00	4,101 00	
Printing Paper	27,698 00	30,379 00	2,681 00	
Pork	25,649 brls	21,210 brls		4,439 brls

A Comparative Statement of Goods, Wares and Merchandize imported into the Colony of Newfoundland for the years ending 30th June, 1909, and 30th June, 1910, showing Increase and Decrease for the Year ending 1909–1910.

ARTICLES.	1908–1909.	1909–1910.	Increase.	Decrease.
Peas (round), etc	7,477 brls	8,508 brls	1,031 brls	
Peas (split and dried)	325,445 lbs	330,586 lbs	5,141 lbs	
Rice	645,120 "	567,190 "		77,930 lbs
Shingles and Laths	1,041 M	975 M		66 M
Straw	93 tons	98 tons	5 tons	
Staves	343 M	524 M	181 M	
Snuff	7 lbs	14 lbs	7 lbs	
Spirits :				
Alcohol, Absinthe, etc	73 gals	86 gals	13 gals	
Cordials	135 "	248 "	113 "	
Brandy	5,967 "	6,155 "	188 "	
Whiskey	21,220 "	26,004 "	4,784 "	
Gin	1,929 "	3,445 "	1,516 "	
Rum	62,072 "	62,645 "	573 "	
Sugar (loaf)	60,928 lbs	70,370 lbs	9,442 lbs	
Sugar (all other)	6,184,416 "	6,727,145 "	542,729 "	
Salt (fishery)	69,621 tons	53,269 tons		16,352 tons
Sand, Sausage Skins	$1,029 00	$1,563 00	$534 00	
Steel Shafting	2,208 00	2,271 00	63 00	
Settlers' Effects	33,565 00	36,567 00	3,002 00	
Scientific Instruments	1,418 00	1,591 00	173 00	
Stereotype	367 00	907 00	540 00	
Material for Wireless Telegraphy		131 00	131 00	
Surgical Instruments	2,535 00	2,060 00		$475 00
Soaps (common, laundry)	17,346 lbs	773,191 lbs	755,854 lbs	
Tea	1,135,164 "	1,154,632 "	19,468 "	
Timber	279 tons	1,661 tons	1,382 tons	
Tobacco (manufactured)	411,011 lbs	423,450 lbs	12,439 lbs	
Tobacco (leaf and stem)	345,981 "	164,389 "		181,592 lbs
Tobacco (stem)	1,000 "	980 "		20 "
Telegraph Material	$4,072 00	$6,302 00	$2,230 00	
Vegetables (Cabbage)	440,198 lbs	401,361 lbs		38,837 "
Vegetables (Potatoes)	94,855 bus	72,928 bus		21,927 bus
Vegetables (Turnips, etc.)	14,099 "	12,393 "		1,706 "
Vinegar	933 gals	1,385 gals	452 gals	
Wines :				
Champagne	220 "	521 "	301 "	
Port and Madeira	3,661 "	7,372 "	3,711 "	
Sherry	388 "	669 "	281 "	
Malaga, etc	831 "	875 "	44 "	
Hock	86 "	99 "	13 "	
Claret	827 "	1,491 "	664 "	
Red	3,386 "	3,263 "		123 gals
Ginger	174 "	60 "		114 "
Vermouth	12 "	8½ "		4½ "
All other Wines	2 "	31 "	29 "	
Wool (unmanufactured)	$2,211 00	$1,574 00		$637 00
White Wood	7,890 feet	9,185 feet	1,295 feet	
Wire	$947 00	$1,434 00	$487 00	
Wheat	136 00	26 00		110 00
Works of Art	178 00	255 00	77 00	
Material for Branch Railways		84,939 00	84,939 00	
Material for "Pebble" Company		2,528 00	2,528 00	

A Comparative Statement of Goods, Wares and Merchandize imported into the Colony of Newfoundland for the years ending 30th June, 1909, and 30th June, 1910, showing Increase and Decrease for the Year ending 1909–1910.

ARTICLES.	1908–1909.	1909–1910.	Increase.	Decrease.
Material for manufacture of Wire Nails	.....	$29,109 00	$29,109 00	.....
Merchandize :				
Paying 75 per cent.	$392 00	1,428 00	1,036 00	.. ..
" 50 "	20,467 00	20,723 00	256 00	.....
" 45 "	218,104 00	254,719 00	36,615 00	....
" 40 "	750,577 00	813,313 00	62,736 00	....
" 35 "	1,381,865 00	1,701,429 00	319,564 00	....
" 30 "	390,622 00	480,399 00	89,777 00	..... .
" 25 "	221,125 00	294,685 00	73,560 00	.....
" 20 "	245,072 00	336,880 00	91,808 00	.....
" 15 "	124,609 00	150,256 00	25,647 00	....
" 10 "	154,447 00	200,550 00	46,103 00	.....
" 5 "	48,778 00	76,082 00	27,304 00	....

A Comparative Statement of Revenue received at each Outport for the years 1908–1909 and 1909–1910.

PORTS.	Year ending June 30th, 1909.	Year ending June 30th, 1910.
Bay Bulls	$4 40	$15 75
Bay of Islands	8,956 67	8,426 10
Bay Roberts	2,100 08	1,717 37
Belleoram	2,345 98	2,063 86
Bell Island	28,702 40	49,676 88
Bishop Falls		3,455 95
Blanc Sablon	1,311 93	1,317 84
Bonavista	12,395 60	12,407 43
Bonne Bay	5,739 44	5,814 80
Botwood	10,121 12	25,549 09
Brigus	4,188 35	5,676 40
Britannia Cove	215 92	99 10
Burgeo	8,428 38	5,896 31
Burin	5,237 15	6,913 23
Cape Broyle	15 58	153 34
Carbonear	16,226 33	16,074 53
Catalina	311 24	742 39
Channel	3,613 60	3,761 95
Clarenville	3,153 50	4,084 75
Codroy	543 66	411 33
Conception Harbor	1,249 62	1,302 25
Exploits	882 04	655 84
Ferryland	3 34	68 60
Flowers Cove	936 53	51 70
Fogo	17,947 22	6,694 21
Fortune	5,941 48	4,960 27
Gambo	80 58	359 09
Garnish	100 44	179 70
Gaultois and Hermitage	449 09	536 54
Glenwood	46 65	116 99
Grand Bank	6,451 09	9,855 19
Grand Falls	49,323 89	101,373 78
Greenspond	2,452 28	1,536 52
Hant's Harbor	355 30	429 05
Harbor Breton	619 72	1,804 70
Harbor Buffett	411 33	578 20
Harbor Grace	22,161 85	21,324 41
Harbor Main		72 98
Heart's Content	898 94	1,055 89
Herring Neck	217 34	414 91
Holyrood	34 40	31 34
Humbermouth	5,657 51	4,464 20
King's Cove	1,450 27	839 75
King's Point	2 18	21 22
Labrador	1,223 23	803 32
Lamaline	471 13	605 75
LaPoile	471 82	328 02
Lark Harbor	946 97	653 94
LaScie		10 25
Lawn	172 91	157 96
Lewisporte	5,812 64	4,116 04
Little River	1,331 00	1,952 93
Marystown	308 92	528 68
Nippers Harbor	83 57	72 21

A Comparative Statement of Revenue received at each Outport for the years 1908–1909 and 1909–1910.

PORTS.	Year ending June 30th, 1909.	Year ending June 30th, 1910.
Norris Arm	$1,317 35	$4,048 59
Oderin	55 05	83 73
Pilley's Island	524 88	1,032 14
Placentia	5,925 46	6,958 42
Port aux Basques	7,879 38	8,528 01
Port au Port	559 65	559 35
Port Blandford	686 31	836 54
Port Saunders	104 63	231 61
Presque	19 81	34 98
Pushthrough	637 27	1,373 57
Ramea	1,255 76	1,175 17
Renews		25 00
Rigolet	5,835 12	5,163 53
Robinson's Head	189 08	233 82
Rose Blanche	2,898 35	3,348 70
Salmonier		6 29
Salvage		1 75
Sandy Point	3,296 58	4,162 08
Sound Island	6 46	9 79
Stone's Cove		14 87
St. Anthony	932 03	1,178 71
St. George's	1,997 35	1,760 92
St. Jacques	1,326 78	1,310 18
St. Lawrence	987 80	235 58
St. Mary's	292 44	88 75
Tilt Cove	1,581 56	1,824 63
Trepassey	424 83	359 50
Trinity	1,806 37	2,057 58
Twillingate	3,702 95	1,231 67
Western Bay		403 60
Whitbourne	167 05	369 24
Wood's Island	2,830 03	2,624 04
	$289,346 94	$373,487 17

A Comparative Statement of Light Dues, shewing Collections at each Outport for the years 1908–1909 and 1909–1910.

PORTS.	Year ending June 30th, 1909.	Year ending June 30th, 1910.
Bay Bulls	$403 44	$218 88
Bay of Islands	329 70	325 20
Bay Roberts	282 48	100 80
Belleoram	90 66	130 02
Bell Island	2,824 98	3,832 86
Blanc Sablon	398 04	406 68
Bonavista	105 36	71 76
Bonne Bay	187 20	146 28
Botwood	161 76	1,435 10
Brigus	123 66	24 00
Burgeo	430 46	393 96
Burin	1,278 90	1,125 60
Cape Broyle	94 68	472 86
Carbonear	176 40	157 44
Catalina	11 16	26 64
Channel	291 49	528 28
Clarenville	220 02	417 84
Codroy	11 94	25 56
Conception Harbor	23 28	
Ferryland		85 20
Flowers Cove		6 72
Fogo	217 68	134 16
Fortune	91 38	119 94
Garnish		5 16
Gaultois and Hermitage	4 74	
Grand Bank	383 64	334 22
Harbor Breton	95 52	155 19
Harbor Buffett	42 96	2 64
Harbor Grace	315 48	121 20
Heart's Content		30 96
Herring Neck	90 24	38 64
King's Cove	60 48	64 80
Labrador		494 71
Lamaline	11 52	46 74
LaPoile	16 68	38 88
Lark Harbor	86 40	40 56
Lawn	60	
Lewisporte	1,099 20	1,093 56
Marystown	8 10	3 84
Nippers Harbor	60 48	18 24
Oderin	4 80	
Placentia	212 76	165 96
Port aux Basques	147 60	296 10
Port au Port	20 16	
Port Saunders	70 74	
Pushthrough	2 46	48 84
Ramea	10 32	51 12
Robinson's Head	18 96	
Rose Blanche	120 42	194 46
Sandy Point	133 44	170 40
S. S. "Fiona"		17 76
Stone's Cove		13 38
St. Anthony		51 24
St. Jacques	80 52	131 52

A Comparative Statement of Light Dues, shewing Collections at each Outport for the years 1908–1909 and 1909–1910.

PORTS.	Year ending June 30th, 1909.	Year ending June 30th, 1910.
St. Lawrence	$76 74	$48 78
St. Mary's.....	134 64	42 72
Tilt Cove.....	606 78	872 16
Trepassey	134 34	177 56
Trinity	136 56	61 44
Twillingate	145 92	251 28
Wood's Island.....	352 32	472 06
Western Bay.....	.....	18 65
	$12,440 19	$15,760 54

Return showing number of Parcel Post Bills and Parcels, declared value and duties collected on Parcel Post Parcels from Great Britain, United States and Dominion of Canada; also, duties collected on Sundries by Registered Letters and Irregular Packages from 1st July, 1909, to 30th June, 1910.

From	No. of Parcel Bills.	No. of Parcels.	Declared Value.	Duties Collected
Great Britain	77	6,331	$38,853.73	$11,341.90
United States	54	4,641	11,909.73	3,662.64
Dominion of Canada	104	5,358	11,626.51	3,685.28
Total Parcel Post	235	16,330	$62,389.97	$18,689.82
On Registered Letters and Irregular Packages				1,995.99
Total Duties				$20,685.81

Amount of Duties collected during year ending 30th June, 1909	$17,099.77
Amount of Duties collected during year ending 30th June, 1910	20,685.81
Increase for 1909–10	$3,586.04

Return shewing Number of Vessels fitted out in Newfoundland in the year 1909-10 for the Bank Fishery.

Port Cleared From.	No.	Tonnage.	Crews of Men.	Qtls. Dry Fish.
Garnish	1	55	14	1,200
Burgeo	2	127	26	1,846
St. Lawrence	1	93	21	2,233
Marystown	3	130	34	2,056
Catalina	5	380	82	5,221
Ramea	2	119	28	2,650
Stone's Cove	5	300	73	6,750
Heart's Content	1	83	20	2,092
St. Jacques	2	144	35	3,395
Fortune	4	255	58	4,861
Harbor Breton	20	1,056	250	22,100
Grand Bank	26	1,959	462	42,983
Burin	16	938	238	24,627
Belleoram	13	991	226	22,510
	101	6,630	1,567	144,524

Average Catch per Vessel	1,430 qtls.
Average Catch per Man	92 "

1909-1910	144,524 qtls.
1908-1909	131,452 "
Increase 1909-1910	13,072 qtls.

No 1.—Number, Tonnage and Crews of Sailing Vessels entered at Ports in

Countries To Which Departed.	BRITISH.									FOREIGN.		
	With Cargoes			In Ballast.			Total.			With Cargoes		
	No.	Tons.	Crew.	No.	Tons.	Crew.	No.	Tons.	Crew.	No.	Tons.	Crew.
United Kingdom..	8	2224	71	2	295	12	10	2519	83	16	1897	89
Dom of Canada....	614	48426	4692	66	5941	1003	680	54367	5695	4	427	19
British Possessions	30	6071	238	3	661	24	33	6732	262	.....	.....	.....
United States.....	20	3179	127	1	199	7	21	3378	134	48	4270	588
Spain	66	7774	405	2	217	12	68	7991	417	20	2270	111
Portugal	40	4201	242	14	1490	85	54	5691	327	1	126	25
Brazil	.....	.....	.....	30	6232	236	30	6232	236	.....	.....	.....
France	.....	.....	.....	....	.....	.....	.....	.....	.....	.....	.....	.....
French Possessions	229	4695	1006	109	4011	741	338	8706	1747	1	44	16
Belgium	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	147	6
Danish Possessions	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	134	6
Italy	1	74	5	.....	.....	.....	1	74	5	.....	.....	.....
Total..	1008	76644	6786	227	19046	2120	1235	95690	8906	92	9315	860

the Colony of Newfoundland from each Country, year ending 30th June, 1910.

FOREIGN.						TOTAL.								
In Ballast.			Total.			With Cargoes			In Ballast.			Total.		
No.	Tons.	Crew.	No.	Tons.	Crew.	No.	Tons.	Crew.	No.	Tons.	Crew.	No.	Tons.	Crew.
1	134	6	17	2031	95	24	4121	160	3	429	18	27	4550	178
1	92	22	5	519	41	618	48853	4711	67	6033	1025	685	54886	5736
.....	.....	.....	.....	.....	.....	30	6071	238	3	661	24	33	6732	262
12	1029	216	60	5299	804	68	7449	715	13	1228	223	81	8677	938
2	174	10	22	2444	121	86	10044	516	4	391	22	90	10435	538
1	166	7	2	292	32	41	4327	267	15	1656	92	56	5983	359
.....	.....	.....	.....	.....	.....	.....	.....	.....	30	6232	236	30	6232	236
1	107	6	1	107	6	.....	.....	.....	1	107	6	1	107	6
3	77	30	4	121	46	230	4739	1022	112	4088	771	342	8827	1793
.....	.....	.....	1	147	6	1	147	6	.....	.....	.....	1	147	6
1	100	5	2	234	11	1	134	6	1	100	5	2	234	11
.....	.....	.....	.....	.....	.....	1	74	5	.....	.....	.....	1	74	5
22	1879	302	114	11194	1162	1100	85959	7646	249	20925	2422	1349	106884	10068

No. 2.—Number, Tonnage and Crews of Sailing Vessels cleared at Ports in

Countries To Which Departed.	BRITISH.									FOREIGN.		
	With Cargoes			In Ballast.			Total.			With Cargoes		
	No.	Tons.	Crew.	No.	Tons.	Crew.	No.	Tons.	Crew.	No.	Tons.	Crew.
United Kingdom...	11	2636	87	.....	.....	....	11	2636	87	9	1270	52
Dom. of Canada.....	192	13765	1166	270	17797	1288	462	31562	2454	1	99	6
British Possessions	7	701	59	.....	.....	.....	7	701	59	.....	.....	.....
United States.....	7	1311	49	1	99	6	8	1410	55	44	3924	542
Brazil	85	17725	666	.....	... .	.....	85	17725	666	.....	.....	.....
Spain.....	47	5276	275	.....	.....	.....	47	5276	275	21	2040	106
Portugal.....	92	9907	571	.....	.....	.....	92	9907	571	4	456	42
France	.....	.....	.....	.....	.....	.. ...	.....	.....	.....	1	147	6
French Possessions	58	1141	239	221	5244	1121	279	6385	1360	.....	.....	.....
Italy	6	631	32	.....	.....	.. ...	6	631	32	5	586	26
Germany	2	450	17	.....	.....	.....	2	450	17	2	305	12
Belgium	1	249	8	.....	.....	.....	1	249	8	1	167	7
	508	53792	3169	492	23140	2415	1000	76932	5584	88	8994	799

the Colony of Newfoundland to each Country, year ending 30th June, 1910.

FOREIGN.						TOTAL.								
In Ballast.			Total.			With Cargoes			In Ballast.			Total.		
No.	Tons.	Crew.	No.	Tons.	Crew.	No.	Tons.	Crew.	No.	Tons.	Crew.	No.	Tons.	Crew.
... ..	.. ..	.....	9	1270	52	20	3906	139	.....	.....	.....	20	3906	139
6	740	32	7	839	38	193	13864	1172	276	18537	1320	469	32401	2492
.....	.....	.....	.....	....	.....	7	701	59	.....	.....	.....	7	701	59
6	539	119	50	4463	661	51	5235	591	7	638	125	58	5873	716
.....	.....	.....	....	.....	.....	85	17725	666	.....	.....	.....	85	17725	666
.....	.....	.....	21	2040	106	68	7316	381	.....	.....	.....	68	7316	381
...	....	.....	4	456	42	96	10363	613	.....	... .	.....	96	10363	613
....	....	.....	1	147	6	1	147	6	.....	....	.....	1	147	6
1	8	3	1	8	3	58	1141	239	222	5252	1124	280	6393	1363
.....	....	.....	5	586	26	11	1217	58	.....	.....	.....	11	1217	58
.....	.....	.....	2	305	12	4	755	29	.....	.....	.....	4	755	29
.....	.....	....	1	167	7	2	416	15	.....	.....	.....	2	416	15
13	1287	154	101	10281	953	596	62786	3968	505	24427	2569	1101	87213	6537

No. 3.—Number, Tonnage and Crews of Steam Vessels entered at Ports in

Countries Whence Arrived.	BRITISH.									FOREIGN.		
	With Cargoes			In Ballast.			Total.			With Cargoes		
	No.	Tons.	Crew.	No.	Tons.	Crew.	No.	Tons.	Crew.	No.	Tons.	Crew.
United Kingdom...	64	147990	3536	10	16412	535	74	164402	4071	7	10901	161
Dom. of Canada....	442	281961	12921	18	10529	639	460	292490	13560	62	93308	1425
United States..... ..	34	73177	1958	5	11322	154	39	84499	2112	21	41571	526
Spain	5	8043	120	.....	.....	.....	5	8043	120	2	3299	50
French Possessions	4	1274	66	4	690	64	8	1964	130	4	72	24
Holland	.....	.....	.....	1	2391	31	1	2391	31	2	1396	34
Italy	.....	....	.....	.....	.....	.....	.....	.....	.....	1	1956	26
Argen. Republic...	.....	.....	....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	549	512445	18601	38	41344	1423	587	553789	20024	99	152503	2246

the Colony of Newtoundland from each Country, year ending 30th June, 1910.

FOREIGN.						TOTAL.								
In Ballast			Total			With Cargoes			In Ballast.			Total.		
No.	Tons	Crew.	No.	Tons.	Crew.	No.	Tons.	Crew.	No.	Tons.	Crew.	No.	Tons.	Crew.
14	24482	327	21	35383	488	71	158891	3697	24	40894	862	95	199785	4559
78	181221	2328	140	274529	3753	504	375269	14346	96	191750	2967	600	567019	17313
6	14581	167	27	56152	693	55	114748	2484	11	25903	321	66	140651	2805
.....	.....	.....	2	3299	50	7	11342	170	....	.....	...	7	11342	170
13	177	66	17	249	90	8	1346	90	17	867	130	25	2213	220
13	32137	404	15	33533	438	2	1396	34	14	34528	435	16	35924	469
.....	.....	.....	1	1956	26	1	1956	26	.....	.....	.....	1	1956	26
1	2522	28	1	2522	28	.....	.....	.....	1	2522	28	1	2522	28
125	255120	3320	224	407623	5566	648	664948	20847	163	296464	4743	811	961412	25590

No. 4.—Number, Tonnage and Crews of Steam Vessels entered at Ports in

Countries Whence Arrived.	BRITISH.									FOREIGN.		
	With Cargoes			In Bbllast.			Total.			With Cargoes		
	No.	Tons.	Crew.	No.	Tons.	Crew.	No.	Tons.	Crew.	No.	Tons.	Crew.
United Kingdom...	59	125644	2967	7	14473	560	66	140117	3527	25	40942	588
Dom. of Canada....	320	270610	11711	93	59811	2285	413	330421	13996	118	237023	3201
United States	25	55081	955	1	1005	18	26	56086	973	32	72907	893
France.....	1	2700	62	.....	.....	.....	1	2700	62	.....	.....	....
French Possessions	.....	.....	.....	3	91	34	3	91	34	2	36	12
Holland	.....	.....	.....	...	.....	.....	.....	.....	.....	16	40470	467
Spain.....	3	1621	57	.....	.... ..	.....	3	1621	57	1	816	17
Argent. Republic...	1	1945	24	.....	....	.....	1	1945	24	.....	... .	.....
	409	457601	15776	104	75380	2897	513	532981	18673	194	392194	5178

the Colony of Newfoundland to each Country, year ending 30th June, 1910.

FOREIGN.						TOTAL.								
In Ballast.			Total.			With Cargoes			In Ballast.			Total.		
No	Tons.	Crew.	No.	Tons.	Crew.	No.	Tons.	Crew.	No.	Tons.	Crew.	No.	Tons.	Crew.
.....	.....	.....	25	40942	588	84	166586	3555	7	14473	60	91	181059	4115
16	16902	312	134	253925	3513	438	507633	14912	109	76713	2597	547	584346	17509
1	1899	23	33	74806	916	57	127988	1848	2	2904	41	59	130892	1889
.....	.....	.....	.....	.....	.....	1	2700	62	.....	.....	.....	1	2700	62
15	213	78	17	249	90	2	36	12	18	304	112	20	340	124
.....	.....	.....	16	40470	467	16	40470	467	.....	.....	.....	16	40470	467
.....	.....	.....	1	816	17	4	2437	74	.....	.....	.....	4	2437	74
.....	.....	.....	.....	.....	.....	1	1945	24	.....	.....	.....	1	1945	24
32	19014	413	226	411208	5591	603	849795	20954	136	94394	3310	739	944189	24264

No. 5.—Number, Tonnage and Crews of Sailing Vessels of each nation entered at Ports in the Colony of Newfoundland, year ending 30th June, 1910.

Nationality of Vessels.	Entered								
	With Cargoes			In Ballast.			Total.		
	No.	Tons.	Crew.	No.	Tons.	Crew	No.	Tons.	Crew.
United Kingdom	69	10169	437	12	2033	90	80	12202	527
British Possessions	940	66475	6349	215	17013	2030	1155	83488	8379
United States	48	4270	588	13	1121	238	61	5391	826
Norway	16	1630	86	4	492	24	20	2122	110
Denmark	26	3245	145	2	189	10	28	3434	155
France	1	44	16	3	77	30	4	121	46
Portugal	1	126	25	.....	.....	...	1	126	25
Total	1101	85959	7646	249	20925	2422	1349	106884	10068

No 6.—Number, Tonnage and Crews of Sailing Vessels of each nation cleared at Ports in the Colony of Newfoundand, year ending 30th June, 1910.

Nationality of Vessels.	CLEARED.								
	With Cargoes			In Ballast.			Total.		
	No.	Tons.	Crew.	No.	Tons.	Crew.	No.	Tons.	Crew.
United Kingdom	81	12746	542	4	388	21	85	13134	563
British Possessions	427	41046	2627	488	22752	2394	915	63798	5021
United States	44	3924	542	6	539	119	50	4463	661
Norway	21	2465	115	2	230	10	23	2695	125
Denmark	22	2479	117	4	510	22	26	2989	139
France	.....	....	.....	1	8	3	1	8	3
Portugal	1	126	25	.....	.....	.....	1	126	25
Total	596	62786	3968	505	24427	2569	1101	87213	6537

No. 7.—Number, Tonnage and Crews of Steam Vessels of each Nation entered at Ports in the Colony of Newfoundland, year ending 30th June, 1910.

Nationality of Vessels.	ENTERED.								
	With Cargoes			In Ballast.			Total.		
	No.	Tons.	Crew.	No.	Tons.	Crew.	No.	Tons.	Crew.
United Kingdom	188	360786	8963	26	37655	1228	214	398441	10191
British Possessions	361	151659	9638	12	3689	195	373	155348	9833
Norway	94	150576	2200	111	252035	3225	205	402611	5425
France	4	72	24	13	177	66	17	249	90
Denmark	1	1855	22	1	2908	29	2	4763	51
Total	648	664948	20847	163	296464	4743	811	961412	25590

No. 8.—Number, Tonnage and Crews of Steam Vessels of each Nation cleared at Ports in the Colony of Newfoundland, year ending 30th June, 1910.

Nationality of Vessels.	CLEARED.								
	With Cargoes			In Ballast.			Total.		
	No.	Tons.	Crew.	No.	Tons.	Crew.	No.	Tons.	Crew.
United Kingdom..	176	361385	8592	32	35633	1414	208	397018	10006
British Possessions.....	233	96216	7184	72	39747	1483	305	135963	8667
Norway.....	190	387395	5115	17	18801	335	207	406196	5450
France	2	36	12	15	213	78	17	249	90
Denmark	2	4763	51	.....	....	.....	2	4763	51
Total	603	849795	20954	136	94394	3310	739	944189	24264

No. 9.—Number, Tonnage and Crews of Sailing Vessels cleared at each Port

Names of Ports.	BRITISH.									FOREIGN.		
	With Cargoes			In Ballast.			Total.			With Cargoes		
	No.	Tons.	Crew.	No.	Tons.	Crew.	No.	Tons.	Crew.	No.	Tons.	Crew.
Bay Bulls	10	1049	76	1	55	12	11	1104	88	12	1123	239
Bay of Islands	18	1461	98	1	53	9	19	1514	107	20	1776	174
Belleoram	23	1688	134	6	565	34	29	2253	168			
Blanc Sablom	8	628	43				8	628	43	1	79	18
Bonne Bay	11	766	51	3	148	12	14	914	63	4	334	35
Bonavista	5	461	27				5	461	27	4	299	17
Brigus	12	1047	64				12	1047	64	1	100	5
Burgeo	20	1567	103	4	129	17	24	1696	120	1	36	6
Burin	37	2380	191	63	5026	931	100	7406	1122			
Cape Broyle	125	12171	2172				125	12171	2172	2	188	42
Carbonear	21	2466	128	1	171	7	22	2637	135	1	99	6
Channel	62	2776	243	11	455	92	73	3231	335	2	180	16
Codroy	9	376	28				9	376	28			
Ferryland	10	1079	131	4	485	65	14	1564	196			
Flower's Cove	1	13	5				1	13	5			
Fogo	3	321	17	1	98	5	4	419	22	3	427	17
Fortune	32	1777	169	6	401	45	38	2178	214			
Gaultois	6	131	22				6	131	22			
Grand Bank	55	4045	361	7	531	60	62	4576	421	1	127	5
Harbor Breton	21	1328	113	37	1180	211	58	2508	324			
Harbor Buffett	2	154	10				2	154	10			
Harbor Grace	9	950	50	1	99	6	10	1049	56	2	191	11
Heart's Content	3	304	17				3	304	17			
Herring Neck	6	632	33				6	632	33	1	135	6
King's Cove	2	193	13				2	193	13	1	77	5
Labrador, E.C.	9	1156	55				9	1156	55	5	613	28
Lamaline	84	1237	298	3	193	29	87	1430	327			
Lark Harbor	6	543	33				6	543	33	1	100	10
LaPoile	4	200	15				4	200	15	1	100	5
Lewisporte	1	416	8				1	416	8			
Marystown	38	489	146	8	111	39	46	600	185			
Placentia	3	265	17				3	265	17			
Port aux Basques	2	198	12				2	198	12			
Port Saunders	5	314	33				5	314	33	3	182	45
Pushthrough	48	861	162	14	337	71	62	1198	233			
Ramea	22	1361	104				22	1361	104			
Robinson's Head	4	355	18				4	355	18			
Rose Blanche	49	1963	204	4	157	39	53	2120	243			
Sandy Point	28	2325	122				28	2325	122	1	89	9
Sound Island	11	110	34				11	110	34			
St. Jacques	24	1394	120	3	179	42	27	1573	162			
St. John's	133	21180	918	44	8277	325	177	29457	1243	13	1765	98
St. Lawrence	3	199	16	2	180	34	5	379	50			
St. Mary's	3	289	59	3	216	35	6	505	94			
Tilt Cove	3	339	16				3	339	16			
Trepassey	3	331	23				3	331	23			
Trinity	7	564	37				7	564	37	2	179	10
Twillingate	7	792	37				7	792	37	10	1116	53
Total	1008	76644	6786	227	19046	2120	1235	95690	8906	92	9315	860

the Colony of Newfoundland during the year ending 30th June, 1910.

FOREIGN.						TOTAL.								
In Ballast.			Total.			With Cargoes			In Ballast.			Total.		
No	Tons.	Crew.	No.	Tons.	Crew.	No.	Tons.	Crew.	No.	Tons.	Crew.	No.	Tons.	Crew.
1	78	18	13	1201	257	22	2172	315	2	133	30	24	2305	345
.....	.....	.....	20	1776	174	38	3237	272	1	53	9	39	3290	281
.....	.....	.....	.....	.....	.....	23	1688	134	6	565	34	29	2253	168
.....	.....	.....	1	79	18	9	707	61	.....	.....	.....	9	707	61
1	84	18	5	418	53	15	1100	86	4	232	30	19	1332	116
.....	.....	.....	4	299	17	9	760	44	.....	.....	.....	9	760	44
.....	.....	.....	1	100	5	13	1147	69	.....	.....	.....	13	1147	69
.....	.....	.....	1	36	6	21	1603	109	4	129	17	25	1732	126
.....	.....	.....	.....	.....	.....	37	2380	191	63	5026	931	100	7406	1122
.....	.....	.....	2	188	42	127	12359	2214	.....	.....	.....	127	12359	2214
.....	.....	.....	1	99	6	22	2565	134	1	171	7	23	2736	141
5	346	69	7	526	85	64	2956	259	16	801	161	80	3757	220
.....	.....	.....	.....	.....	.....	9	376	28	.....	.....	.....	9	376	28
.....	.....	.....	.....	.....	.....	10	1079	131	4	485	65	14	1564	196
.....	.....	.....	.....	.....	.....	1	13	5	.....	.....	.....	1	13	5
.....	.....	.....	3	427	17	6	748	34	1	98	5	7	846	39
.....	.....	.....	.....	.....	.....	32	1777	169	6	401	45	38	2178	214
.....	.....	.....	.....	.....	.....	6	131	22	.....	.....	.....	6	131	22
.....	.....	.....	1	127	5	56	4172	366	7	531	60	63	4703	426
.....	.....	.....	.....	.....	.....	21	1328	113	37	1180	211	58	2508	324
.....	.....	.....	.....	.....	.....	2	154	10	.....	.....	.....	2	154	10
.....	.....	.....	2	191	11	11	1141	61	1	99	6	12	1240	67
.....	.....	.....	.....	.....	.....	3	304	17	.....	.....	.....	3	304	17
.....	.....	.....	1	135	6	7	767	39	.....	.....	.....	7	767	39
.....	.....	.....	1	77	5	3	270	18	.....	.....	.....	3	270	18
.....	.....	.....	5	613	28	14	1769	83	.....	.....	.....	14	1769	83
1	10	8	1	10	8	84	1237	298	4	203	37	88	1440	335
.....	.....	.....	1	100	10	7	643	43	.....	.....	.....	7	643	43
.....	.....	.....	1	100	5	5	300	20	.....	.....	.....	5	300	20
.....	.....	.....	.....	.....	.....	1	416	8	.....	.....	.....	1	416	8
.....	.....	.....	.....	.....	.....	38	489	146	8	111	39	46	600	185
.....	.....	.....	.....	.....	.....	3	265	17	.....	.....	.....	3	265	17
.....	.....	.....	.....	.....	.....	2	198	12	.....	.....	.....	2	198	12
.....	.....	.....	3	182	45	8	496	78	.....	.....	.....	8	496	78
.....	.....	.....	.....	.....	.....	48	861	162	14	337	71	62	1198	233
.....	.....	.....	.....	.....	.....	22	1361	104	.....	.....	.....	22	1361	104
.....	.....	.....	.....	.....	.....	4	355	18	.....	.....	.....	4	355	18
8	680	155	8	680	155	49	1963	204	12	837	194	61	2800	398
.....	.....	.....	1	89	9	29	2414	131	.....	.....	.....	29	2414	131
.....	.....	.....	.....	.....	.....	11	110	34	.....	.....	.....	11	110	34
.....	.....	.....	.....	.....	.....	24	1394	120	3	179	42	27	1573	162
6	681	34	19	2446	132	146	22945	1016	50	8958	359	196	31903	1375
.....	.....	.....	.....	.....	.....	3	199	16	2	180	34	5	379	50
.....	.....	.....	.....	.....	.....	3	289	58	3	216	35	6	505	94
.....	.....	.....	.....	.....	.....	3	339	16	.....	.....	.....	3	339	16
.....	.....	.....	.....	.....	.....	3	331	23	.....	.....	.....	3	331	23
.....	.....	.....	2	179	10	9	743	47	.....	.....	.....	9	743	47
.....	.....	.....	10	1116	53	17	1908	80	.....	.....	.....	17	1908	90
22	1879	302	114	11194	1162	1100	85995	7646	249	20925	2422	1349	106884	10068

No. 10.—Number, Tonnage and Crews of Sailing Vessels cleared at each Port

Names of Ports.	BRITISH.									FOREIGN.		
	With Cargoes			In Ballast.			Total.			With Cargoes		
	No.	Tons.	Crew.	No.	Tons.	Crew.	No.	Tons.	Crew.	No.	Tons.	Crew.
Bay Bulls	1	91	23	.....	.....	....	1	91	23	12	1123	238
Bay of Islands	8	721	49	3	141	11	11	862	60	7	580	57
Belleoram	17	1440	97	7	368	32	24	1808	129	.....	.....	.....
Blanc Sablon	9	611	44	.....	.....	.....	9	611	44	1	79	18
Bonne Bay	15	1140	78	.....	.....	....	15	1140	78	19	1689	159
Bonavista	.....	.....	.....	2	196	11	2	196	11	.....	.....	.....
Brigus	.....	.....	.....	5	423	26	5	423	26	.....	.....	.....
Burgeo	8	649	41	11	544	51	19	1193	92	.....	.....	.....
Burin	21	1634	118	38	2146	246	59	3780	364	.....	.....	.....
Cape Broyle	5	490	92	1	96	6	6	586	98	.....	.....	.....
Carbonear	3	363	16	15	1613	87	18	1976	103	1	88	5
Channel	24	1220	102	46	2131	183	70	3351	285	.....	.....	.....
Codroy	2	141	10	.....	.....	.....	2	141	10	.....	.....	.....
Ferryland	10	940	178	.....	.....	.....	10	940	178	.....	.....	.....
Flower's Cove	1	13	5	2	175	11	3	188	16	.....	.....	.....
Fogo	10	1387	58	1	99	6	11	1486	64	5	529	27
Fortune	13	775	58	41	2280	247	54	3055	305	.....	.....	.....
Gaultois	4	306	22	5	90	17	9	396	39	1	89	5
Grand Bank	11	1039	66	33	2554	312	44	3593	378	.....	.....	.....
Harbor Breton	15	1298	84	47	1554	226	62	2852	310	.....	.....	.....
Harbor Buffett	2	176	11	3	198	15	5	374	26	....	.....	.....
Harbor Grace	3	562	24	2	218	11	5	780	35	2	252	11
Herring Neck	3	327	18	1	65	5	4	392	23	2	255	12
Labrador, E. C.	23	2640	130	2	198	12	25	2838	142	15	1563	76
Lamaline	9	380	48	81	1051	245	90	1431	293	.....	.....	.....
Lark Harbor	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	197	19
LaPoile	.....	.....	.....	3	35	13	3	35	13	.....	.....	.....
Lewisporte	1	416	8	.....	.....	.....	1	416	8	.....	.....	.....
Marystown	32	363	111	1	12	3	33	375	114	.....	.....	.....
Pilley's Island	3	277	18	.....	.....	.....	3	277	18	.....	.....	.....
Placentia	.....	.....	.....	3	240	16	3	240	16	.....	.....	.....
Port aux Basques	.....	.....	.....	2	198	12	2	198	12	.....	.....	.....
Port Saunders	1	134	5	.....	.....	.....	1	134	5	.....	.....	.....
Pushthrough	6	447	31	45	686	151	51	1133	182	.....	.....	.....
Ramea	12	895	60	6	299	26	18	1194	86	.....	.....	.....
Robinson's Head	2	183	9	.....	.....	.....	2	183	9	.....	.....	.....
Rose Blanche	26	1365	112	31	881	122	57	2246	234	.....	.....	.....
Sound Island	10	148	31	3	30	11	13	178	42	.....	.....	.....
St. Jacques	9	732	54	20	1108	122	29	1840	176	.....	.....	.....
St. John's	160	27796	1210	23	2709	139	183	30505	1349	14	1838	135
St. Lawrence	2	192	12	.....	.....	.....	2	192	12	.....	.....	.....
Sandy Point	15	1315	65	7	578	30	22	1893	95	.....	.....	.....
Tilt Cove	1	93	4	.....	.....	.....	1	93	4	.....	.....	.....
Trepassey	3	296	21	.....	.....	.....	3	296	21	.....	.....	.....
Trinity	4	372	24	.....	.....	.....	4	372	24	1	115	6
Twillingate	4	425	22	2	224	10	6	649	32	6	597	31
Total	508	53792	3169	492	23140	2415	1000	76932	5584	88	8994	799

in the Colony of Newfoundland during the year ending 30th June, 1910.

FOREIGN.						TOTAL.								
In Ballast			Total			With Cargoes			In Ballast.			Total.		
No.	Tons	Crew.	No.	Tons.	Crew.	No.	Tons.	Crew.	No.	Tons.	Crew.	No.	Tons.	Crew.
.....	.....	.... .	12	1123	238	13	1214	261	.....	.....	.....	13	1214	261
.....	.....	.....	7	580	57	15	1301	106	3	141	11	18	1442	117
.....	.....	.....	.....	.....	.....	17	1440	97	7	368	32	24	1808	129
.....	.....	.....	1	79	18	10	690	62	.....	....	.....	10	690	62
.....	.....	.....	19	1689	159	34	2829	237	.....	.....	.....	34	2829	237
.....	.....	... ..	.....	.....	.....	.....	... .	.....	2	196	11	2	196	11
.....	.....	. ....	.....	.....	.....	.... .	.....	.....	5	423	26	5	423	26
.....	.....	.....	.. ...	.....	.....	8	649	41	11	544	51	19	1193	92
.....	.....	.....	.....	.....	.....	21	1634	118	38	2146	246	59	3780	364
.....	.....	.....	.....	.....	.....	5	490	92	1	96	6	6	586	98
....	.....	.....	1	88	5	4	451	21	15	1613	87	19	2064	108
....	.....	.....	.....	.. ..	.....	24	1220	102	46	2131	183	70	3351	285
.....	.....	.....	.....	.....	.....	2	141	10	.....	.....	.....	2	141	10
.....	.....	.....	.....	.....	.....	10	940	178	.....	.....	.....	10	940	178
.....	.....	.....	.....	.. ..	.. ...	1	13	5	2	175	11	3	188	16
1	215	7	6	744	34	15	1916	85	2	314	13	17	2230	98
.....	.....	.....	.....	.....	.....	13	775	58	41	2280	247	54	3055	305
.. ...	.....	.....	1	89	5	5	395	27	5	90	17	10	485	44
.....	.....	.....	.....	.....	.....	11	1039	66	33	2554	312	44	3593	378
.....	.....	....	.....	.....	.....	15	1298	84	47	1554	226	62	2852	310
.....	.....	.....	.....	....	.....	2	176	11	3	198	15	5	374	26
.....	.....	.....	2	252	11	5	814	35	2	218	11	7	1032	46
.....	.....	.....	2	255	12	5	582	30	1	65	5	6	647	35
.....	.....	.....	15	1563	76	38	4203	206	2	198	12	40	4401	218
1	8	3	1	8	3	9	380	48	82	1059	248	91	1439	296
.....	.....	.....	2	197	19	2	197	19	.....	.....	.....	2	197	19
.....	.....	.....	.....	.....	.....	.....	.....	.....	3	35	13	3	35	13
.....	....	.....	.....	.....	.....	1	416	8	.....	.....	.....	1	416	8
.....	.....	.. ..	.....	.....	.....	32	363	111	1	12	3	33	375	114
.....	... .	.....	.....	.....	.....	3	277	18	.....	.....	.....	3	277	18
.....	.....	.....	.....	.....	.....	.....	.....	.....	3	240	16	3	240	16
.....	.....	.....	.....	....	.....	.....	.....	.....	2	198	12	2	198	12
.....	.....	.....	.....	.....	.....	1	134	5	.....	....	.....	1	134	5
.....	.....	.....	.....	.....	. ....	6	447	31	45	686	151	51	1133	182
.....	.....	.....	.....	.....	.....	12	895	60	6	299	26	18	1194	86
....	.....	....	.....	.....	.....	2	183	9	.....	.....	.....	2	183	9
6	539	119	6	539	119	26	1365	112	37	1420	241	63	2785	353
....	.....	.....	.....	.....	.....	10	148	31	3	30	11	13	178	42
.....	. .....	.....	.....	... .	.....	9	732	54	20	1108	122	29	1840	176
.....	.....	.....	14	1838	135	174	29634	1345	23	2709	139	197	32343	1484
....	.....	.....	.....	.....	.....	2	192	12	.....	.....	.....	2	192	12
.....	.....	.....	.....	.....	.... .	15	1315	65	7	578	30	22	1893	95
.....	.....	.....	.....	.....	....	1	93	4	.....	.....	.....	1	93	4
....	.....	.....	.....	... .	.....	3	296	21	.....	.....	.....	3	296	21
.....	.....	.....	1	115	6	5	487	30	.....	.....	.....	5	487	30
5	525	25	11	1122	56	10	1022	53	7	749	35	17	1771	88
13	1287	154	101	10281	953	596	62786	3968	505	24427	2569	1101	87213	6537

No. 11.—Number, Tonnage and Crews of Steam Vessels cleared at each Port

Names of Ports.	BRITISH.									FOREIGN.		
	With Cargoes			In Ballast.			Total.			With Cargoes		
	No.	Tons.	Crew.	No.	Tons.	Crew.	No.	Tons.	Crew.	No.	Tons.	Crew.
Bay of Islands	26	6614	521	2	1198	60	28	7812	581	.....	.....	.....
Bell Island	11	15530	252	9	18987	266	20	34517	518	57	113893	1484
Blanc Sablon	2	560	22	.....	.....	.....	2	560	22	1	815	17
Bonne Bay	2	655	39	1	98	14	3	753	53	.....	.....	.....
Botwood	3	5490	84	.....	.....	.....	3	5490	84	10	10906	204
Carbonear	.....	.....	.....	3	2067	66	3	2067	66	1	1874	22
Channel	18	4788	343	3	1797	90	21	6585	433	.....	.....	.....
Clarenville	3	3473	66	.....	.....	.....	3	3473	66	1	1855	22
Codroy	15	4005	285	.....	.....	.....	15	4005	285	.....	.....	.....
Fortune	3	412	40	1	599	30	4	1011	70	.....	.....	.....
Grand Bank	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	18	6
Harbor Breton	.....	.....	.....	3	91	34	3	91	34	1	358	16
Harbor Buffett	1	255	15	.....	.....	.....	1	255	15	.....	.....	.....
Harbor Grace	3	2577	65	.....	.....	.....	3	2577	65	.....	.....	.....
Labrador, E.C	1	542	19	.....	.....	.....	1	542	19	.....	.....	.....
Lamaline	1	599	28	.....	.....	.....	1	599	28	3	54	18
Lark Harbor	13	3471	247	.....	.....	.....	13	3471	247	.....	.....	.....
LaPoile	.....	.....	.....	1	30	9	1	30	9	.....	.....	.....
Lewisporte	4	4580	90	1	1945	24	5	6525	114	4	4802	84
Placentia	10	6890	220	.....	.....	.....	10	6890	220	.....	.....	.....
Port aux Basques	172	59908	5926	3	1067	40	175	60975	5966	.....	.....	.....
Port Saunders	1	267	19	.....	.....	.....	1	267	19	.....	.....	.....
Rigoulette	3	2301	83	.....	.....	.....	3	2301	83	.....	.....	.....
Sandy Point	18	4560	329	.....	.....	.....	18	4560	329	.....	.....	.....
St. Jacques	1	599	30	1	336	32	2	935	62	.....	.....	.....
St. John's	237	384285	9865	10	13129	758	247	397414	10623	16	12360	283
Tilt Cove	.....	.....	.....	.....	.....	.....	.....	.....	.....	4	5568	91
Trepassey	1	84	13	.....	.....	.....	1	84	13	.....	.....	.....
Total	549	512445	18601	38	41344	1423	587	553789	20024	99	152503	2246

in the Colony of Newfoundland during the year ending 30th June, 1910.

FOREIGN.						TOTAL.								
In Ballast			Total			With Cargoes			In Ballast.			Total.		
No.	Tons	Crew	No.	Tons.	Crew.	No.	Tons.	Crew.	No.	Tons.	Crew.	No.	Tons.	Crew
.....	.....	.....	....	.....	.....	26	6614	521	2	1198	60	28	7812	581
103	243182	3067	160	357075	4551	68	129423	1736	112	262169	3333	180	391592	5069
...	.....	.....	1	815	17	3	1375	39	.....	.....	.....	3	1375	39
.....	.....	.....	....	.....	.....	2	655	39	1	98	14	3	753	53
.....	.....	.....	10	10906	204	13	16396	288	.....	.....	.....	13	16396	288
.....	.....	.....	1	1874	22	1	1874	22	3	2067	66	4	3941	88
.....	.....	.....	.....	.....	.....	18	4788	343	3	1797	90	21	6585	433
.....	.....	.....	1	1855	22	4	5328	88	.....	.....	.....	4	5328	88
.....	.....	.....	.....	.....	.....	15	4005	285	.....	.....	.....	15	4005	285
1	18	6	1	18	6	3	412	40	2	617	36	5	1029	76
6	92	34	7	110	40	1	18	6	6	92	34	7	110	40
.....	.....	.....	1	358	15	1	358	15	3	91	34	4	449	49
.....	.....	....	.....	.....	.....	1	255	15	.....	.....	.....	1	255	15
.....	.....	.....	.....	.....	....	3	2577	65	.....	.....	.....	3	2577	65
.....	.....	.....	.....	.....	....	1	542	19	.....	.....	.....	1	542	19
6	67	26	9	121	44	4	653	46	6	67	26	10	720	72
.....	.....	.....	.....	.....	.....	13	3471	247	.....	.....	.....	13	3471	247
.....	.....	.....	....	.....	.....	.....	.....	.....	1	30	9	1	30	9
.....	.....	.....	4	4802	84	8	9382	174	1	1945	24	9	11327	198
.....	.....	.....	.....	.....	.....	10	6890	220	.....	.....	.....	10	6890	220
.....	.....	.....	.....	.....	.....	172	59908	5926	3	1067	40	175	60975	5966
.....	.....	.....	.....	.....	.....	1	267	19	.....	.....	.....	1	267	19
.....	.....	.....	.....	.....	.....	3	2301	83	.....	.....	.....	3	2301	83
.....	.....	.....	.....	.....	.....	18	4560	329	.....	.....	.....	18	4560	329
.....	.....	.....	.....	.....	.....	1	599	30	1	336	32	2	935	62
1	725	17	17	13085	300	253	396645	10148	11	13854	775	264	410499	10923
8	11036	170	12	16604	261	4	5568	91	8	11036	170	12	16604	261
.....	.....	.....	.....	.....	.....	1	84	13	.....	.....	.....	1	84	13
125	255120	3320	224	407623	5566	648	664948	20847	163	296464	4743	811	961412	25590

No. 12.—Number, Tonnage and Crews of Steam Vessels entered at each Port in

Names of Ports.	BRITISH.									FOREIGN.		
	With Cargoes			In Ballast.			Total.			With Cargoes		
	No.	Tons.	Crew.	No.	Tons.	Crew.	No.	Tons.	Crew	No.	Tons.	Crew.
Bay of Islands	1	599	30	.....	.....	.....	1	599	30	.....	.....	.....
Bell Island	22	39564	578	3	1470	45	25	41034	623	172	366191	4737
Bonne Bay	.....	.....	.....	1	56	9	1	56	9	.....	.....	.....
Botwood	4	7443	123	.....	.....	.....	4	7443	123	7	8573	149
Carbonear	3	2551	66	1	689	22	4	3240	88	.....	.....	.....
Channel	17	4522	323	7	4193	210	24	8715	533	.....	.....	.....
Clarenville	.....	.....	.....	3	3473	66	3	3473	66	.....	.....	.....
Codroy	10	2670	190	.....	.....	.....	10	2670	190	.....	.....	.....
Flower's Cove	1	199	22	.....	.....	.....	1	199	22	.....	.....	.....
Fortune	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Grand Bank	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	18	6
Harbor Breton	.....	.....	.....	2	74	23	2	74	23	.....	.....	.....
Harbor Buffett	.....	.....	.....	1	255	15	1	255	15	.....	.....	.....
Harbor Grace	.....	.....	.....	1	859	19	1	859	19	.....	.....	.....
Lamaline	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	18	6
Lark Harbor	2	1718	41	.....	.....	.....	2	1718	41	.....	.....	.....
Lewisport	4	4149	94	.....	.....	.....	4	4149	94	.....	.....	.....
Placentia	.....	.....	.....	10	6890	220	10	6890	220	.....	.....	.....
Port aux Basques	155	55519	5613	4	1410	76	159	56929	5689	.....	.....	.....
Pushthrough	1	859	20	1	17	11	2	876	31	.....	.....	.....
Rigoulette	3	2301	83	.....	.....	.....	3	2301	83	.....	.....	.....
St. John's	170	331664	8308	70	55994	2181	240	387658	10489	1	816	17
St. Lawrence	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Sandy Point	15	3759	272	.....	.....	.....	15	3759	272	.....	.....	.....
Tilt Cove	.....	.....	.....	.....	.....	.....	.....	.....	.....	12	16578	263
Trepassey	1	84	13	.....	.....	.....	1	84	13	.....	.....	.....
Total	409	457601	15776	104	75380	2897	513	532981	18673	194	392194	5178

the Colony of Newfoundland during the year ending 30th June, 1910.

FOREIGN.						TOTAL.								
In Ballast.			Total.			With Cargoes			In Ballast.			Total.		
No	Tons.	Crew.	No.	Tons.	Crew.	No.	Tons.	Crew.	No.	Tons.	Crew.	No.	Tons.	Crew.
.....	....	.....	.....	... .	.... .	1	599	30	.....	.....	.....	1	599	30
4	4161	73	176	370352	4810	194	405755	5315	7	5631	118	201	411386	5433
.....	.....	.....	....	.....	.....	.....	.....	....	1	56	9	1	56	9
.....	. .....	.....	7	8573	149	11	16016	272	.....	. .....	.....	11	16016	272
.....	.....	.....	.....	.....	.....	3	2551	66	1	689	22	4	3240	88
.....	.....	.....	....	.....	.....	17	4522	323	7	4193	210	24	8715	533
1	1899	23	1	1899	23	.....	.....	....	4	5372	89	4	5372	89
.....	.....	.....	... ..	....	.....	10	2670	190	.....	... .	.....	10	2670	190
.....	.....	.....	.....	.....	.....	1	199	22	.....	.....	.....	1	199	22
1	18	6	1	18	6	.....	....	.....	1	18	6	1	18	6
5	74	28	6	92	34	1	18	6	5	74	28	6	92	34
1	358	15	1	358	15	.....	.. ..	.....	3	432	38	3	432	38
.....	.....	. ...	.....	.....	.....	.....	.....	....	1	255	15	1	255	15
.....	.....	.....	.....	.....	.....	.....	.....	.....	1	859	19	1	859	19
8	103	38	9	121	44	1	18	6	8	103	38	9	121	44
.....	.....	.....	.....	.....	.....	2	1718	41	. ...	.....	.....	2	1718	41
1	1125	21	1	1125	21	4	4149	94	1	1125	21	5	5274	115
.....	.....	.....	.....	.....	.....	.....	....	.....	10	6890	220	10	6890	220
.....	.....	.....	.....	.....	.....	155	55519	5613	4	1410	76	159	56929	5689
. ...	.....	.....	...	....	.....	1	859	20	1	17	11	2	876	31
.....	.....	.....	.....	.....	.....	3	2301	83	....	.....	.....	3	2301	83
10	11258	203	11	12074	220	171	332480	8325	80	67252	2384	251	399732	10709
1	18	6	1	18	6	.....	.....	.....	1	18	6	1	18	6
.....	.....	.....	.....	.....	.....	15	3759	272	.....	....	.....	15	3759	272
.....	.....	... ..	12	16578	263	12	16578	263	.....	.....	.....	12	16578	263
.....	.....	.....	.....	.....	.....	1	84	13	.....	.....	.....	1	84	13
32	19014	413	226	411208	5591	603	849795	20954	136	94394	3310	739	944189	24264

Abstract for the year ending 31st December, 1910.

	Sailing Vessels.		Steam Vessels.	
	Vessels.	Nett Ton'age	Vessels	Nett Ton'age
Remaining on the Register at the end of last year.....	3,315	132349	72	16706
Added :				
Vessels registered for the first time (exclusive of vessels purchased from Foreigners)—				
(*a*) New Vessels, built at Ports in the United Kingdom	.....	.....	1	228
(*b*) New Vessels, built at Ports in Newfoundland.....	45	1,422	.....	.....
(*c*) Other Vessels.....	.....	.....	.....	....
Vessels purchased from Foreigners	2	175	.....	.....
Vessels transferred from—				
(*a*) Ports in the United Kingdom	.....	.....	.....	.....
(*b*) Ports in the Isle of Man, Channel Islands, or British Possessions.....	11	1,569	.....	.....
Vessels registered *de novo*	5	420	1	239
Other Vessels	.....	.....	.....	.....
*Tonnage added in consequence of re-measurements or alterations (without re-registry).....	.....	.....	.....	.....
Total added.....	63	3,586	2	467
Deducted :				
Vessels wrecked or otherwise lost	44	2,438	3	934
" broken up, decayed, or become permanently unfit for use afloat.....	9	330	.....	.....
" converted into hulks, storeships, &c. (not navigable)	.....	.....	.....	.....
" used as lightships, for inland navigation, or for other navigable purposes	.....	.....	.....	.....
" sold to Foreigners.....	.....	.....	1	1541
" transferred to—				
(*a*) Ports in the United Kingdom	.....	.....	1	415
(*b*) Ports in the Isle of Man, Channel Islands, or British Possessions.....	2	219	.....	.....
" registered *de novo*	5	425	1	233
Other Vessels.....	.....	.....	.....	.....
*Tonnage deducted in consequence of re-measurements or alterations (without re-registry)	.....	13	.....	.....
Total deducted.....	60	3,425	6	3132
†Balance remaining on the Register on 31st Dec., 1910...	3,318	132510	68	14041

* Alterations in the Tonnage of Vessels when registered *de novo*, or when transferred from other Ports are not to be included.

† These totals should agree with the corresponding totals given on the preceding page.

Reports and Returns in connection with the Dept. of Agriculture and Mines, 1910.

REPORT

of the Minister of Agriculture and Mines on Licenses, Leases and Grants issued within the Fiscal Year ending 30th June, 1910, and on Reports of the Surveys done during the Calendar Year ending December 31st, 1910.

To His Excellency Sir Ralph Champneys Williams, Knight Commander of the Most Distinguished Order of St. Michael and St. George, Governor and Commander-in-Chief in and over the Island of Newfoundland and its Dependencies.

MAY IT PLEASE YOUR EXCELLENCY:—

I have the honor to submit for Your Excellency's information, returns of the Licenses, Leases and Grants issued by the Department of Agriculture and Mines, within the Fiscal Year ending 30th June, 1910, and reports of the Surveys done during the Calendar Year ending December 31st, 1910.

During the Fiscal Year there were issued one hundred and seventy-five grants of agricultural land, containing an area of one thousand eight hundred and eighty-three acres and eight perches and twenty-eight hundred and seventeen square feet, the amount received for which was twelve hundred and seventy-one dollars and ninety cents, as shown in return marked No. 1.

Twenty-six licenses to cut timber covering an area of six thousand one hundred and ninety and three-quarter square miles, on which there was paid the sum of twelve thousand three hundred and eighty-one dollars, as shown in return marked No. 2.

Five hundred and seven licenses of mining locations, covering an area of twenty-five hundred and sixty-seven square miles, on which the amount of fees received was fifty-one thousand three hundred and forty dollars, as shown in return marked No. 3.

Four leases of mining locations, covering an area of three square miles, on which the fees received amounted to one hundred and twenty dollars, as shown in return marked No. 4.

Two fee-simple mining grants, covering an area of one square mile, as shown in return marked No. 5.

One lease of water power, as shown in return marked No. 6.

The total revenue of the Department from all sources amounted to $251,-234.01, and was the largest ever collected.

Two survey parties were engaged during the past Calendar Year. One, under the direction of the First Surveyor of this Department, was employed principally in connection with the surveying and plotting of the right of way for the Branch Railway from Shoal Harbor to Bonavista.

The other, under the Second Surveyor, was employed in the survey and preparation of plans of land in the vicinity of St. John's, in surveying and laying off lots near Botwood for Agricultural purposes, and in general survey work in connection with the Department.

Reports of the Surveyors are forwarded herewith, as are also the following, viz.: the Report of the Timber Inspector, accompanied by return of timber cut during the year 1909–10; the Report of the Chief Ranger (under the Act for the protection of the woods against fires) of his proceedings for the past Calendar Year; the Report of the Secretary of the Newfoundland Agricultural Board.

I have the honor to be,
Your Excellency's Most Obedient Servant,

SYDNEY D. BLANDFORD,
Minister of Agriculture and Mines.

CROWN LANDS DEPARTMENT.

Return of Crown Land Grants

No.	Date of Issue.	Name.	No. of Grant.	Locality.
1	July 7	P. J. and S. Hannaford	12163	Petty Harbor Road
2	10	Wm. J. King	12144	Deer Harbor
3	10	Robert Pretty	12149	Dildo Cove
4	10	Amos Wall	12150	New Bay
5	10	George and Wm. Miller	12151	Joe Batt's Arm
6	10	H. H. Carter	11846	Codroy
7	Aug. 24	Wm. Little	12154	Travers Brook, Gambo
8	28	Diocesan Synod	12162	Fogo
9	28	John C. Hopkins	12158	Heart's Content
10	28	R. Dyke	12161	Salvage Bay
11	28	H. and N. White	12157	Loo Cove
12	28	C. Steel	12159	Burgoyne's Cove
13	28	John Randall	12155	Quirpon
14	Sept. 7	W. H. Hoffman	12178	St. George's River
15	7	J Outerbridge and J. Harvey	12179	St. John's
16	Oct. 14	John Vey	11667	Long Beach
17	14	Thomas Kennedy	11489	Goose Arm
18	14	Alexander Ryan	11556	Codroy River
19	14	Denis Ryan	11557	do do
20	14	T. and R Gillam	12068	Highland River
21	18	E. Morris and L. Brown	12126	Gin Cove
22	28	F. E Young	12180	Gander River
23	Nov. 23	C. Moss	9808	Jamestown
24	Dec. 9	Daniel Cutler	12171	Trinity Bay
25	9	Wm. and Robert Toms	12165	LaScie
26	9	Ab. Bartlett	12175	do
27	9	Simon Snelgrove	12174	Pinnacle Cove
28	9	William England	12172	do do
29	9	John Evans	12173	Harry's Harbour
30	Dec. 16	Arthur Bartlett	12169	Green Bay
31	16	James Crocker	12037	Goose Cove
32	16	John Wily	12160	Deer Harbor
33	16	Jesse White, in Trust	12156	Badger's Quay
34	16	Stephen and Isaac Bourne	12170	Pool's Island
35	16	P. White and S. Sturge	11793	do do
36	16	F. Heale	12197	Cochrane Pond Road
37	16	T. Heale	12185	do do
38	16	Alice Bolar	12198	do do
39	16	S. Ruby	12187	do do
40	16	Eliza Ruby	12186	do do
41	16	R. Cullen	12166	Torbay
42	16	W. and P. Snelgrove	12164	Lower Island Cove
43	16	Joseph Renolds	12167	Caplin Cove
44	20	Anthony Ward	12188	Gambo
45	20	Joseph A. Lodge	12196	Catalina
46	20	Arthur Gardner	12182	Pope's Harbor
47	20	Henry W. Little	12194	Catalina
48	20	Mark Fitzpatrick	12183	Goose Cove
49	20	Joseph A. Taylor	12190	Quirpon
50	20	Joseph Sheppard	12192	Goose Cove
51	20	Edward Lane	12195	Englee
52	20	Bernard McGrath	12199	Bishop's Falls
53	20	Leander Upward	12189	Pinnacle Cove
54	20	Gerald Whelan	12184	Fortune Harbor
55	20	Malcom Simms	12191	Herring Neck
56	20	Jonathan Moores	12193	Wild Bight

CROWN LANDS DEPARTMENT.

Issued during the Year 1909-1910.

District.	Area.	Date of Grant.	Registry.		Amount.
			Vol.	Folio.	
	A R. P.				
St. John's West...	38 3 0	July 1, 1909	70	115	$12 70
Trinity	1 1 4	June 2, "	76	103	1 60
do	3 1 4	7, "	76	108	2 20
Twillingate	1 36	17, "	76	106	1 30
Fogo	1 26	17, "	76	107	1 30
St. George's	15 2 16	Sept. 11, 1908	76	109	5 80
Bonavista	100 0 0	June 22, 1909	70	118	31 00
Fogo	0 26	22, "	76	115	1 00
Trinity	3 25	22, "	76	112	1 30
Bonavista	1 2 32	22, "	76	114	1 60
do	3 0 0	22, "	76	111	1 90
Trinity	15 2 7	22, "	76	113	5 80
St Barbe	1 1 20	22, "	76	116	1 60
St. George's	5 0 0	Sept. 4, "	76	116	2 50
St. John's East	2917 sq. feet	4, "	76	117	524 00
Trinity	24 3 8	Jan. 6, 1908	70	120	8 50
St. George	32 0 2	Dec. 27, 1907	70	119	10 60
do	35 0 0	27, "	70	121	11 50
do	26 1 0	27, "	70	122	9 10
do	98 0 0	Mar. 27, 1909	70	123	30 40
Trinity	3 1 28	May 18, "	76	118	2 20
Twillingate	300 0 0	Oct. 25, "	70	125	91 00
Bonavista	6 2 3	14, "	65	133	3 10
do	5 1 33	July 31, "	76	124	2 80
St. Barbe	1 2 0	1, "	76	120	1 60
do	0 24	Aug. 7, "	76	119	1 30
Twillingate	1 1 16	July 31, "	76	121	1 60
do	2 13	31, "	76	123	1 30
do	3 0 0	31, "	76	122	1 90
do	3 24	31, "	76	134	1 30
Trinity	15 2 16	Mar. 15, "	76	132	5 80
do	4 2 16	June 22, "	76	130	2 50
Bonavista	1 1 36	22, "	76	129	1 60
do	2 0 11	July 31, "	76	128	1 90
do	6 2 3	May 19, 1908	76	127	3 10
St. John's West	20 0 0	Dec. 4, 1909	76	139	7 00
do do	20 0 0	4, "	76	135	7 00
do do	20 0 0	4, "	76	138	7 00
do do	20 0 0	4, "	76	137	7 00
do do	20 0 0	4, "	76	136	7 00
St John's East	1 3 3	July 1, "	76	133	1 60
Bay de Verde	4 3 25	1, "	76	131	2 50
do	5 0 0	1, "	76	126	2 50
Bonavista	3 3 24	Dec 4, "	76	152	2 20
Trinity	1 0 36	4, "	76	141	1 60
do	7 0 10	4, "	76	150	3 40
do	1 24	4, "	76	143	1 30
St. Barbe	1 0 0	4, "	76	149	1 30
do	7 1 27	4, "	76	147	3 40
do	1 2 16	4, "	76	145	1 60
do	3 2 0	4, "	76	142	2 20
Twillingate	1 0 14	4, "	76	140	1 60
do	3 0 0	4, "	76	151	1 90
do	1 0	4, "	76	148	1 30
do	0 24	4, "	76	146	1 30
do	1 2 22	4, "	76	144	1 60

CROWN LANDS DEPARTMENT.

Return of Crown Land Grants

No.	Date of Issue	Name.	No. of Grant	Locality.
	1910			
57	Jany. 5	John, James, Wm. and Patrick Mesh	12206	Gooseberry Island
58	5	Alfred Churchill	12207	Portugal Cove
59	5	John Thomey	12213	Mosquito
60	5	S., J., E., W. and J. Coffin	12212	Joe Batt's Arm
61	5	Josiah Goodyear	12200	Carmanville
62	5	W. A. Parsons	12209	Codroy
63	5	Charles Brake	12211	Humbermouth
64	5	Benj. Bailey	12208	Flowers Cove
65	5	Arthur Gardner	12215	Pope's Harbor
66	5	Stephen Bennett	12203	Green's Harbor
67	5	Wm. and Kenneth Critch	12214	LaScie
68	5	George Morgan	12202	do
69	5	Henry Andrews	12201	do
70	5	John Thomas Mackay	12206	Dolland's Arm
71	5	Frederick Knight	12210	Green Bay
72	5	Abraham Mugford	12204	Exploits,
73	5	Nfld. Conference	9540	Rocky Bay
74	5	do	9541	do
75	5	do	7427	Liftle Bay
76	Feby. 15	do	7940	Moreton's Harbor
77	15	do	10478	Loo Bav
78	15	do	7932	Shoal Bay
79	21	do	8310	Flat Bay
80	21	do	9550	Fortune
81	23	Patrick Coombs	12227	Trepassey Bay
82	March 1	Thomas Fry	12226	Shearstown
83	1	George Forward	12218	Grand Bank
84	1	Joseph E. Long	12236	Marystown
85	1	Edgar T. King	12238	Deer Harbor
86	1	Daniel Couch	12241	Goose Cove
87	1	Thomas Walsh	12230	La Scie
88	1	Wm. H. Taylor	12239	Bay D'Espoir
89	1	F. and A. M. Rose	12237	Belleoram
90	1	Heber House	12228	Bonavista
91	1	Wm. White	12224	Loo Cove
92	1	Wm. Howell	12222	Badger's Quay
93	1	G. M. Shears	10693	Robinson's Head
94	2	Nfld. Conference	7661	Grand Bruit
95	3	George Gaden, jr.	12229	Harry's Harbor
96	3	Lucy Whelan	12219	New Bay
97	3	Jesse Bugden	12235	Aspen Cove
98	3	Ezekiel Penny	12225	Deer Harbor
99	3	Edwin Noseworthy	12231	Trinity Bay
100	3	William White	12234	Loo Cove
101	10	Henry Clarke	12254	Victorla Village
102	10	Esau Record	12252	do
103	10	John Martin	12266	La Scie
104	10	John Clance	12243	do
105	10	Edward Bailey	12259	King's Cove
106	10	Ruth Walters	12258	Aspen Cove
107	10	J., W., N. J. and A. Blundon	12244	Apsey Point
108	10	John Wheeler	12253	Loo Cove
109	10	Robert Stanfield	12251	do
110	10	Samuel Parsons	12257	Kettle Cove
111	10	Abner King	12250	Budgell's Cove
112	10	Arthur Knight	12249	Jackson's Cove

CROWN LANDS DEPARTMENT.

Issued during the Year 1909-1910.

District.	Area.	Date of Grant.	Registry.		Amount of Fee.
			Vol.	Folio	
	A. R. P.				
Bonavista	8 0 0	Dec. 4, 1909	76	161	$ 3 40
St. John's East	8 3 6	4, "	76	168	3 70
Carbonear	33	23, "	76	163	1 30
Fogo	1 0 5	23, "	76	170	1 60
do	1 0 0	23, "	76	155	1 30
St. George	7 3 11	23, "	76	165	3 40
do	8 3 31	23, "	76	171	3 70
St. Barbe	13 0 27	23, "	76	166	5 20
Trinity	3 22	23, "	76	162	1 30
do	7 1 8	23, "	76	159	3 40
St. Barbe	5 0 0	23, "	76	169	2 50
do	9 1 31	23, "	76	157	4 00
do	1 2 24	23, "	76	156	1 60
Twillingate	2 1 16	23, "	76	167	1 90
do	1 1 28	23, "	76	164	1 60
do	20 0 0	23, "	76	160	7 00
Fogo	13 1 8	Sept. 30, 1902	64	153	1 00
do	2 0 0	30, "	64	152	1 00
Twillingate	1 1 3	Ap'l 2, 1894	53	57	1 00
do	3 0	July 27, 1895	57	20	1 00
do	2 11	Feb. 13, 1905	65a	56	1 00
Trinity	1 3 0	20, 1896	57	77	1 00
St. George	1 3 33	Oct. 30, 1897	56	25	1 00
Fortune	2 1 29	Nov. 13, 1902	64	154	1 00
Placentia and St. Mary's	7 1 34	Feb. 17, 1910	77	6	3 40
Harbor Grace	4 0 26	17, "	77	4	2 50
Burin	7 0 24	17, "	77	1	3 40
do	2 0 29	17, "	77	10	1 90
Trinity	1 2 0	17, "	77	8	1 60
St. Barbe	3 0	17, "	77	5	1 30
do	2 1 29	17, "	77	11	1 90
Fortune Bay	16 0 00	17, "	77	9	5 80
do	2 3 30	17, "	77	7	1 90
Bonavista Bay	12 0 9	17, "	77	12	4 90
do	4 3 37	17, "	77	3	2 50
do	6 0 25	17, "	77	2	2 80
St. George's	61 0 0	June 8, 1905	68	166	9 30
Burgeo and La Poile	2 16	Jan. 10, 1895	54	76	1 00
Twillingate	2 0 16	Feb. 17, 1910	76	178	1 90
do	4 0 25	17, "	76	172	2 50
Trinity	2 10	17, "	76	177	1 30
do	1 3 8	17, "	76	173	1 60
Bonavista	2 1 18	17, "	76	175	1 90
do	3 3 2	17, "	76	176	2 20
Carbonear	6 0 26	24, "	76	184	3 10
do	9 0 32	24, "	77	14	4 00
St. Barbe	2 20	24, "	76	185	1 30
do	7 1 16	24, "	76	179	3 40
Trinity	11 1 24	24, "	77	18	4 60
do	1 2 31	24, "	76	183	1 60
do	9 3 26	24, "	76	182	4 00
Bonavista	5 1 10	24, "	77	13	2 80
do	5 3 24	24, "	77	15	2 80
do	3 1 26	24, "	77	17	2 20
Twillingate	3 23	24, "	76	180	1 30
do	6 3 16	24, "	76	181	3 10

CROWN LANDS DEPARTMENT.

Return of Crown Land Grants

No.	Date of Issue.	Name.	No. of Grant.	Locality.
113	Mar. 10	F. and A. Knight	12255	Rocky Brook
114	10	Newfoundland Conference	8049	Haystack
115	10	do do	7065	Silbeys Cove
116	10	do do	7472	Indian Arm
117	16	James Penny	12272	Hickman's Harbor
118	16	James Way	12277	Greenspond
119	16	Matt. Brien	12274	Carbonear
120	16	J. C. Simmonds	12275	Harry's Harbor
121	16	Wesley Tuff	12276	Nick's Nose Cove
122	16	Philip Snelgrove	12273	Harry's Harbor
123	23	Newfoundland Gonference	10456	Apsey Cove
124	April 6	John Rolls	12181	St. Julien's Harbor
125	22	Richard Oldridge	12240	Torbay
126	22	George King of Michael	12289	Victoria Village
127	22	Lemuel Chafe	12293	Bishop's Falls
128	22	John Parsons	12284	Cross Cove
129	22	Jesse Winsor	12295	Wesleyville
130	22	Lemuel Peddle	12287	Carbonear
131	22	Wm. H. Milley and W. T. Batstone	12269	Nipper's Harbor
132	22	Jno. and Samuel Davis	12264	Fortune Harbor
133	22	Charles Batstone	12262	Western Arm
134	22	Michael S. Sullivan	12261	Mary March's Brook
135	22	Joseph Churchill	12263	LaScie
136	22	John England	12265	Jerry's Cove Road
137	22	William J. Howell	12267	Carbonear
138	22	Charles King	12268	Harry's Harbor
139	22	Harvey T. Newhook	12270	Jackson's Cove
140	22	James Oake	12271	Victoria Cove
141	22	Richard Hapgood	12266	Squid Tickle Island
142	May 5	Jos., Ab., Samuel and Job Kean	12300	Hermit Cove
143	5	George Gaden, jr	12301	Harry's Harbor
144	5	Wm. A and Robert Toms	12296	LaScie
145	5	Robert Stephens	12297	Victoria Village
146	5	Charles T. Richards	12298	Glenwood
147	5	George Purchase	12299	Deer Harbor
148	5	Wesley Tuff	12278	Nick's Nose Cove
149	5	Philip Snelgrove	12279	Harry's Harbor
150	5	John Rowsell	12280	Glenwood
151	5	Lewis Squires	12281	Salvage Bay
152	5	Robert Rideout	12283	Harbor LeCou
153	5	Thomas LeSelleur	12282	Little Bay
154	5	John Pynn	12285	Nick's Nose Cove
155	5	Robert Best	12294	Valleyfield
156	5	Reuben Edwards	12292	Harbor LeCou
157	5	Wm. H Gardner	12291	British Harbor
158	5	Jas. Gorman	12290	Old Bay
159	26	Newfoundland Conference	12313	Farmer's Arm
160	26	do do	12311	Dog Bay
161	26	do do	12310	Little Burnt Bay
162	26	do do	12312	Loo Bay
163	June 6	do do	8429	Broad Cove
164	14	Elijah Churchill	12307	Portugal Cove
165	14	Noah Addy	12304	Hickman's Harbor
166	14	W. J. Garland	12306	Old Perlican
167	14	William Holloway	12319	Victoria Village
168	14	James R Handcock	12318	Bassett's Harbor

CROWN LANDS DFPARTMENT.

Issued during the Year 1909-1910.

District.	Area	Date of Grant.	Registry.		Amount.
			Vol.	Folio.	
	A. R. P.				
Twillingate	3 36	Feb. 24, 1910	77	18	$1 30
Placentia and St. Mary's	2 39	25, 1896	57	79	1 00
Trinity	2 7	Oct. 31, 1892	52	31	1 00
Bonavista	1 3 0	Feb. 3, 1898	58	162	1 00
Trinity	2 1 24	Mar. 5, 1910	76	189	1 90
Bonavista	0 33	5, "	76	186	1 30
Carbonear	1 0 36	5, "	76	191	1 60
Twillingate	6 2 0	5, "	76	187	3 10
do	1 0 20	5, "	76	188	1 60
do	5 2 36	5, "	76	190	2 80
do	4 0 0	Feb. 4, 1905	69	112	1 00
St. Barbe	1 1 38	Dec. 4, 1909	76	125	1 60
St. John's East	22 0 0	Feb. 17, 1910	77	41	7 90
Carbonear	5 0 0	Mar. 11, "	77	28	2 50
Twillingate	2 1 5	11, "	77	27	1 90
Burgeo & LaPoile	3 7	11, "	77	26	1 30
Bonavista	0 3	11, "	77	25	1 30
Carbonear	1 10	11, "	77	22	1 30
Twillingate	5 0 15	5, "	77	21	2 80
do	9 2 17	5, "	77	20	4 00
do	9 0 28	5, "	77	19	4 00
Red Indian Lake	320 0 0	5, "	76	199	97 00
St. Barbe	1 2 27	5, "	76	198	1 60
Twillingate	1 3 8	5, "	76	197	1 60
Carbonear	0 3	5, "	76	195	1 30
Twillingate	1 30	5, "	76	194	1 30
do	13 0 0	5, "	76	193	4 90
Fogo	11 3 24	5, "	76	192	4 60
	1 2 24	5, "	76	196	1 90
Bonavista	4 1 2	18, "	77	47	2 50
Twillingate	2 16	18, "	77	46	1 30
St. Barbe	9 3 0	18, "	77	45	4 00
Carbonear	9 2 19	18, "	77	44	4 00
Twillingate	20 0 0	18, "	77	43	7 00
Trinity	4 2 18	18, "	77	42	2 50
Twillingate	5 0 12	11, "	77	39	2 80
do	1 2 0	11, "	77	38	1 60
do	12 1 12	11, "	77	37	4 90
Bonavista	2 2 12	11, "	77	36	1 90
Burgeo & LaPoile	0 34	11, "	77	35	1 30
do do	1 3 16	11, "	77	34	1 60
Twillingate	7 1 24	11, "	77	33	3 40
Bonavista	19 1 24	11, "	77	32	7 00
Burgeo and LaPoile	2 19	11, "	77	31	1 30
Trinity	1 28	11, "	77	30	1 30
Fortune	20 0 0	11, "	77	29	7 00
Twillingate	1 0 12	6, "	77	57	1 00
Fogo	2 32	6, "	77	55	1 00
Twillingate	1 0 1	6, "	77	56	1 00
Fogo	2 11	6, "	77	58	1 00
Trinity	2 8	Jan. 3, 1908	58	155	1 00
St. John's East	9 1 35	Mar. 31, 1910	77	49	4 00
Trinity	1 2 0	31, "	77	51	1 60
Bay de Verde	20 0 0	31, "	77	53	7 00
Carbonear	2 0 0	May 6, "	77	62	1 60
Fogo	1 3 14	6, "	77	61	1 60

CROWN LANDS DEPARTMENT.

Return of Crown Land Grants

No.	Date of Issue	Name.	No. of Grant	Locality.
169	June 14	A. G. Moulton	12317	Burin Bay
170	14	A. and P. Pelly	12314	Harry's Harbor
171	14	H., F., W. M. and A. F. Colbourne	12302	King's Point.
172	14	J. Besant and M. Walsh	12303	Bishop's Falls
173	14	A. Yates	12308	Green Bay.
174	14	W. E. Yates	12309	do
175	25	Central Forests Co., Ltd.	12260	Norris Arm

Department of Agriculture and Mines,
St. John's, Newfoundland,
June 30th, 1910.

CROWN LANDS DEPARTMENT.

Issued during the Year 1909-1910.

District.	Area.	Date of Grant.	Registry.		Amount of Fee.
			Vol.	Folio.	
	A. R. P.				
Burin.....	1 1 12	May 6, 1910	77	60	$ 1 60
Twillingate	4 2 12	6, "	77	59	2 50
do	17 0 28	Mar. 31, "	77	50	6 40
do	3 2 12	.31, "	77	52	2 20
do	16 2 5	31, "	77	54	6 10
do	7 3 26	31, "	77	48	3 40
do	7 3 20	5, "	77	63	3 40
	1883 0 08 and 2817 sq. ft				$1271 90

SYDNEY D. BLANDFORD,
Minister of Agriculture and Mines

CROWN LANDS DEPARTMENT.

Return of Mining Licenses

Date.	Registry.			Name.
	Vol.	Folio.		
1909				
Aug. 3	20		83	Chas. W. H. Tessier, R. H. Wing and R. W. Strong
3	20		84	Chas. W. H. Tessier, R. H. Wing and R. W. Strong
3	20		90	William Campbell
July 2	20		91	Harry D. Reid
5	20		92	Hon. D. Morison
5	20		93	Hon. John Harvey
5	20		94	Harry D. Reid
6	20		95	William Campbell
12	20		96	William Campbell and M. L Parrell
15	20		97	Robert B. Job
1	20		98	William J. Ellis and P T. McGrath
15	20		99	Geo. Hodder and William Cook
15	20		100	Stephen J. Whelan and Joseph P. Chetwynd
15	20		101	Thomas E. Wells and Enos England
17	20		102	Hon. D. Morison
22	20		103	Samuel J. Blackler
Aug. 17	20		104	A E Hickman and M L. Parrell
July 19	20		105	William Campbell
19	20		106	Charles R. Thompson
19	20		107	Charles R Thompson
19	20		108	Charles R. Thompson
20	20		109	Joseph H. Taverner
20	20		110	William H. Taylor
21	20		111	William Campbell and T. M. Mitchell
23	20		112	George Hodder
23	20		113	W. G. Pippy
16	20		114	The Baccalieu Syndicate of Montreal
Aug. 7	20		115	The Baccalieu Syndicate of Montreal
July 27	20		116	Thomas Hanrahan
27	20		117	W. E. Bearns
26	20		118	A. R. Hutchcroft
28	20		119	Wm. Wyatt. Wm. James, Wm Campbell, C H. Hutchings, Archibald Lindsay, and Arthur Donnelly
28	20		120	J. J St. John, J. V O'Dea and W. E. Bearns
28	20		121	J. J. St John, J. V. O'Dea and W. E Bearns
29	20		122	William Cook
29	20		123	William Cook
31	20		124	Thomas Bennett
31	20		125	George Smith
Aug. 2	20		126	George Hodder
2	20		127	Robert G. Rendell
3	20		128	James Norris, Job Wells, R. D. Wahs and Patrick Burke
5	20		129	Bowring Brothers, Limited
9	20		130	Hon. R. K. Bishop, Executor of the Will of the late Daniel Henderson and Hon John Harvey
7	20		131	Alexander MacLachlan
9	20		132	J. A. W. McNeily
9	20		133	J. C. Parsons
10	20		134	Albert Hann
11	20		135	Harry J. Crowe
13	20		136	C. W. H. Tessier, R. H Wing and R. W. Strong
13	20		137	C. W. H. Tessier, R. H. Wing and R. W. Strong
13	20		138	C W. H Tessier, R. H. Wing and R W. Strong
13	20		139	C. W. H. Tessier, R. H Wing and R. W Strong
16	20		140	Albert E. Hickman
16	20		141	James H. Monroe

CROWN LANDS DEPARTMENT.

Issued during the Year 1909-10.

Residence.	Fee.	Locality.	Remarks.
St. John's	$10 00	Coffee Pond, Forteau Bay	
do	10 00	Beaver River, Lance-au-Loup	
do	20 00	Beaver Pond Road, inland Brigus	
do	10 00	Notre Dame Island, St. Barbe	
do	10 00	Little Narrows Islaud, Labrador	
do	50 00	near Mt. Cormack, Inland Bay D'Espoir	
do	10 00	Under water between Notre Dame Is. and Three Mt. Harbor, St. Barbe	
do	10 00	Sally Cove, St. Barbe	
do	10 00	How Harbor, Hare Bay	
do	50 00	Baie Verte	
do	30 00	Little Bay, N.DB.	
do	10 00	Fawcett's Cove, New World Is., N.DB.	
Brigus	30 00	Snow's Pond, Inland Clarke's Beach	
Little Bay	20 00	South from Ming's Bight	
St John's	10 00	Bumble Bee Bight, Pilley's Island	
Nipper's Harbor	10 00	Walsh's Cove, West of Nipper's Harbor	
St. John's	10 00	North of Goose Cove, St Barbe	
do	10 00	Western Bay, Bay de Verde	
do	20 00	East of Green Cove, Baie Verte	
do	10 00	do do	
do	20 00	do do	
Little Bay	10 00	Otter Island, N D.B	
St. John's	30 00	Little Barachois River, Bay St George	
do	20 00	St. Jones Within. Trinity Bay	
Twillingate	10 00	Coachman's Cove, St Barbe	
St. John's	400 00	"The Arches," North of Parson's Pond	
Montreal, Canada	80 00	Under water St. Paul's Inlet	
do do	20 00	Jack O'Clubs Cove, East Bay, Port au Port	
Harbor Grace	20 00	Collier's, Conception Bay	
St. John's	20 00	S. W. Arm, New Bay	
Pt. Leamington, N D.B	20 00	do do	
St. John's	10 00	Eastern End Pitt, Sound Island, B B.	
do	50 00	Inland North from Parson's Pond	
do	50 00	North from Parson's Pond	
do	10 00	Hall's Bay Head, N.D.B.	
do	10 00	Seal Bay, N.D.B.	
Twillingate	10 00	North West Arm, Clode Sound, N.D.B	
do	10 00	North Island, Twillingate	
St. John's	10 00	Platter's Head, South Island, Twillingate	
	10 00	Hatchet Hr., New World Island, N.D.B.	
St John's	10 00	Three Arms, Green Bay	
	30 00	Broad Cove. St. John's West	
do			
do	80 00	Middle Brook, inland York Hr., Bay of Is	
do	10 00	Stag Island, Labrador	
do	30 00	Seldom Come By	
Burgeo	20 00	Ochre Pitt and Red Cliffs, Bay de Verde	
Botwoodville	20 00	near Peter's River, Labrador	
St. John's	10 00	Noel Paul's Brook	
do	10 00	Coffee Pond, Inland Forteau, Labrador	
do	10 00	do do do	
do	10 00	Beaver River, Labrador	
do	10 00	do do	
do	20 00	Little Bay, Notre Dame Bay	
	10 00	Upper Rocky Brook, Smith's Sound, T.B.	

1450.

CROWN LANDS DEPARTMENT.

Return of Mining Licenses

Date.	Registry. Vol	Registry. Folio.	Name.
1909			
Aug. 16	20	142	James H. Monroe
19	20	143	Charles W. H. Tessier
19	20	144	J J St. John
20	20	145	J. J. St. John
20	20	146	J. J. St. John
30	20	147	William Campbell
30	20	148	William Campbell
Sept. 6	20	149	J. Arthur Greene
2	20	150	The Nfld. Manganese Iron Ore Mines, Ltd
2	20	151	John J. Oxley
2	20	152	Frederick H Hue
3	20	153	The Nfld. Manganese Iron Mines, Ltd
3	20	154	The Nfld Manganese Iron Mines, Ltd
3	20	155	The Nfld Manganese Iron Mines, Ltd
3	20	156	The Nfld Manganese Iron Mines, Ltd
6	20	157	Wm. Campbell
7	20	158	John Browning
9	20	159	Archibald Lindsay
9	20	160	Thomas J Freeman
9	20	161	Robert B Job
11	20	162	Otto Emerson
13	20	163	Wm. H. McRobert
13	20	164	The Nfld. Manganese Iron Ore Mines, Ltd
13	20	165	Charles R. Thomson
14	20	166	Wm H. McRobert
15	20	167	Alex. McLachlan
15	20	168	Wm H McRobert
15	20	169	Wm. H McRobert
15	20	170	Wm. H. McRobert
15	20	171	Wm. E. Bearns
16	20	172	Cyril W. G Tessier
17	20	173	J. A. Greene
20	20	174	C. O'N. Conroy and James R. Hayes
24	20	175	Hon. D. Morison
25	20	176	Wm. H McRobert
29	20	177	Thomas J. Freeman
29	20	178	Esau and John Butler
Octr 1	20	179	Henry Elliott
1	20	180	William Mitchell
4	20	181	Esau and John Butler
4	20	182	Esau and John Butler
4	20	183	Robert G. Rendell
4	20	184	Harry J. Crowe
5	20	185	S. J. Foote and Wm. H. Taylor
6	20	186	George Hodder
7	20	187	Jabez and John Butler
7	20	188	The Nfld. Manganese Iron Ore Mines, Ltd.
7	20	189	George Roberts
9	20	190	James Dunn
11	20	191	Hon D. Morison
11	20	192	Hon. D. Morison
11	20	193	F. C. Alderdice
11	20	194	A.. W. Knight
13	20	195	Frederlck A. Mews
13	20	196	Charles R.. Thomson
14	20	197	William Cook

CROWN LANDS DEPARTMENT.

Issued during the Year 1909-10.

Residence.	Fee	Locality.	Remarks.
St. John's	$10 00	Aspen Cove, Random Island, T.B.	
do	10 00	Goose Cove, Hare Bay	
do	50 00	Foxtrap, C.B.	
do	10 00	do	
do	10 00	do	
do	10 00	Garden Cove, St. Barbe	
do	10 00	Kelligrew's River, Harbor Main	
London, Eng	30 00	Strong Island, New Bay, N.D.B.	
Manchester, Eng	40 00	Seal Cove and vicinity, Harbor Main	
Topsail	10 00	South from Foxtrap, C.B.	
Brigus	10 00	East of Brigus Junction	
Manchester, Eng	70 00	Under water bet. Indian and Long Pond, C.B.	
do	10 00	Inland Foxtrap, C B.	
do	10 00	Seal Cove, Harbor Main	
do	10 00	Indian Pond, C.B.	
St. John's	10 00	Kelligrews River, C.B.	
do	20 00	Little Bay, N.D B.	
do	10 00	Southern Gooseberry Island, B.B.	
do	10 00	Under water, Long Pond, C.B.	
do	60 00	Reddix Bight and Ramah Bay, Labrador	
do	10 00	S W. Arm, Rantem Cove, T.B.	
Halifax, N.S	20 00	Rabbitts Arm, N D.B.	
Manchester, Eng	10 00	Indian Pond, C.B.	
St. John's	10 00	Eagle River, Labrador	
Halifax, N S	10 00	Cann Island, N.D.B.	
St. John's	10 00	Big Island, Labrador	
Halifax, N.S.	20 00	Rose Blanche	
do	30 00	West of Rose Blanche	
do	10 00	Inland Diamond Cove, Rose Blanche	
St, John's	10 00	Lower Hd. & under water, North Is., T'gate	
do	10 00	Under water, Topsail Head, C.B.	
London, Eng	20 00	Under water West end Bell Island, C B.	
St. John's	10 00	North from Flat Bay Brook, Bav St. George	
do	10 00	Rcwsell's Har., Labrador	
Halifax, N.S	20 00	Seal Hole, Burgeo and La Poile	
St. John's	10 00	Long Pond, C.B.	
Topsail	10 00	La Hure Harbor, Burgeo and LaPoile	
Harbor Breton	30 00	Red Cove and Merchant Cove, F. B.	
Sound Island, P.B	10 00	Hickey's Pond, inland Placentia Bay	
Topsail	10 00	Old Brook, Old Bay, F.B.	
do	30 00	Red Head, Rencontre	
St. John's	40 00	S. W. Arm, Green Bay	
Botwoodville	30 00	Pipestone Pond River, Bay D'Espoir	
St. John's	10 00	Dark Tickle Island, N.D.B.	
Twillingate	10 00	Chance Harbor West, N.D.B.	
Topsail	30 00	S.W. Arm, Corbin Bay, F.B.	
Manchester, Eng	10 00	Under water Topsail Head, C.B.	
Twillingate	10 00	Green Cove, Cape Mugford, Labrador	
Harbor Grace	10 00	Makkovik Island, Labrador	
St. John's	20 00	Mouth Humber River, Bay of Islands	
do	20 00	do	
do	20 00	Lower Rocky Cove, Smith's Sound, T.B.	
do	20 00	Betts Cove, Notre Dame Bay	
do	10 00	Mills Island, Labrador	
do	20 00	St. Julien's, St. Barbe	
	10 00	Fortune Harbor, N.D.B.	

CROWN LANDS DEPARTMENT.

Return of Mining Licenses

Date.	Registry. Vol.	Registry. Folio.	Name.
1909			
Oct. 15	20	198	Robert B. Job.
15	20	199	Robert B. Job.
16	20	200	Hon. C H Emerson
Sept 15	20	201	Laurence Syndicate
Oct. 22	20	202	Wm. J. White
22	20	203	Wm. J. White
18	20	204	Wm. Campbell
18	20	205	A. V Farrell and Hon. M. P. Gibbs
21	20	206	John S. Currie
21	20	207	Nfld. Manganese Iron Ore Mines, Ltd.
25	20	208	Esau and John Butler
27	20	209	Wm. H. Taylor
Nov. 8	20	210	Wm. H. Taylor
Oct 27	20	211	George Hodder
29	20	212	Anglo-Nfld. Development Co., Ltd
29	20	213	Andrew A. Delgado
30	20	214	Samuel J. Foote
30	20	215	Samuel J. Foote
Nov 2	20	216	Eliz. A., Minnie A. and Gertrude Tobin
4	20	217	Thomas J. Freeman
4	20	218	Thomas J. Freeman
5	20	219	Thomas J. Freeman
8	20	220	Wm. Campbell
10	20	221	Wm. Campbell
11	20	222	James H. Carter
11	20	223	John M. Moubray
11	20	224	Thomas Kelly
12	20	225	Wm. H. Taylor
12	20	226	J. J. St. John
15	20	227	J. J. St. John
15	20	228	Wm. H. Taylor and Charles E. Feaver
15	20	229	J. J. St. John
15	20	230	Charles R. Duder
16	24	231	Joseph Pippy and B. M. McGrath
16	20	232	Sidney Woods
17	20	233	Robert Brentnall and George Hender
23	20	234	John J. Oxley
23	20	235	John J. Oxley
16	20	236	John J. Oxley
17	20	237	B. M. McGrath and M. L. Parrell.
17	20	238	Hon. John Harvey
July 5	20	239	A. A. Delgado
5	20	240	James W. Winsor
Oct 9	20	241	Michael J. O'Brien
Dec 6	20	242	James A. Seybold and Thomas J. Watters
6	20	243	Wm. J. Ellis
7	20	244	Wm. J. Ellis
Nov 22	20	245	Wm. J. Ellis
29	20	246	Joseph Salter's Sons
17	20	247	Joseph Salter's Sons
17	20	248	Jonathan Noseworthy
18	20	249	Wm. E. Bearns
19	20	250	Wm. Mitchell
19	20	251	Sir Wm. H. Horwood
19	20	252	Wm. H. Hoffman, F. A. Begent, H. C. Crofoot and George W. Heuder
22	20	253	Angus Walker
22	20	254	J. J. St. John

CROWN LANDS DEPARTMENT.

Issued during the Year 1909-10.

Residence.	Fee.	Locality.	Remarks.
St. John's	$30 00	Under water Twillingate Island N.D.B.	
do	20 00	do do do	
do	30 00	Lewis Brook, Port au Port Bay	
London, England	20 00	Deer Cove, Baie Verte	
Montreal, Canada	80 00	Under water North from W. End Bell Island	
do	10 00	do West do do	
St. John's	10 00	Little Bay, N.D B.	
do	70 00	Western Cove of Bass Point, P.B.	
do	80 00	Quirpon Island, St. Barbe	
Manchester, England	10 00	Inland Topsail, C.B.	
Topsail	20 00	Old Brook, Old Bay, F.B	
St. John's	40 00	Cat Bay Gut, B.B.	
do	30 00	Cat Bay, B.B.	
Twillingate	10 00	East Chance Harbor, New World Is , N.D.B.	
Grand Falls	60 00	Victoria River, Red Indian Lake	
St. John's	10 00	Davies Pond, inland Little Bay, N.D B.	
do	10 00	Corbin Harbor, P.B.	
do	10 00	do	
Twillingate	20 00	West of Moreton's Harbor, N.D.B.	
St. John's	50 00	Inland from Job's Cove, Bay de Verde	
do	40 00	Inland Seal Cove, Bay de Verde	
do	40 00	Inland Red Head Cove, Bay de Verde	
do	20 00	Ochre Pit Cove, Bay de Verde	
St. John's	10 00	Western Bay, Bay de Verde	
Ferryland	20 00	Southern Bear Cove, Ferryland	
London, Eng	60 00	Snow's Pond, Inland Clarke's Beach	
New York, U.S.A	10 00	Inland Ming's Bight	
St. John's	20 00	Whale's Back, inl'nd N.from Little Bay, N.D.B	
do	10 00	Snow's Pond, inland Clarke's Beach	
do	10 00	Barney's Pond, do	
do	10 00	Little Bay, N D.B.	
do	20 00	Inland from Collier's, C.B.	
do	10 00	Bet. Topsail Head and Horse Cove, Hr. Main	
do	20 00	Cat Bay, B B.	
do	40 00	West from Cat Bay, B.B.	
Gambo	10 00	Inland Cat Bay, B B.	
Topsail	60 00	N.E. from Mt. Cormack, inland Bay D'Espoir	
do	20 00	Brazil Lookout, inland Bay D'Espoir	
do	10 00	Loo Pond East, do	
St. John's	10 00	Cat Bay Gut, B B.	
do	20 00	West from Cat Bay, B.B.	
do	10 00	do	
do	10 00	do	
Renfrew, Ontario	10 00	S. side Orange Bay, St. Barbe	
Ottawa, Canada	30 00	Romaine's Brook, St George	
St. John's	160 00	N. W. Arm, Alexander Bay	
do	50 00	Cat Bay, B.B.	
do	50 00	N. side of the Narrows, Freshwater Bay, B.B.	
North Sydney, C.B	20 00	Inl'nd Peters River, White Bear Arm, Labrad'r	
do	40 00	Peters River, do do	
St. John's	20 00	Rocky Bay Point, B.B.	
do	10 00	Inland Colliers, C.B.	
Sound Island, P.B	10 00	E of Hickey's Pond, inland White Point, P.B.	
St. John's	20 00	Hall's Bay Head, N.D.B.	
	30 00	The Narrows, Freshwater Bay, B.B.	
St. John's	10 00	Inland Job's Cove, Bay de Verde	
do	10 00	Inland Goose Cove, Hare Bay	

CROWN LANDS DEPARTMENT.

Return of Mining Licenses

Date.		Registry.		Name.
		Vol.	Folio.	
Nov.	22	20	255	Wm. E. Bearns.....
	23	20	256	John M Moubray.....
	20	20	257	Hon. John C. Crosbie and Thomas Hanrahan..
	23	20	258	Rev James McGrath.....
	23	20	259	Rev. James McGrath.....
	25	20	260	James W Grant .....
	26	20	261	Wm. Campbell.....
	26	20	262	J. J. St. John .....
	26	20	263	Robert P. Scott .....
	29	20	264	Robert P. Scot t.. .....
	29	20	265	Eleazor Robbins.....
	29	20	266	Archibald Lindsay .....
	29	20	267	B M. McGrath and M. L Parrell .....
	29	20	268	Joseph P. Ryan .....
	30	20	269	Sidney Woods, B M McGrath and M. L. Parrell.....
Dec.	1	20	270	Thos. O'Neil, B. M. McGrath and M. L. Parrell.....
	2	20	271	Samuel J. Foote and Wm. H. Taylor .....
	2	20	272	Hon. R. K. Bishop.. .....
	2	20	273	Hon. R. K. Bishop.. .....
	3	20	274	Arthur Donnelly.....
	3	20	275	Arthur Donnelly.....
	4	20	276	Arthur Donnelly.....
	6	20	277	Robert G. Rendell.....
	6	20	278	J. S. Currie and H. Bryant.....
	6	20	279	A. W Knight .....
	6	20	280	Wm. Campbell .....
	7	20	281	Samuel Ruby .....
	7	20	282	John Thistle .....
	8	20	283	Wm. H. Taylor... .....
	9	20	284	Wm. H Charles.....
	16	20	285	James Rendell.....
	9	20	286	R. F. Goodridge .....
	11	20	287	E. H. Davey and G. A. Davey.....
	15	20	288	Wm. H. Taylor, Rev. H Feaver and David Hudson .....
	15	20	289	M. J. O'Brien.....
	15	20	290	M. J O'Brien.....
	15	20	291	M. J. O'Brien.....
	16	20	292	James Rendell .....
	15	20	293	Robert S. Jeans.....
	23	20	294	Wm H Taylor.. .....
	23	20	295	Wm. H. Taylor.....
	23	20	296	Wm. H Taylor.. .....
	23	20	297	Wm. H. Taylor.....
1910				
Jan.	12	20	298	Jane Taylor.. .....
	13	20	299	Wm. H. Taylor.....
	13	20	300	Wm. H. Taylor... .....
	17	20	301	Wm. H. Taylor.....
	5	20	302	Chas. Dixon and Wm. G. Pushie.....
Nov.	27	20	303	John C. Redmond.....
Dec.	18	20	304	Hons. J. Harvey and R. K. Bishop...
	18	20	305	Robert B. Job.. .....
	18	20	306	Robert B Job.....
	18	20	307	Labrador Syndicate, Ltd.....
	18	20	308	Labrador Syndicate, Ltd.. .....
	21	20	309	Robert G Rendell. .....

CROWN LANDS DEPARTMENT.

Issued during the Year 1909-10.

Residence.	Fee.	Locality.	Remarks.
St. John's	$10 00	inland Goose Cove, Hare Bay	
London, Eng.	70 00	York Harbor, Bay of Islands	
St. John's	20 00	West of Sandy Pt., Southward Bay, B.B.	
Bell Island	10 00	Job's Cove, Bay de Verde	
do	10 00	inland Bay de Verde	
St. John's	10 00	Paradise Main River, Labrador	
do	10 00	inland Northern Bay, Bay de Verde	
do	10 00	Holyrood, Harbor Main	
North Sydney, C.B.	10 00	Broad Cove, Port au Port	
do	20 00	inland Port au Port	
Hatchet Cove, C.B.	10 00	inland Hatchet Cove, S. W. Arm, Trinity B.	
St. John's	10 00	Tickle Bay, T. B.	
do	10 00	How Harbor, St. Barbe	
do	20 00	inland Holyrood, C. B.	
do	10 00	How Harbor, St. Barbe	
do	10 00	do do	
do	50 00	N. Side Narrows, Freshwater Bay, B.B.	
do	10 00	Medee Bay, St. Barbe	
do	20 00	Maria Bay, St. Barbe	
do	30 00	Island Cove, Sacred Bay, St. Barbe	
do	20 00	White Cape, N. of St Lunaire B., St. Barbe	
do	10 00	Canard's Cove, Sacred Bay, St. Barbe	
do	50 00	South West Arm, Green Bay	
Britannia Cove, T.B.	30 00	Breaker Cove, North of Griquet Harbor	
St. John's	10 00	inland Bett's Cove, N.D.B..	
do	20 00	Pond Cove and Cove, Sacred Bay, St. Barbe	
do	10 00	Shoal Bay, Ferryland	
do	10 00	inland Island Cove, Sacred Bay, St. Barbe	
do	30 00	Seal Cove Head, Bay St. George	
do	30 00	Sacred Bay, St. Barbe	
do	20 00	inland Pinware River, Labrador	
do	40 00	East of Bluff Head, Port au Port Bay	
do	20 00	N. Side of Quidi Vidi Hr.. St. John's East	
do and Glace Bay	30 00	inland Lewis Brook, Port au Port	
Renfrew, Ontario	20 00	Kelley's Island, C.B.	
do	10 00	underwater Little Bell Island, C.B.	
do	10 00	Little Bell Island, C.B.	
St. John's	30 00	Joe's P., inland Northerly from Forteau, Lab	
Glovertown, B.B	10 00	S. Side Terra Nova R., Alexander Bay, B.B.	
St. John's	10 00	inland Bluff Head, Port au Port	
do	10 00	inland Lewis Brook, Port au Port	
do	10 00	Great Island, Sacred Islands, St. Barbe	
do	10 00	Little Island, Sacred Islands, St. Barbe	
do	10 00	Plaster Cove, Bay St. George	
do	40 00	Long Pond, inland Snook's Arm, N.D.B.	
do	20 00	inland Snook's Arm, N.D.B.	
do	20 00	St John Island, St. John Bay, St. Barbe	
do	30 00	inland S. from Baie Verte, St. Barbe	
Montreal, Canada	20 00	Seal Hole, Burgeo and LaPoile	
St. John's	10 00	inland S. from York Hr., Bay of Islands	
do	20 00	Ming's Bight, St. Barbe	
do	20 00	inland St. Barbe	
London, Eng.	20 00	N. E. Brook, Parsons's Pond	
do	30 00	N. E. Brook, St Paul's Inlet	
St. John's	10 00	Medee Bay Point, St. Barbe	

CROWN LANDS DEPARTMENT.

Return of Mining Licenses

Date.	Registry. Vol.	Registry. Folio.		Name.
1910				
Dec.	21	20	310	Robert B. Job
	24	20	311	M. J. O'Brien
	24	20	312	C. O'N. Conroy and James R. Hayes
	27	20	313	Wm. Campbell
Jan.	3	20	314	M. J. O'Brien
	3	20	315	do
	14	20	316	do
	14	20	317	do
	14	20	318	do
	17	20	319	do
	17	20	320	do
Feb.	1	20	321	do
Jan.	3	20	322	Robert G. Rendell.
	3	20	323	do
	6	20	324	do
	6	20	325	do
	6	20	326	John H. Clark
	7	20	327	Charles R. Thomson and Wm. Campbell
	13	20	328	James Norris, Job Wells, R. D. Walsh and P. Burke
	14	20	329	Thomas J. Freeman
	14	20	330	Hon. J Crosbie and John Gibbs
	15	20	331	Hon. M. P Gibbs
	19	20	332	John P. Powell
	20	20	333	Wm. M. Clapp
	21	20	334	John B. Foote, A. Parrell and H. Elliott
	22	20	335	Hon. W. C. Job
	22	20	336	do
	22	20	337	do
Mar.	5	20	338	Wm. H. Taylor
Jan.	22	20	339	S. J. Foote, M. J. McEvoy and T. Farrell
	25	20	340	W. T. Baird and Henry Anstey
	25	20	341	Archibald Macpherson
	25	20	342	do
	25	21	1	Thomas Hanrahan
Mar.	11	21	2	Charles E. Cottier and Wm. H. Taylor
	11	21	3	do do
	11	21	4	do do
	11	21	5	do do
	11	21	6	do do
	11	21	7	do do
Jan.	27	21	8	Wm. Campbell
	29	21	9	J. Sellars, R. Moulton, J. J. Rose and Philip Templeman
	29	21	10	do do
Mar.	2	21	11	Emanuel Pike
	8	21	12	John P. Chetwynd
	8	21	13	Robert J. Henderson
	10	21	14	Robert A. Anderson
	10	21	15	Herbert E. Kirkham
Feb.	11	21	16	Charles Thomson, William Cook and Charles J. Barnes
	11	21	17	Chas. R. Thomson and Wm. Cook
	10	21	18	S. J. Foote and Wm. H. Taylor
Jan.	29	21	19	A. V. Farrell, Henry Elliott and Thomas Farrel
Feb.	1	21	20	Charles H. Emerson
	1	21	21	Robert G. Rendell
	4	21	22	William Cook
	4	21	23	do

CROWN LANDS DFPARTMENT.

Issued during the Year 1909-1910.

Residence.	Fee	Locality.	Remarks.
St. John's	10 00	Bay Le Moine Neck, Burgeo and La Poile	
Renfrew, Ontario.....	20 00	Inland Rabbitts Arm, N D.B.	
St. John's & St. George's	40 00	Lewis Brook, inland Port au Port Bay	
St. John's.....	10 00	Between Foxtrap and Kelligrews, Hr. Main	
Renfrew, Ontario.....	80 00	Under water S. side Bell Island	
do	10 00	Under water south side Little Bell Is , C.B.	
do	80 00	Pilier Bay, St. Barbe	
do	20 00	Conche, St. Barbe	
do	20 00	Piccadilly, West Bay, Port au Port Bay	
do	60 00	Pilier Bay and Cape Rouge Hars., St. Barbe	
do	40 00	Cape Rouge and Conche Hr., St. Barbe	
do	40 00	Romaines Brook, Bay St. George	
St. John's.....	40 00	S W. Arm, Green Bay	
do	10 00	South Brook, S. W. Arm, Green Bay	
do	10 00	Budgell's Brook, do	
do	10 00	Inland South Brook, do	
do	10 00	Inland Northern Bay, Bay de Verde	
do	10 00	Cremaillere Harbor, St. Barbe	
.....	20 00	Southern Arm, Green Bay	
St. John's.....	20 00	Manuel's River, Harbor Main	
do	70 00	Inland Corbin Harbor, P.B.	
do	140 00	Little and Great St. Lawrence, P.B.	
do	10 00	Barry's Brook, Gander Bay	
do	10 00	The Downs. Ferryland Head	
.....	30 00	inland Corbin Harbor, P.B.	
St. John's.....	130 00	do do	
do	60 00	inland Little St. Lawrence, P.B.	
do	30 00	under water Head & L. St. Lawr'ce Hr., P.B.	
do	10 00	near Round Harbor, LaPoile Bay	
do	10 00	East Side Corbin Hr., P.B.	
Twillingate	10 00	Farmer Head, N.D.B.	
St. John's.....	20 00	Terra Nova River, Alexander Bay	
do	10 00	Middle Arm Head, Alexander Bay	
Harbor Grace.....	10 00	Middle Arm Head, Alexander Bay, B.B.	
London and St. John's...	600 00	Bay St. Genevieve, St. Barbe	
do ...	400 00	North of Parsons Pond	
do ...	170 00	The Arches, North of Parsons Pond .	
do ...	30 00	inland East from Parsons Pond	
do ...	360 00	Croc Harbor, St. Barbe	
do ...	40 00	inland Pilier Bay, St. Barbe	
St. John's.....	10 00	inland Corbin Harbor, P. B.	
.....	20 00	under water L. and G. St. Lawr'ce Hr., P.B.	
.....	20 00	under water bet. Bass Pt & Lauker Hd., P.B.	
Channel.....	10 00	The Falls, Cinq Cerf Brook	
Grand Bruit	40 00	Cinq Cerf Brook	
La Poile.....	10 00	do do	
Quebec, Canada.....	40 00	inland LaManche, Ferryland	
Montreal, Canada.....	10 00	Big Gull Pond, inland Cape Broyle	
St. John's.....	10 00	N.W. Brook Pond, inland from Cinq Cerf Bk.	
do	10 00	Cinq Cerf Brook	
do	20 00	Bob's Head, Hall's Bay, N.D.B.	
.....	10 00	under water Sculpin Point, P.B.	
St. John's.....	10 00	Dublin Bay, Bay LeMoine, Burgeo & LaP'le	
do	10 00	Round Head Island, St. John Bay	
do	40 00	Bear Cove, Western A., Green Bay, N.D.B.	
do	20 00	Moreton's Harbour	

CROWN LANDS DEPARTMENT.

Return of Mining Licenses

Date.	Registry.		Name.
	Vol.	Folio.	
1910			
Mar. 31	21	24	Chas. E. Cottier and Wm. H. Taylor.. ....
April 2	21	25	John Taylor..... ....
2	21	26	John Taylor..... ....
1	21	27	Hon. W. C. Job..... ....
1	21	28	do ....
1	21	29	do ....
1	21	30	do ....
1	21	31	Chas. E. Cottier and Wm. H. Taylor..... ....
1	21	32	do do ....
1	21	33	Wm. H. Taylor..... ....
1	21	34	do ....
4	21	35	John Taylor..... ....
4	21	36	do ....
4	21	37	do ....
4	21	38	do ....
5	21	39	Hon. C. H. Emerson ....
8	21	40	do ....
8	21	41	Wm H. Taylor .. ..
Mar. 22	21	42	Rev. A. Pitman, A. G. Gullan and Wm. Nicoll.....
April 5	21	43	Labrador Syndicate, Ltd..... ....
5	21	44	do do ... .
5	21	45	do do ....
5	21	46	do do ....
5	21	47	do do ....
5	21	48	do do ....
7	21	49	do do ....
Feb. 14	21	50	Jane Taylor..... ....
14	21	51	Wm. E. Bearns..... ....
15	21	52	Jas. R. Hayes..... ....
17	21	53	Samuel Ruby..... ....
24	21	54	R. D. Walsh..... ....
25	21	55	Chas. E. Dodd... ....
25	21	56	Wm. Campbell ....
26	21	57	M. J. O'Brien..... ... .
28	21	58	Hon. John Harvey ....
28	21	59	do ....
25	21	60	Leonard Earle ....
Mar. 3	21	61	Thos. J. Freeman.. ....
3	21	62	do ....
April 20	21	63	John Taylor. ....
22	21	64	Arthur Donnelly..... ....
22	21	65	do ....
Mar. 5	21	66	Chas. W H. Tessier..... ....
7	21	67	Sidney Woods..... .. ..
9	21	68	Henry Housell..... ....
11	21	69	George Barbour..... ....
April 19	21	70	J. A. Greene..... ... .
19	21	71	do ....
20	21	72	do ....
20	21	73	do ....
20	21	74	do .. ..
21	21	75	do ....
21	21	76	do ....
21	21	77	do ....
21	21	78	do ....
21	21	79	do ... .

334

CROWN LANDS DEPARTMENT.

Issued during the Year 1909-1910.

Residence.	Fee.	Locality.	Remarks.
	80 80		
St John's	1200 00	Hawke Harbor, St. Barbe	
do	500 00	North Side, St. Barbe	
do	1000 00	South from St. Barbe	
do	200 00	North from Parsons Pond	
do	100 00	inland South Side Hawke Hr., St. Barbe	
do	100 00	North Side Hawke Hr., St. Barbe	
do	200 00	Bay St. Barbe, St. Barbe	
do	540 00	Winter Cove, Bay St. Barbe	
do	210 00	inland South from Portland Creek, St. Barbe	
do	500 00	North Side of Hawke Harbor, St. Barbe	
do	500 00	inland South of Hawke Harber, St. Barbe	
do	390 00	Sacred Bay, St. Barbe	
do	210 00	Bay St. Barbe, St. Barbe	
do	820 00	North from Bell Burns, St. Barbe	
do	820 00	Bell Burns, St. Barbe	
do	560 00	North Side Portland Creek, St. Barbe	
do	1000 00	bet. Bell Burns & Portland Creek, St. Barbe	
do	1000 00	North from Portland Creek, St. Barbe	
.....	30 00	Nipper's Hr., N.D.B.	
London, Eng.....	100 00	Western Bk. Pd, inland Green Pt., St. Barbe	
do	40 00	inland from the bot. of Deer Arm, Bonne B	
do	50 00	Rocky Harbor, St Barbe	
do	10 00	Long Island, Hare Bay, St. Barbe	
do	20 00	South Side Pond	
do	30 00	St. Paul's Inlet, St. Barbe	
do	60 00	bet. Parsons Pond and Lake Spottiwood	
St. John's.....	40 00	Stock Cove, B.B.	
do	10 00	Goose Cove, St. Barbe	
do	20 00	inland Lewis Brook, Port au Port Bay	
do	10 00	inland Upper Gullies, Hr. Main	
Bell Island	10 00	Ming's Bight, St. Barbe	
Rattling Brook	20 00	Mica Hill, inland Robinson's Bk., B. St. G.	
St. John's.....	10 00	Dixon's Hill and Verran's Island, P.B.	
Renfrew, Ontario.....	20 00	inland Goose Arm, Bay of Islands	
St. John's	60 00	Flat Bay Brook, Bay St. George	
do	40 00	inland South from Bay St. George	
Twillingate	60 00	Jackson's Arm, White Bay	
St John's.....	40 00	Northern Bay, Bay de Verde	
do	40 00	inland Caplin Cove, Bay de Verde	
do	80 00	Sacred Bay, St. Barbe	
do	120 00	inland Green Point, St. Barbe	
do	80 00	Wigwam Point, Bonne Bay	
do	10 00	Tommy Toucher's Cove, Bay St. George	
do	50 00	Scaffold Hill, inland Bay D'Espoir	
Pound Cove, B.B.	20 00	West Road, Sacred Bay, St. Barbe	
Newtown, B.B.....	10 00	Terra Nova River, Alexander Bay, B B.	
London, Eng.....	10 00	Cape Rouge, St. Barbe	
do	40 00	Cape Rouge Hr., St. Barbe	
do	70 00	do do	
do	10 00	Cape Fox near Conche, St Barbe	
do	30 00	North of Pilier Cove, St. Barbe	
do	10 00	Pilley's Island, N.D.B.	
do	20 00	do do	
do	10 00	Stag and Shoal Tickle Islands, N.D.B.	
do	10 00	Seal Islands, N.D.B.	
do	40 00	Ming's Bight, St. Barbe	

19270

CROWN LANDS DEPARTMENT.

Return of Mining Licenses

Date.	Registry.			Name.
	Vol	Folio.		
April 21	21		80	J. Arthur Greene
21	21		81	do
21	21		82	do
21	21		83	do
21	21		84	do
23	21		85	do
21	21		86	do
26	21		87	Wm. Campbell
26	21		88	Annie Oxley
26	21		89	E. Lional Pape
26	21		90	J Arthur Greene
30	21		91	Chas. E. Fever
May 6	21		92	J. A. W. McNeily
Feb. 19	21		93	Samuel J. Foote.
May 11	21		94	J. A W. McNeily
11	21		95	do
11	21		96	do
April 22	21		97	Wm. Mews
Mar. 31	21		98	Thos. Kelly..
31	21		99	do
11	21		100	Archibald Macpherson.
April 23	21		101	Richard White
23	21		102	do
25	21		103	Obadiah Hodder
May 10	21		104	Lucinda Sterling
12	21		105	Hon. W. C. Job
11	21		106	do
6	21		107	Labrador Syndicate, Ltd
6	21		108	do do
9	21		109	Bernard McGrath
Mar. 18	21		110	Wm. H. McRobert
14	21		111	Chas R. Thomson.
May 5	21		112	Geo. W. Gushue
5	21		113	George Hampton
5	21		114	E. Lionel Pape
6	21		115	Hon. W. C Job..
11	21		116	Wm. J. Ellis
17	21		117	Patrick J McGrath..
21	21		118	Samuel J. Foote
26	21		119	do
30	21		120	Robert B. Humphrey
10	21		121	Wm. J. Ellis.
10	21		122	Patrick J. McGrath.
26	21		123	Archibald Lindsay
9	21		124	Patrick J. McGrath
9	21		125	do
9	21		126	Wm. Campbell
June 1	21		127	Wm. J. Ellis
May 10	21		128	do
2	21		129	Samuel J. Foote
28	21		130	J. Arthur Greene
June 4	21		131	Samuel J. Foote
4	21		132	do
2	21		133	Bon & Fritz
April 16	21		134	Wm. H. Taylor
21	21		135	M. B. Vail and Thos. Wall

CROWN LANDS DEPARTMENT.

Issued during the Year 1909-1910.

Residence.	Fee.	Locality.	Remarks.
	19 270		
London, Eng.....	$20 00	N. side Chance Hr., New World Is., N D.B.	
do	20 00	near Tizard Hr., do do	
do	10 00	Marley's Cove, Chapel Arm, T.B.	
do	10 00	East of Mt Cormack, Bay D'Espoir	
do	10 00	Sit Down Pond, inland Bay D'Espoir	
do	10 00	Mouse Cove, South Arm, New Bay, N.D.B.	
do	20 00	inland Lewis Brook, Port au Port	
St. John's	200 00	inland Green Pt., St. Barbe	
do	50 00	bet. Conways Bk. & Kelligrews River, Hr. Main	
London, Eng.....	100 00	Snow's Pond, inland Clarke's Beach	
do	10 00	near Claig Cove, Trinity Bay, B.B.	
St. John's	1370 00	inland Mal Bay, St. Barbe	
do	30 00	under water Parsons' Pond	
do	80 00	Middle Barachois Brook, inl'd Bay S. George	
do	50 00	The Gut, Parsons Pond	
do	10 00	near Stanford River, St. Barbe	
do	10 00	Cow Head, St Barbe	
do	120 00	inland South from Green Pt. St. Barbe	
New York, U.S.A.....	10 00	Mings Bight, St. Barbe	
do	10 00	do	
St. John's.....	50 00	Terra Nova River, Alexander Bay	
do	1400 00	Lower Cove, Cape St. George	
do	70 00	Long Point Peninsula, Port au Port	
Pittsburg, Pa.....	10 00	Twillingate Burnt Island, N.D B.	
Twillingate	20 00	Western Cove, White Bay	
St. John's	2000 00	Flowers Cove and Hare Bay, St. Barbe	
do	160 00	Fox Island River, Port au Port	
London, Eng.....	140 00	South from Parsons Pond	
do	100 00	North of St. Paul's Inlet, St. Barbe	
St. John's	100 00	West of Round Pond, inland Bay D'Espoir	
Halifax, N.S.....	10 00	inland Seal Hole, Burgeo and La Poile	
St. John's	10 00	Jibojeeak Bk., near Isl'd Rock Cove, N.D.B.	
do	2200 00	inland Goblin Bay, Bay D'Espoir	
do	400 00	inland Bay D'Et, Bay D'Espoir	
London, Eng.....	20 00	inland Cinq Cerf Brook, Burgeo and La Poile	
St. John's	1340 00	near Harry's Brook, St. George's	
do	20 00	Little Bay, N.D B.	
do	20 00	do	
do	200 00	inland Pilier Cove, St. Barbe	
do	1000 00	Flowers Cove, St. Barbe	
Sussex, N B.....	2000 00	near George's Pond, St. George	
St. John's.....	60 00	inland Fox Island River, Port au Port	
do	60 00	do do	
do	400 00	do do	
do	60 00	West of Round Pond, inland Bay D'Espoir	
do	40 00	East of Ahwachangeesch Pond, do	
do	20 00	West of Round Pond, do	
do	150 00	inland Harry's Brook, St. George	
do	100 00	East of Long Pond, inland Bay D'Espoir	
do	20 00	Fleur de Lys Hr., St. Barbe	
London, Eng.....	60 00	bet. Indian Bay and Trinity Bay, B.B.	
St. John's.....	40 00	under water West end Bell Island, C.B.	
do	30 00	do do	
Amsterdam, Holland.....	3260 00	inland Hare Bay, St Barbe	
St. John's...	10 00	Fleur de Lys Hr., St Barbe	
do	30 00	inland Sop's Arm, White Bay	

3 40 30

CROWN LANDS DEPARTMENT.

Return of Mining Licenses

Date.	Registry.			Name.
	Vol.	Folio.		
1910				
May 9	21		136	Robert Freeman
12	21		137	Wm. Earle and Ambrose Payne
25	21		138	W. B Grieve and Wm. H. Taylor.
25	21		139	do do
25	21		140	do do
June 7	21		141	Samuel J. Foote
13	21		142	J. Arthur Greene
13	21		143	do
13	21		144	do
April 18	21		145	Samuel J. Blackler
May 27	21		146	do
June 13	21		147	do
28	21		148	Wm. R. Howley
28	21		149	do
22	21		150	Bon & Fritz
22	21		151	do
22	21		152	do
22	21		153	do
22	21		154	do
22	21		155	do
18	21		158	John W. Morris
18	21		159	do
Mar. 14	21		160	Jonathan Noseworthy
30	21		161	J C. Parsons
22	21		162	Wm Cook
30	21		163	J C. Parsons
31	21		164	Hon. John Harvey
April 8	21		165	Wm. Churchill, F. J. Morris, John Anderson Executor Estate late J. Ledingham, S. Churchill, R. Roach and Wm. Clements
9	21		166	Chas R. Thomson
9	21		167	Jay S. Faatz, Otis C. Brand and C. B. Gillis
11	21		168	Wm. E. Bearns
12	21		169	M. J. O'Brien
12	21		170	Cornelius P. Eagan
13	21		171	Wm. Cook
13	21		172	C. W. H. Tessier
14	21		173	Richard White
14	21		174	John J. Walsh
16	21		175	Quidi Vidi Copper Co., Ltd
15	21		176	P. J Fitzgerald
18	21		177	Eleazor Robbins
21	21		178	F. V. Cheseman
22	21		179	M. J. O'Brien
23	21		180	R. B. Job
29	21		181	Wm. Campbell
30	21		182	Wm. E. Bearns
June 16	21		183	A. E. Canning and John Skeans
May 3	21		184	A. H. Murray
4	21		185	David H. Murray
4	21		186	James Beck
June 13	21		187	A. W. Piccott
May 4	21		191	C. R. Thomson
6	21		192	Moses Mayers
6	21		193	Joseph Pippy
9	21		194	J. J. Smith and Jas. Ellsworth
9	21		195	Moses Mayers

CROWN LANDS DEPARTMENT.

Issued during the Year 1909-10.

Residence.	Fee.	Locality.	Remarks.
St. John's	$170 00	Inland Broad Cove, Port au Port	
Fogo	30 00	East Tickle, Fogo Island	
St. John's	160 00	Inland Croc Harbor, St. Barbe	
do	160 00	bet. Conche Hr. and Pilier Bay, St. Barbe	
do	130 00	North of Croc Harbor, St. Barbe	
do	50 00	Inland South from Green Point, St. Barbe	
London, Eng	1000 00	Inland Bell Burns, St. Barbe	
do	1500 00	North from Portland Creek, St. Barbe	
do	590 00	North from Portland Creek, St. Barbe	
Nippers Harbor	10 00	East side Nipper's Hr., N.D.B.	
do	10 00	Inland Bett's Cove, N.D.B.	
do	10 00	Bett's Cove, N.D.B.	
St. John's	140 00	Inland Bett's Cove, N.D.B.	
do	20 00	Inland Burton's Pond, N.D.B.	
Amsterdam, Holland	550 00	East of Parsons Pond, St. Barbe	
do	560 00	St. Paul's Inlet, St. Barbe	
do	360 00	East Side of Deer Arm, Bonne Bay	
do	2000 00	South Arm, Bonne Bay	
do	240 00	West side George's Pond, St. George's	
do	290 00	West from Harry's Brook, St. George's	
St. John's	10 00	Hr. LeCou, Burgeo and LaPoile	
do	20 00	Bay LeMoine. Burgeo and LaPoile	
do	20 00	Inland Goose Arm, Bay of Islands	
do	20 00	Inland South from Grate's Cove, B.D.V.	
do	10 00	South West Arm, New Bay, N.D.B.	
do	10 00	under water bet. Red Cliffs & O. P. C., B.D.V	
do	20 00	Ryan's Bk., Grand River, Codroy	
do	40 00	S. and Western End Bell Island, C.B.	
do	10 00	Inland West from Brigus, C.B.	
Syracuse, U.S A	10 00	West of Cat Bay Gut, B.B.	
St. John's	60 00	North side Hall's Bay, N.D B.	
Renfrew, Ontario	10 00	near Smelt Brook, Piccadilly Hr., Port au P.	
St. John's	10 00	Bridget Cove, New World Island, N.D.B.	
do	10 00	East of Island Rock Cove, N.D.B.	
do	10 00	Kelligrews River, C.B.	
do	10 00	Bell Island, C B.	
Little Bay, N.D.B	10 00	Inland from Bob's Head, Hall's Bay, N.D.B.	
St. John's	10 00	White Hills, St. John's East	
Harbor Grace	10 00	White Bear Bay, Labrador	
Hatchet Cove, T.B	10 00	Bailey's Cove, Trinity Bay	
St. John's	30 00	South of Parsons Pond	
Renfrew, Ontario	40 00	Hooper's Brook, Port au Port	
St. John's	140 00	Child's Brook, Gander River	
do	40 00	Inland South from Foxtrap, C.B.	
do	10 00	North from Goose Cove, St. Barbe	
do	20 00	Main Brook, Sop's Arm, White Bay	
do	40 00	Wild Cove. Western Arm, White Bay	
do	10 00	Walker's Cove, Western Arm, White Bay	
do	20 00	Wild Cove, Western Arm, White Bay	
do	30 00	Black Island, near Grady, Labrador	
do	10 00	North West from Adams' Cove, Bay de V.	
do	1000 00	bet. Conne River & Roti B., Bay d'Espoir	
do	1070 00	Inland Bay D'est, Bay D'Espoir	
Bishop Falls	50 00	Dog Bay Point, N.D B.	
St. John's	30 00	Inland Roti Bay, Bay D'Espoir	

CROWN LANDS DEPARTMENT.

Return of Mining Licenses

Date.	Registry. Vol	Registry. Folio.	Name.
May 9	21	196	George L. Wells and Thomas E. Wells..
June 29	21	197	Samuel H. Butt..
May 11	21	198	M. J. O'Brien
11	21	199	John Henderson
14	21	200	R. G. Rendell
18	21	201	Thomas E. Wells
18	21	202	Edward Doyle
21	21	203	C. R. Thomson ..
23	21	204	Joseph Pippy
23	21	205	Wm. Campbell
25	21	206	Benjamin Tulk
27	21	207	Wm. Earle
28	21	208	M. J. O'Brien
28	21	209	do
30	21	210	John J. Oxley
June 14	21	211	Wm. Campbell and J J. St. John
14	21	212	do do
Mar. 14	21	217	C. R. Thomson
14	21	218	do
14	21	219	do
April 1	21	220	do
4	21	221	do
4	21	222	do
4	21	223	do
6	21	224	do
13	21	225	do
13	21	226	do
22	21	227	do
June 29	21	228	Moses Mayers
4	21	229	James E. Grant
20	21	235	Moses Mayers
3	21	236	Chesley A. Manuel
2	21	238	Samuel K Bell
16	21	242	Wm. Campbell
14	21	243	Hugh Keeping
19	21	244	J. J. St. John ..
9	21	245	E. J. Knight
4	21	246	David Baird
6	21	247	Wm. Campbell
28	21	248	Frederick Parnell
28	21	249	A. W. Knight
28	21	250	C. A. C. Bruce
27	21	251	J J. Oxley
8	21	263	Joseph Pippy
9	21	264	W E. Bearns and A. E Hickman
10	21	265	Wm. Campbell
10	21	266	Janet, Georgina A., Lucy and Rose Stirling; Jabez Manuel and C. O'N. Conroy
10	21	267	C. O'N. Conroy
10	21	268	do
13	21	269	J. J. St John
7	21	270	Hon John Harvey
7	21	271	do
7	21	272	John Browning
17	21	273	Wm. G. Pippy
17	21	274	do

CROWN LANDS DEPARTMENT.

Issued during the Year 1909-10.

Residence.	Fee.	Locality.	Remarks.
Little Bay, N.D.B.	$10 00	inl'd E. of Isl'd Rock Cove, Hall's Bay, N.D.B.	
St. George's	10 00	under water Larkin Pt., Little Codroy River	
Renfrew, Ontario	10 00	Cross Point, P.B.	
St. John's	10 00	inland South from Long Pond, C.B.	
do	30 00	inland S. W. Arm, Green Bay, N.D.B.	
Little Bay, N.D.B.	10 00	inland S. W. Arm, New Bay, N D.B	
St. John's	10 00	do do	
do	10 00	inland North from Burnt Head, Bay de Verde	
do	10 00	Load Asses, New World Island, N.D.B.	
do	10 00	inland N. side Western Bay, Bay de Verde	
Millertown	20 00	Badger Brook, Twillingate	
Fogo	10 00	Shoal Arm, Fogo Island	
Renfrew, Ontario	50 00	Jude Island, P.B.	
do	30 00	under water W. side Shoal Pt., Port au Port	
Topsail	10 00	Conway's Brook, Harbor Main	
St. John's	100 00	Neddys Harbor, Bonne Bay	
do	900 00	South Arm, Bonne Bay	
do	40 00	inland Deepwater Pt., Parsons Pond	
do	20 00	inland North East Brook, Parsons Pond	
do	20 00	inland South shore, Parsons Pond	
do	10 00	do do	
do	20 00	inland North side Parsons Pond	
do	10 00	inland South side do	
do	10 00	South side Parsons Pond	
do	10 00	inland Deepwater Pt., S. side Parsons Pond	
do	140 00	under water Parsons Pond	
do	10 00	under water South side Parsons Pond	
do	10 00	Parsons Pond	
do	680 00	Saint Paul's Inlet	
do	40 00	under water north from Bell Island	
do	200 00	Rocky Harbor, St Barbe	
Exploits	20 00	North Harbor, Bay of Exploits	
St. John's	20 00	inland Burnt Arm, Bay de Verde	
do	10 00	North-East Arm, Placentia	
do	10 00	Giles Cove, Sop's Arm, White Bay	
do	10 00	Dog Hill, inland Fox Trap, C.B.	
do	10 00	Hare Island, B.B.	
do	40 00	Brigus, Port de Grave	
do	100 00	inland Deer Arm, Bonne Bay	
do	10 00	Peters Pond, inl'd Peters Arm, Expl'ts River	
do	10 00	inland Betts Cove, N.D.B.	
do	60 00	South from Green Point, St. Barbe	
do	20 00	inland Seal Cove, Harbor Main	
do	100 00	bet. Western Bk. Pond & Green Pt., St. Barbe	
do	60 00	North from Green Point, St. Barbe	
do	50 00	inland Martin Point, St. Barbe	
do	40 00	inland Island Rock Cove, Hall's Bay, N.D B.	
do	20 00	inland N. from Wolf Cove, Hall's Bay, N.D B.	
do	20 00	inland from Is Rock Cove, Hall's Bay, do	
do	20 00	Bald Rock & Penny's Hill, inl'd Foxtrap, C.B.	
do	40 00	Cinq Cerf Brook, Burgeo and La Poile	
do	20 00	inland do do	
do	20 00	Fleur de Lys Harbor, St. Barbe	
do	10 00	Little River, North of Green Pt., St. Barbe	
do	20 00	inland South from Green Pt., St. Barbe	

CROWN LANDS DEPARTMENT.

Return of Mining Licenses

Date.	Registry. Vol.	Registry. Folio.	Name.
June 17	21	275	Wm. G. Pippy
17	21	276	Wm. H. Taylor
18	21	277	S. J. Foote
20	21	278	J. J. St. John
20	21	279	do
20	21	280	R. B. Job
20	21	281	Thomas E. Wells

Department of Agriculture and Mines,
St. John's, Newfoundland,
June 30th, 1910.

CROWN LANDS DFPARTMENT.

Issued during the Year 1909-1910.

Residence.	Fee.	Locality.	Remarks.
St. John's.....	40 00	Rocky Harbor, St. Barbe	
do	40 00	East side Harbor Le Cou, Burgeo & La Poile	
do	10 00	Red House, Bay Le Moine, do	
do	20 00	Rocky Harbor, St. Barbe	
do	20 00	Martin Pt., St. Barbe	
do	60 00	Fox Island and River, Port au Port	
Little Bay, N.D.B.....	40 00	inland S. W. Arm, New Bay, N.D.B.	

SYDNEY D. BLANDFORD,
Minister of Agriculture and Mines.

CROWN LANDS DEPARTMENT.

Return of Licenses to Cut Timber, issued during the Fiscal Year 1909-10.

Date.	Name.	Locality.	Area. Square Miles.	Rental.
1909				$
July 5	Elmer Sherwood and Frank A Begent	Little Barachois Brook, St. George	126	252 00
5	The West Coast Lumber and Pulp Co	Sheffield Lake, flowing into Birchy Lakes	20	40 00
Sept. 29	Horace B. Packer and Leonard Harison	Between Bay of Islands and Bay St. George	186	372 00
Oct. 25	William H. Taylor	On the Upper Waters of the Gander River	300	600 00
25	do	do	220	440 00
25	John A. Hull	do	85	170 00
Nov. 18	Robert G. Rendell	Inland White Bay, St. Barbe	595	1190 00
16	George Penny	White Bear River, Burgeo and La Poile	12	24 00
16	The Nfld. Timber Estates, Ltd	South-east side Gander River	142	284 00
Dec. 11	Robert G. Rendell	Inland White Bay, St. Barbe	685	1370 00
18	Joseph Roper	Inland Bay D'Espoir	120	240 00
Nov. 22	Charles H. Thompson	Inland from Bay du Nord	101	202 00
22	do	do	192	384 00
Dec 13	The Humber River Pulp and Lumber Co., Ltd.	Inland from Bay of Islands	28½	57 00
13	Christopher Fisher	do	44½	89 00
1910				
Jany. 11	Thomas J. Freeman	Inland Conne River and Little River.	144	288 00
Feby. 9	Cornelius P. Eagan	Inland Alexis Bay and St. Michael's Bay, Labrador	1423	2846 00
9	Terra Nova Lumber Co	Terra Nova Lake	4¾	9 00
24	Wm. H. Taylor	Inland North Bay La Poile Bay	220	440 00
March 5	J. A. Wm. McNeily	Inland and on South Bk. of White Bay, St. Barbe	30	60 00
5	A. H. Salter	Inland La Poile Bay, Burgeo and LaPoile	80	160 00
April 9	The Labrador Syndicate, Ltd	Hamilton Inlet, Labrador	512	1024 00
9	Thomas J. Freeman	Headwaters Bay D'Est River, Bay D'Espoir	82	164 00
May 2	John W. Moore	Inland Goose Arm, Bay of Islands	4	8 00
6	Joseph M. Curran	South-west Branch Gander River	100	200 00
June 20	James Rendell	Inl. bet. Forteau Bay and Barge Bay, Labrador.	734	1468 00
				$12381 00

Department of Agriculture and Mines,
St. John's, Newfoundland,
June 30th, 1910.

SYDNEY D. BLANDFORD,
Minister of Agriculture and Mines.

CROWN LANDS DEPARTMENT.

Return of Leases of Water Powers Issued During the Year 1909–1910.

Date.	Name.	Locality.	Annual Rental.
1910 April 19	Robert G. Rendell.....	River flowing into Great Cat Arm, White Bay...	$5 00

SYDNEY D. BLANDFORD,
Minister of Agriculture and Mines.

Department of Agriculture and Mines,
St. John's, Newfoundland,
June 30th, 1910.

CROWN LANDS DEPARTMENT.

Ninety-nine-year Mining Leases

Date.	Registry. Vol	Registry. Folio.	Name.	Residence.
Aug. 19	7	23	Newfoundland Manganese Iron Ore Mines, Ltd	Manchester, England..
28	7	24	Hon. G. H. Emerson.....	St. John's .....
28	7	25	R. D. Walsh, Patk. Burke, J. Norris & R. Young	do .....
Sept. 22	7	26	Newfoundland Manganese Iron Ore Mines, Ltd	Manchester, England..

Department of Agriculture and Mines,
St. John's, Newfoundland,
June 30th, 1910.

CROWN LANDS DEPARTMENT.

Issued during the Year 1909-10.

Locality.	To whom Delivered	Remarks.	Fees Paid
Inland Kelligrews, C.B.....	J. J. Oxley.....	Registered 28-8-9.....	$20 00
Codroy Roads, St. George.....	Hon. G. H. Emerson...	Delivered 30-8-9.....	40 00
Deer Pd, Inland Little B., N.D. B.	R. D. Walsh, Bell Island	Registered 30-8-9.....	40 00
Inland from Foxtrap, C.B.....	J. J. Oxley.....	Registered 24-9-9.....	20 00
			$120 00

SYDNEY D. BLANDFORD,
Minister of Agriculture and Mines

CROWN LANDS DEPARTMENT.

Return of Fee-Simple Mining Grants

Date.	Registry.		Name.	Residence.
	Vol	Folio.		
1909				
Aug. 19	1	107	Erastus Moores	Tilt Cove.....
19	1	108	Nfld. Manganese Iron Ore Mines, Ltd.....	Manchester, England..

Department of Agriculture and Mines,
St. John's, Newfoundland,
June 30th, 1910.

CROWN LANDS DEPARTMENT.

Issued during the Year 1909-10.

Locality	To Whom Delivered	Remarks
Goose Cove and Three Mt. Hr., St. Barbe.....	Hon. D. Morison	
Topsail Head, Conception Bay	J. J. Oxley	

SYDNEY D. BLANDFORD,
Minister of Agriculture and Mines

CROWN LANDS DEPARTMENT.

Return of Saw Mills Operated with Licenses, Number of Men Employed,

District	No. of Mills.	No. of Men for 5 Months of the Year.	No. of Logs Cut.	Staves.	
				Quantity.	Value.
			M		
Burgeo and LaPoile	1	15	7,000		
St. Barbe	1	60	27,000		
St. George's	3	195	44,000		
Twillingate	6	911	282,000		
Fogo	2	298	169,000		
Bonavista	3	94	32,000		
Totals	16	1,573	561,000		

Note.—There is to be added to the above the amount of thirty-five (35) million feet, cut by the Anglo Newfoundland Development Company.

CROWN LANDS DEPARTMENT.

Quantity and Value of Material Manufactured during the Year 1909-10.

Heading.		Laths.		Shingles.		Lumber 1'' 2'' 3'' B.M		Total Reduced to B.M.	Total Value.
Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.		
		M		M		M		M	
... .		20	$40 00	40	$64 00	138	$2,108 00	145	$2,212 00
.. ..		....	.....	.....	.. ..	800	9,600 00	800	9,600 00
....		200	400 00	100	160 00	2,396	37,590 00	2,436	38,150 00
....		2,000	4,000 00	350	560 00	9,948	170,446 00	10,013	175,006 00
....		760	1,520 00	.....	.....	4,680	61,460 00	4,788	62,980 00
... .		.....	....	....	.....	1,226	16,162 00	1,226	16,162 00
....		2,980	$5,960 00	490	$784 00	19,188	297,366 00	19,408	304,110 00

CROWN LANDS DEPARTMENT.

Return of Saw Mills Operated Without License, Number of Men Employed,

District	No. of Mills.	No. of Men for 5 Months of the Year.	No. of Logs Cut.	Staves.	
				Quantity.	Value.
				M	
Fortune	10	253	52740	3	$22 70
Burin	2	38	4000	2	14 00
Placentia and St. Mary's	10	104	45550	.....	.....
St. Barbe	6	26	9900	40	280 00
St. George's	1	26	4000	135	945 00
Twillingate	27	775	258000	102	714 00
Fogo	2	37	24500	.....	.....
Bonavista	39	512	199500	2309	16763 00
Trinity	159	633	564400	4107	28749 00
Harbor Main	1	14	4000	3	21 00
	257	2418	1176590	670	$47508 70

CROWN LANDS DEPARTMENT.

Quantity and Value of Material Manufactured during the Year 1909–10.

Heading.		Laths.		Shingles.		Lumber 1'' 2'' 3'' B.M.		Total Reduced to B.M.	Total Value.
Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.		
M		M		M		M		M	
1	$10 00	478	$956 00	813	$1300 80	2772	$41472 40	2871	43999 20
....	....	60	120 00	105	168 00	145	2254 00	164	2556 00
4	40 00	24	48 00	340	544 00	1044	12856 20	1083	13488 20
12	120 00	... .	....	.. . .	....	227	2392 00	259	2892 00
50	500 00	.....	....	300	480 00	180	2725 00	328	4650 00
15	150 00	3	6 00	1780	2848 00	8358	98182 00	8795	101900 00
....	.....	....	....	60	96 00	580	7404 00	586	7500 00
447	4475 00	. .....	....	1050	1680 00	3706	45493 00	5412	68411 20
1024	10240 00	7	14 00	3475	5560 00	2021	28554 50	5446	73117 50
... .	.. ..	.....	....	100	160 00	128	1959 00	140	2140 00
1553	$15535 00	572	$1144 00	8023	$12836 80	19101	$243562 10	25084	$220654 20

CROWN LANDS DEPARTMENT.

Return Saw Mills Operated With & Without License, No. Men Employed,

District	No. of Mills.	No. of Men for 5 Months of the Year.	No. of Logs Cut.	Staves.	
				Quantity.	Value.
				M	
Burgeo and LaPoile	1	15	7000	.....	.....
Fortune	10	253	52740	3¼	$22 70
Burin	2	38	4000	2	14 00
Placentia and St. Mary's	10	104	45550	.....	.....
St. Barbe	7	86	36900	40	280 00
St. George's	4	221	48000	135	945 00
Twillingate	33	1686	540000	102	714 00
Fogo	4	335	203500	.....	.....
Bonavista	42	606	231500	2309	16763 00
Trinity	159	633	564400	4107	28749 00
Harbor Main	1	14	4000	3	21 00
	273	3991	1737590	6701	$47508 70

Staves valued at	$7.00 per M.	2 M Staves equal	1 M B.M.
Heading valued at	10.00 per M.	1 M Heading equal	1 M B.M.
Laths valued at	2.00 per M.	7 M Laths equal	1 M B.M.
Shingles valued at	1.60 per M.	10 M Shingles equal	1 M B M.

Lumber includes Board, Planks and Framing, average price $14.12 per M B.M.

Note.—There is to be added to the above the amount of thirty-five (35) million feet, cut by the Anglo-Newfoundland Development Company.

CROWN LANDS DEPARTMENT.

Quantity and Value of Material Manufactured during Year 1909-10

Heading.		Laths.		Shingles.		Lumber 1'' 2'' 3'' B.M.		Total Reduced to B.M.	Total Value.
Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.		
M		M		M		M		M	
.....	....	20	$40 00	40	$64 00	138	$2108 00	145	$2212 00
1	$10 00	478	956 00	813	1300 80	2712	41742 40	2871	43999 20
.....	....	60	120 00	105	168 00	145	2254 00	164	2556 00
4	40 00	24	48 00	340	544 00	1044	12856 20	1083	13488 20
12	120 00	.....	. . ..	.....	....	1027	12092 00	1059	12492 00
50	500 00	200	400 00	400	640 00	2576	40315 00	2764	42800 00
15	150 00	2003	4006 00	2130	3408 00	18306	268628 00	18808	276906 00
.....	....	760	1520 00	60	96 00	5260	68864 00	5374	70480 00
447½	4475 00	....	.....	1050	1680 00	4932	61655 00	6638	84573 20
1024	10240 00	7	14 00	3475	5560 00	2021	28554 50	5446	73117 50
.....	....	.....	.....	100	160 00	128	1959 00	140	2140 00
1553	$15535 00	3552	$7104 00	8513	$13620 80	38289	$540928 10	44492	$624764 20

Report of Wm. Noel, First Surveyor.

Surveyor's Office,
St. John's, Nfld.,
December 31st, 1910.

Hon. S. D. Blandford,
Minister Agriculture and Mines—

Sir—I have the honour to submit the following report on my work for 1910.

Up to the 6th of April I was engaged at the regular office work. On that day I left for Harbour Grace to survey the site of the proposed building at that place. I returned on the 7th of April.

On the 26th of April I left for Shoal Harbour in connection with the right of way required for the Bonavista Branch Railway. Having finished my work in that vicinity, I proceeded to Goose Bay on the 1st of May. I measured the right of way in that locality and proceeded to Southward Bay on the 13th of May. Having surveyed the right of way at Southward Bay and Seal Cove, I left for St. John's on the 25th of May. On the 29th of May I left St. John's for Trinity. I surveyed the right of way at Trinity, Trinity East and Port Rexton. I then went over the ground with the Government Engineer from Goose Cove Brook to the ponds inland from Port Rexton. I was then engaged with the arbitrators until the 22nd of August, when I proceeded to Catalina. I finished there and left for Bonavista on the 24th of August. I then received orders to come to St. John's, and left for there on the 31st of August, my survey party leaving afterwards for Goose Bay. On the 8th of September I left St. John's for Trinity to pay the arbitration awards in that locality and Port Rexton. I returned to St. John's on the 16th of September. On the 18th of September I proceeded to Goose Bay re some alterations required in roads there caused by the building of the railway. On the 30th of September I left for Southward Bay in connection with alterations in roads there, also extra right of way required for some heavy fills. I then left there for Trinity on the 2nd of October and went over the line from Goose Cove to Port Rexton, and surveyed alterations required in roads in these localities. Having finished my work, I returned to St. John's on the 10th of October.

On the 30th of October I went to Shoal Harbour re a site for a bridge at that place, and returned 31st of October.

The balance of the year I have been engaged at the regular office work. Plans of the right of way have been prepared and deposited in the Department.

I have the honour to be,

Sir,

Your obedient servant,

WILLIAM NOEL,

First Surveyor.

Report of H. J. Duder, Second Surveyor.

Surveyor's Office,
St. John's, Nfld.,
December 31st, 1910.

Hon. S. D. Blandford,
Minister Agriculture and Mines—

Sir—In conformity with your instructions, I left St. John's on January 19th, 1910, for Bonavista, for the purpose of delineating certain forest areas in that vicinity. Having completed this work, I returned to St. John's and prepared the plans necessary to illustrate the location of these areas.

In March I was employed making a detailed survey of the country lying between the Thorburn Road on the west and the Freshwater Road on the east, and extending from the Kenmount Road on the south to the neighbourhood of Paradise and Broad Coves on the north. Early in April this work was suspended, it becoming necessary to proceed to Harbour Grace to make a survey of land required in that town upon which to build a dock or marine slip. While there I also made a survey of the road leading to the railway station, known as Garland's Lane, this having become essential in connection with an arbitration held there for street widening some years ago.

On the 12th of June I left with my party for Botwood, Exploits Bay, to make sub-divisional land surveys for agricultural purposes in the valley of Peter's Brook, a tributary of the Exploits River. This work was commenced on the 10th day of June and was continued, without interruption, until the 8th day of October. During this time rectangular blocks of land were laid out and the lines cut around them, the total area embraced being 1,772 acres, and the average size of blocks being 18 acres. The total mileage of line cut was 35¼ miles.

In December I was engaged in making right of way surveys for railway construction at Bonavista and vicinity, and I also visited Port Blandford for the purpose of locating and defining certain disputed boundary lines in that locality, this completing field work for the current year.

I have the honour to be,
Sir,
Your obedient servant,

H. J. DUDER,
Second Surveyor.

Report of Thos. Howe, Chief Woods Ranger.

Hon. S. D. Blandford,

Minister Agriculture and Mines—

Sir—I beg respectfully to submit for your information and approval the Annual Report in connection with my work as Chief Woods Ranger and Fire Warden for the year ending December 31st, 1910.

As a result of a meeting of the lumbermen held in St. John's last April, at which an Inland Forest Committee was arranged to take charge of the work of fire patrolling the main line railway, I am unable to submit such a report as called for in Sub-section (h) of Section 13, Forest Fires Act, 1905, as that Committee have not furnished me with any reports of forest fires, during the last season. My report will consequently be principally confined to the branch lines.

The summer of 1910 has proved to be the most favourable in many years for the prevention of forest fires. From about the 15th of May until the end of the summer we had rain about every third day.

The protection provided along the branch line of railway from Shoal Harbour to Bonavista, which passes through considerable woodlands, and particularly from Goose Bay to Powell's Marshes, were such that while it would be expected that almost under any circumstances numerous fires and great loss would follow the construction of the line, yet in fact very little damage was done or loss incurred. Although there were quite a lot of fires along the line of construction set by the engines and the working men, the same did not cover any extent of land nor involve any serious loss, as it was all met in time and put out. I am, therefore, very glad to be able to report that during the construction of that line, which is now nearly completed and which passes through considerable woodland, not a single acre of forest has been destroyed. I desire to take the opportunity of expressing my approval of the good work done by the fire wardens on Section, Brooklyn to Powell's Marshes, viz, Levi Prince, Albert Stares and Albert Howe. I travelled the branch line twice a month, and I always found these men at their post; Sunday and Monday alike, when duty required, they were there. Levi Prince, Section, Indian Arm to Southern Bay, reports putting out forty-three (43) fires, having originated in various ways, only one of a serious nature, that started by the burning of a camp, which took fire in some unknown way. No damage resulted. Albert Stares reports putting out sixty-seven (67) fires during the summer on his section, Southern Bay half way to Goose Bay. Quite a lot of these fires were caught by men

boiling their kettles going to and from their work, and leaving the fire burning. Albert Howe reports putting out sixty-three (63) fires during the summer on Section Goose Bay half way to Southern Bay. These figures show that these three men put out or caused to be put out 173 fires, either of which may have destroyed thousands of dollars worth of very valuable timber.

The two wardens, viz, Thomas Pye and George Easton, on Sections, George's Brook, Trinity Bay, to S. W. Brook, Goose Bay, and from there to Goose Bay, only report putting out one fire each during the summer. I don't consider that these two men have rendered faithful service and I disapprove of their being appointed another year.

The fire warden at Whitbourne, Mansfield Petipas, reports putting out thirty-seven (37) fires during the summer, one of which burnt over about three-fourths of a square mile, but no timber destroyed.

Dean Gale, fire warden at Robinson's Station, Bay St. George, reports seventeen (17) fires, one of which was ten miles from the railway track, the origin unknown. This fire burnt two square miles, covered by heath and scrub; no valuable timber destroyed. The other fires were by the railway track and destroyed no timber.

I have no reports of fires from the other two wardens, viz, William Day, Salmon Cove, Trinity Bay, and Nicholas Powell, Victoria Village.

John McNamara, deputy warden, Grand Falls, reports putting out four fires with no serious damage.

The most extensive fires this summer have been on that section of country under the control of the Inland Forest Committee. I have attended to four of these—two at Glenwood and two at Port Blandford. The fire at Glenwood burnt an island in Salmon Pond, thickly covered with green timber of a good growth. Another on the east side of the river would have destroyed a lot of valuable timber, but was quickly met by R. B. Stroud and his gang of men and put out without damage. I investigated the origin of the fire at Salmon Pond, and although I am pretty well sure who the guilty parties are, I was unable to obtain sufficient evidence to secure a conviction, the same results from my inquiry into the fires at Port Blandford. One of the fires at Port Blandford burnt about five square miles, including some good patches of green timber of a young growth. Myself and a gang of men fought this fire hard for three days and by these means prevented this fire from destroying at least one-half the settlement of Port Blandford. The fire was put out at a cost to the Colony of about $56.00.

On the 28th of April a fierce fire was burning at Sound Island, Placentia Bay. It burnt considerable green woods, some fencing and about 200 logs belonging to mill owners. Before I could attend to it a rainfall put the fire out.

On April 26th a fire started at Rocky Brook, Trinity Bay. I wired Mr. J. T. Currie to take men and fight it out, which he with with very little damage.

On July 16th a fire started at Terenceville, Fortune Bay. I wired the operator, Grandy, to attend to it. He employed about forty men, women and children. Mr. Grandy sent me a bill amounting to near $80, rating pay at forty cents per hour. This I refused to acknowledge and I asked him to make out a bill for not more than fifteen cents per hour, send to me and I would recommend the payment. I have heard nothing further of the matter.

The total number of fires put out by the wardens under my direct supervision during this summer amount to 233, as follows—

Levi Prince, Seal Cove, B. B.	43
Albert Stares, Southern Bay, B. B.	67
Albert Howe, Brooklyn, B. B.	63
Thomas Pye, Brooklyn Westward	1
George Easton, George's Brook East	1
Mansfield Petipas, Whitbourne	37
Dean Gale, Robinson's Station	17
John McNamara, Grand Falls	4
	233

It affords me great pleasure to be able to show that eight of my deputy wardens have this years put out 233 forest fires without the cost of $20.00 to the Colony, outside of wages, and 173 of these by three men on a new constructing line passing through practically all woodland, and not one acre of timber burnt.

I take this opportunity to highly congratulate the Government on the action taken by them last winter in providing such means of protection of our valuable timber, which is fast becoming a great revenue earner, and I trust, as the Government has become alive to the great benefits and privileges to be derived from our forests, that they will continue to use every means available for its further protection.

I trust this report will meet Your Honour's approval.

I have the honour to be,

Sir,

Your obedient servant,

THOMAS HOWE,

Chief Woods Ranger.

Port Blandford, December 31st, 1910.

Report of D. Thistle, Lumber Inspector.

St. John's, Newfoundland,
January 26th, 1911.

Hon. S. D. Blandford,
Minister Agriculture and Mines—

Sir—I have the honour to submit my second annual report on Inspection of Mills and Timber for the year of 1909-10.

The statistical sheet of this report shows that for the year just ended saw mill operators have been more active than at any time since the inception of this industry, the output of lumber being ten per cent. greater than for the previous year. But this increase in manufacture may not be an altogether unmixed blessing. The growth of any manufacturing industry can only be lasting when its expansion does not tax vitally its sources of supply of raw material.

The older or former lumbermen of this country were skilled in the art of forest destruction and only that they were not financially successful is due the blessing of having any of our present forest wealth remaining. The present masters of this craft, however, especially those who operate under license, are of a different type and realize that their interest is to use the forests in a way that will not totally deplete them.

The returns for 1910 show 273 saw mills were being operated. The aggregate output of these mills was forty-four and a half million feet of lumber of different kinds, specified in tabulated sheet.

These 273 mills employed 3,990 men for about five months of the year. At $25 per month for this period these mills disbursed in wages alone $488,750.00. This very large amount paid for labour shows that this particular industry pays perhaps a large percentage of its earnings to labour than any other industry in the country. This fact in itself makes it desirous of having such legislation enacted that will conserve and perpetuate an industry that stands first in giving to labour a larger proportion of its full earning power than any other.

Out of the number of saw mills above stated but sixteen of them are being supplied with timber cut from licensed areas; the other 257 are drawing the whole of their timber supply from Crown lands and chiefly from the fishermen's reservation. The aggregate cut of all the mills is 44,500,000 feet

B.M. If they were all operating under license they would pay as royalty $22,250, but as there is only about nineteen million feet of lumber paying royalty, only $9,500 is paid in taxes, causing a direct loss to revenue on royalty alone of $12,750. This particular phase of our lumber industry certainly calls for speedy attention, not only because of the loss to revenue but because of the setting up or countenancing a grossly unfair competition between those engaged in a business that can only legally be launched by sanction of the Crown. To the sixteen mills paying royalty and rental, there are 257 enjoying what is equal to a bonus of fifty cents per M feet of their output and free rental, or, to put it differently, the manufacturers of twenty-five million feet of lumber are allowed to retain $12,750 to divide amongst themselves, whilst the producers of nineteen million are charged $9,500 for a license to produce it.

The pulp and paper industry, while only a child of yesterday, gives promise that it will outrival soon all others in the list of our industrial economies. This large and increasing business, when coupled with the manufacture of lumber, is now of such immense importance that it calls for energetic measures to foster and protect the source from which it derives its life. In the forest, which gives life to this industry, we have visible, not prospective, wealth and a wealth, too, that yields the wage-earner far more proportionately than does the wealth of sea or mine. This forest wealth of our country can be kept visible, can be made a perpetual source from which to draw by putting into effect properly systematized methods.

It is late, but not too late. even now to adopt measures that will render permanent our valuable wood lands. The destructive elements that menace our trees—i.e., fire, man and insect—this last perhaps is to be least feared for climatic reasons, but they would be a desperate enemy to cope with if once domiciled here. I have seen some areas covering several square miles thickly wooded totally destroyed by a small army of these pests. Fire is the most merciless and rapid destroying agent of forest growth, and its best cure is prevention. Fully ninety per cent. of all forest fires have been kindled by the hand of man, either through accident, criminal carelessness or design, rarely the latter. Lightning may have played a part, spontaneous combustion seldom or never. So to man chiefly is chargeable the starting of this destructive element. Fires started by lightning or spontaneously cannot be prevented, but measures can and must be instituted if we are to save our heritage of valuable forest from the vandalism of man.

It may not be within the province of this report to deal particularly with matters of forest destruction by fire, as I presume it will be fully reported upon by the person whose special work it is.

There may be many theories advanced as to the best methods to adopt to prevent forest fires, and each having perhaps more or less merit. But prevention is the best cure. To do this every man—fisherman and lumberman

alike—must be educated to the fact that every tree on our island carries a personal value for him.

The fisherman must be convinced that the fir and spruce trees he destroys to procure one hundred rinds or sheaths of bark, if cut and sold as cordwood would be worth fifteen times as much as the market value of his hundred rinds. That the hundred trees killed by him for the bark only would make about three cords of wood, which if made into shingles, laths or staves would be worth $15, or if sold to make paper-pulp would yield about an equal value. He must be convinced that barking of birch trees that yield only a meagre sum to those engaged in it has been a large factor in not only killing this class of ships timber, but has largely helped to kill the shipbuilding industry.

The thousands of dollars once disbursed at home are now sent to Nova Scotia and the U.S.A. for the purchase of vessels that should be built in our own docks. That such a deplorable destruction, although permissable, helps to kill the trade of all contributing to the equipment of our shipping, the block-maker, sail-maker, cordage maker and blacksmith alike.

It is very human to be reckless of values when they do not affect us personally, and there is a class perhaps who will not learn that interdependence is a fact, for such the stringency of the law can be the only effective cure.

Never before in the history of countries, both European and American, has such deep interest been evidenced in the question of wood supply as at present. Governments and corporations are intense in their earnestness to meet this problem. Forestry bureaus have been established and railroad companies have started tree culture to insure a wood supply for their own roads. This country, whilst blessed with generous forest growth, has arrived at a period when it can no longer afford to do other than follow the lead of other countries in their policy of forestry economy in all that it means.

It is true that we have conditions here non-existent in other countries, even on this side of the Atlantic, but there are no serious impediments to be overcome, and if this very valuable asset of our country is properly conserved and nurtured, there can be passed over to future generations a source of great wealth. To copy our richer neighbours in all they are doing in this matter of forestry would be too colossal an undertaking and too great a task upon our finances, but much lasting good may be accomplished by appointing a Forestry Bureau and placing some practical man in charge with a thorough knowledge of local conditions and requirements. As there is much work to be done of a reformatory character in connection with this vexed question of non-licensed mills and the fishermen's timber reservation, the expense for the year need not be other than light and the adjustment of some of the present tangle would place things on a sound basis and help procure a fund to meet the expenses of the Bureau.

In this connection charges may be made in the appropriation of the rentals collected from the unoperated licensed timber lands.

In the adjustment of these difficulties referred to, from my own experience with those connected with the mill business, I may venture to suggest that perhaps the work may be satisfactorily achieved without the employment of too drastic measures.

I know a large percentage of unlicensed mill men who would prefer owning the timber lands from which they get their supply and in cases when this is feasible this policy presents many features to recommend it.

The more who realize a personal ownership, the more is secured, who at once become the jealous guardians of their possessions and constitute themselves fire wardens and protectors of timber.

The great value to the now unlicensed mill men by granting him a few miles of the reservation would be in the enhanced value of his property. At present a second-hand saw mill is only worth the price of old iron, but with a few miles of timber land it may be worth five or ten times the original cost, if put on the market for sale.

I may, in concluding my report, refer to some of the smaller growths of deciduous trees that could be used for charcoal making. There are parts of the country where dense growths of alders are. This is particularly noticeable in Bonavista and Notre Dame Bays. In Sweet Bay, B. B., is situated large areas almost altogether covered with a splendid growth of alder. This particular wood, I understand, makes a charcoal specially adopted for the manufacture of explosives.

I have the honour to be,

Sir,

Your obedient servant,

D. THISTLE.

Fiscal Statements for the Year ended June 30th, 1910.

Report of Nfld. Savings' Bank for the Year ending Dec. 31st, 1910.
Current Account, 1909-1910.
Public Debt Account on June 30th, 1910.
Balance Sheet Treasury Account, 1909-1910.
Teachers' Pension Fund, 1909-1910.
Colonial Secretary's Departmental Trust Account, 1909-1910.
Public Works Trust Fund, 1909-1910.
Departmental Trust, 1909-1910.
Geological Trust Account, 1909-1910.
Railway Arbitration Award, 1909-1910.
Game License Trust, 1909-1910.

Report of Newfoundland Savings' Bank for Year ending December 31st, 1910.

Amount of Deposits on 31st December, 1909	$2,642,010.46
Amount of Deposits on 31st December, 1910	2,794,027.73
Increase	$152,017.27
Amount deposited during the year 1910	$664,349.51
Amount withdrawn during the year 1910	512,332.24
Increase	$152,017.27
Amount received from all sources for interest during 1910.. which account is closed as follows—	$98,239.73
Amount paid depositors for Interest	$78,812.67
Salaries, Rent, Fuel, Light, Stationery, etc.	5,513.74
Disbursements, Harbor Grace Branch	623.54
'Heart's Content	175.17
Bay Roberts	177.74
Bell Island	179.98
Grand Falls	249.39
Balance to Reserve Fund	12,507.50
	$98,239.73

Reserve Account

Balance from 1909	$57,300.75
Profits for year 1910	12,507.50
	$69,808.25

Less Sir E. Shea's Pension.....	$2,200.00	
Expenses connected with painting Bank rooms	646.04—	$2,846.04
Balance		$66,962.21

The Assets are as follows, viz—

Colonial Debentures	$807,000.00
Bank of Montreal Deposit	1,305,000.00
Bank of Montreal Current	77,504.05
Cash on hand	3,689.04
Bank of Nova Scotia Deposit	101,500.19
India Consols	486,666.66
Mortgages and Investments	17,150.00
Church of England College	17,000.00
Bank Furniture	420.00
Harbor Grace Water Company Stock	20,100.00
Carbonear Water Company Stock	9,460.00
Placentia Water Company Stock	11,400.00
Municipal Council	1,600.00
Roman Catholic Episcopal Corporation	2,500.00
	$2,860,989.94

Contra

Deposit Account	$2,794,027.73
Reserve Account	66,962.21
	$2,860,989.94

No. of Accounts,	St. John's	6,246 equals	$2,794,027.73
	Harbor Grace	802 "	225,605.74
	Heart's Content	305 "	57,629.58
	Bay Roberts	310 "	60,868.82
	Bell Island	12 "	812.00
	Grand Falls	29 "	2,622.00
	Total Accounts, 1910	7,704	
	Total Accounts, 1909	7,174	
	Increase	530	

Increases and Decreases Branch Banks for Year 1910

Harbor Grace	Decrease	$7,360.16	
Heart's Content	Increase		$14,283.42
Bay Roberts	"		20,210.70
Bell Island (three months)	"		812.00
Grand Falls (three months)	"		2,622.00
		$7,360.16	$37,928.12
Net increase		$30,567.96	

The profit of $12,507.50 is the largest made by the institution since 1894, being nearly $4,000.00 more than was made in any year during the period from 1895 to the present year.

The increase of $152,017.27 in the Deposits compares more than favourably with that of $10,559.98 for 1909.

Two branch banks were established during the past year, one at Grand Falls and the other at Bell Island. In connection with this matter I am of

opinion that branches of this institution should be established in our principal outports. Such places, for instance, as Grand Bank, Bonavista, Twillingate and Placentia would be admirable centres, provided that suitable building accommodation can be found for the same.

Respectfully submitted,

(Signed) F. C. BERTEAU,
Acting Cashier.

Read, confirmed and securities examined and found correct—

(Sgd.) JOHN HARRIS
(Sgd.) JOHN B. AYRE } Directors.

DR. Statement of Current Account of the Government

Customs Duties, St. John's and Outports.....	$2,680,217.75	
Light Dues do. do.	30,263.02	
Miscellaneous, including Royalties, $22,201.74..	32,883.25	
Total Customs Revenue.....		$2,743,364.02
Postal Revenue	90,388.41	
Telegraph Revenue	67,771.75	
Crown Lands Revenue	251,234.01	
Stamp Revenue	17,790.49	
Liquor Licenses	5,162.55	
Fines and Forfeitures	5,285.56	
Broom Department	9,726.15	
Fees Institutions	2,940.28	
Municipal Council Interest	48,869.67	
A. A. Telegraph Company Tax	22,869.37	
Bank Montreal Interest on Cr. Balance.....	13,283.33	
Municipal Council's Contribution to Fire Dept.	12,000.00	
Bank Tax	10,000.00	
Express Tax	2,000.00	
Carbonear Water Company	1,260.80	
Grand Bank Harbor Board	712.50	
Interest on Hr. Grace Water Company's Stock	548.00	
Life Insurance Assessment	434.35	
Insurance Licenses	250.00	
Miscellaneous	6,050.91	
Imported Silver	135,809.19	
Fortune Harbor Board	237.50	
		704,624.82
Loan Account		23,584.15
Surplus Trust	3,133.07	
Agriculture Bonus	2,721.28	5,854.35
		$3,477,427.34

Examined by me and found correct,

F. C. BERTEAU, C. & A. G.

of Newfoundland for the Financial Year 1909-10. CR.

Expenditure under the following Heads—

Head I.—Interest, etc., Public Debt		$881,468.11
Head II.—Civil Government		156,373.71
Head III.—Pensions		10,616.70
Head IV.—Administration of Justice.....		194,973.59
Head V.—Legislation		33,658.97
Head VI.—Education		289,957.83
Head VII.—Public Charities		290,598.80
Head VIII.—Lighthouses		84,992.14
Head IX.—Agriculture and Mines		58,420.00
Head X.—Marine and Fisheries		150,519.03
Head XI.—Roads, Bridges and Ferries		214,092.57
Head XII.—Postal Telegraphs Department...		497,192.77
Head XIII.—H. M. Customs		151,034.61
Head XIV.—General Contingencies		31,159.77
Head XVI.—Coal and Water Refunds		62,506.39
Head XVII.—Additional Estimates		20,209.95
		$3,127,774.94
Audit Act	10,000.00	
Loan, 9th Edward VII., Cap. 3	23,584.15	33,584.15
		$3,161,359.09
Surplus—		
Revenue in excess of Expenditure for year		310,213.90
Surplus Trust	3,133.07	
Agriculture Bonus	2,721.28—	5,854.35
		$3,477,427.34

M. P. CASHIN,

Minister of Finance and Customs

DR. **Public Debt Account**

1909-10—July 1. To Balance, viz—

Loan at 3	per cent....	$1,581,666.66
Loan at 3½	per cent....	13,065,546.66
Loan at 4	per cent....	8,295,983.53
		$22,943,196.85

$22,943,196.85

Examined by me and found correct,

F. C. BERTEAU, C. & A. G.

M. P. CASHIN,

Minister of Finance and Customs.

on the 30th June, 1910. CR.

By	Act	54	Vic.,	Cap. 8,	at 3 per cent.		$1,581,666.66
	do	56	do	1,	do	$3,384,960.00	
	do	56	do	2,	do	4,708,800.00	
	do	60	do	4,	do	456,980.00	
	do	61 & 3	do	6 & 4	do	351,373.33	
	do	1	Ed. VII.,	Cap. 6	do	2,263,000.00	
	do	5	do	2	do	1,900,433.33	
					at 3½ per cent.	————	13,065,546.66
	do	44	Vic.,	Cap. 24,	at 4 per cent.	11,300.00	
	do	46 & 7	do	5 & 4	do	19,336.00	
	do	49	do	15,	do	55,400.00	
	do	49	do	3,	do	60,000.00	
	do	50	do	6,	do	480,000.00	
	do	50	do	7,	do	320,000.00	
	do	51	do	3,	do	50,000.00	
	do	51	do	5,	do	218,000.00	
	do	51	do	5,	do	82,150.00	
	do	52	do	5,	do	408,000.00	
	do	54	do	7,	do	2,400.00	
	do	56	do	1,	do	92,633.48	
	do	56	do	24,	do	27,630.00	
	do	58	do	4,	do	65,292.00	
	do	58	do	13,	do	*2,676,666.66	
	do	60	do	2,	do	973,333.33	
	do	61	do	10,	do	50,473.75	
	do	61, 2, 3	do	33,	do	85,352.93	
	do	59	do	15,	do	52,500.00	
	do	2	Ed. VII.,	Cap. 28	do	35,592.46	
	do	4	do	18,	do	9,550.00	
	do	5	do	1,	do	2,328,500.00	
	do	9	do	3,	do	180,250.00	
	do	62, 3	Vic.,	37,	do	11,622.92	
						————	8,295,983.53
							$22,943,196.85

*Note—$501,944.65 of this Loan has been paid off by the Sinking Fund established under this Act.

$1,307,104.22 Municipal Debt.

$13,700.00 Harbor Grace Water Stock.

DR. Balance Sheet Treasury

Revenue, viz—		
On Current Account	$3,447,988.84	
On Loan and Trust Accounts	29,438.50	
		$3,477,427.34
Bank of Montreal, General Account		84,172.52
Exchange Account, B. of M., 1908-9		199,221.57
Imported Copper, Bank of Montreal.....		724.62
Temporary Loan, Bank of Montreal.....		545,354.00
Bank of Montreal Trust Accounts.....		835,099.16
Harbor Grace Water Company Stock....		13,700.00
Public Debt		22,943,196.85
		$24,621,468.72

Examined by me and found correct,

F. C. BERTEAU, C. & A. G.

Accounts, 1909-1910. CR.

Expenditure, viz—

On Current Account	$3,137,774.94	
On Loan and Trust Accounts.....	29,438.50	
Revenue in Excess of Expenditure.....	310,213.90	
		$3,477,427.34
Loan 9, Edward VII., Cap. 3.....	80,250.00	
Debenture Conversion Account	3,922.52—	84,172.52
Bank of Montreal Exchange Acct., 1908-9		199,221.57
Bank of Montreal Imported Copper.....		724.62
Bank of Montreal Temporary Loan.....		545,354.00
Agriculture Bonus	1,199.19	
Loan 61 Vic., Cap. 1	10,000.00	
Surplus Trust	323,899.97	
Reserve Fund	500,000.00	
		$835,099.16
Stock Account Harbor Grace Water Co.		13,700.00
Sundry Acts		22,943,196.85
		$24,621,468.72

M. P. CASHIN,

Minister of Finance and Customs.

Statement of Teachers' Pension Fund

Deposits to Fund During 1909-10

Contributed by Teachers under—	
Roman Catholic Boards	$1,139.87
Church of England Boards	1,507.06
Methodist Boards	1,120.07
Congregational Boards	15.77
	$3,782.77
Interest for year ended 30th Dec., 1909	1,365.40
	$5,148.17

Recapitulation

Amount brought forward from 1908-09	$45,507.37
Deposits to Fund during 1909-10	5,148.17
	$50,655.54
Withdrawals during 1909-10	1,718.92
	$48,936.62

Examined under my direction,

F. C. BERTEAU, C. & A. G.

Examined by me and found correct,

W. L. DONNELLY, Asst. to A. G.

WM. G. CURRIE, Accountant.

for the year ended 30th June, 1910.

Withdrawals

Names of Claimants.	Roman Catholic	Church of England	Methodist
R. S. LeDrew			$27.64
Eliza A. Gosse		$28.43	
Julia B. Woods			53.65
Laura Torraville		51.69	
Beatrice A. Moores			31.53
Rachel Butler			28.47
Katie Doyle	$26.41		
Margaret Ryan	26.00		
Mary Ducy	30.41		
Margaret Costello	36.20		
Katie Doyle	9.73		
Edward L. Goff	46.51		
Mamie Goff	25.19		
Walter England		10.90	
Bessie F. O'Leary	29.73		
Mary J. Oldford		44.22	
Annie Fowlow		42.18	
John Dawe		30.47	
William A. Butler		56.84	
Agnes Jackman		36.38	
Lily Herridge			49.78
Effie M. Lake			26.70
Bessie Crocker			92.35
Essie Lannon	27.11		
Mary Rex		23.74	
Maggie Diamond			41.50
Harriet Sampson		38.54	
Hannah Dunn	22.62		
Benjamin Reeves		32.53	
Wilfred Bradbury		28.82	
V. J. Parsons	27.86		
F. J. Devine	34.18		
John Fagan	104.55		
Mary Hannaford	34.16		
Sarah Halfyard			68.88
Alice Sinclair	36.18		
Maud Gillis	7.32		
Jane F. Greene	39.20		
Angela Burke	35.89		

Statement of Teachers' Pension for the Year ended 30th June, 1910–(concluded)

Withdrawals.

Name of Claimants.	Roman Catholic	Church of England	Methodist.
Alice Morgan		27.18	
Fanny Cluett		40.76	
Bessie Follett			32.20
Leah Peach			43.97
Clementine Yates			30.32
Mrs. Belinda Crocker—(Pension)		100.00	
	$599.25	$592.68	$526.99

Roman Catholic	$599.25
Church of England	592.68
Methodist	526.99
	$1,718.92

Colonial Secretary's Departmental Trust Account 1909-10.

DR.

Oct. 14—C. E. Board of Education, Hr. Grace	$200.00
Nov. 1—W. W. Blackall, Hire Telephone 1 year	30.00
Dec. 9—Evening Telegram, Prtg. per C.E. Supt	56.00
S. E. Garland, Stationery	56.66
Dec. 21—S. C. Thompson, per Minute of Cncl.	75.00
Dec. 28—Percie Johnson, Office Furniture per R. C. Supt.	49.00
Jan. 15—C. E. Board Education, Harbor Grace	5.00
" " Belleoram ..	2.50
" " Foxtrap	5.00
" " Carbonear ..	5.00
" " Barachoix ..	10.00
" " Bay Roberts.	2.50
" " Newtown ...	5.00
" " Placentia ...	10.00
" " St. John's ..	10.00
V. P. Burke, Hire Telephone 6 months	15.00
Feb. 5—Postal Telegraphs, Messages per C. E. Supt.	5.08
Feb. 18—W. W. Blackall, Typewriting & Stove	28.75
Chronicle Publishing Co., Printing per C. E. Supt.	25.25
Royal Gazette, Printing per C.E. Supt.	46.75
C.E. Board Edutn., Harbor Grace....	5.00
" " Placentia Bay ...	25.00
" " Carbonear	5.00
" " Foxtrap	15.00
" " Belleoram	105.00
" " Port de Grave...	50.00
" " Spaniard's Bay..	5.00
" " Garnish	20.00
" " Codroy	20.00
" " New Harbor	118.99
" " Norman's Cove ..	58.29
" " Catalina	10.00
" " Griquet	30.00
" " Botwood	59.00
W. W. Blackall, Sample Geography and Monthly Report Forms.....	20.57

Colonial Secretary's Departmental

DR.

June 27—E. Lodge, per Minute of Council....	150.00	
Rev. L. Curtis, towards Travelling Expenses and Telephone Hire...	170.00	
S. C. Thompson, per Minute of Cncl.	75.00	
V. P. Burke, Hire Telephone 6 months	15.00—	$1,599.34
Balance carried forward to 1910-11..		1,564.62
		$3,163.96

Examined under my direction,

F. C. BERTEAU, C. & A. G.

Trust Account, 1909-10—(concluded).

CR.

Oct. 8—Deposit Bank of Montreal, C. E. Education Balance	$845.70	
Deposit Bank of Montreal, R. C. Education Balance	221.93	
Deposit Bank of Montreal, Methodist Education Balance	537.33	
Deposit Bank of Montreal, Fire Dept. Ladder Truck Account	1,200.00	
Nov. 15—Deposit Bank of Montreal, Refund by C. E. Boards	300.00	
March 21—Deposit Bank of Montreal, Refund by C. E. Boards	59.00—	$3,163.96
		$3,163.96

Examined by me and found correct,

W. L. DONNELLY, Asst. to A. G.

WM. G. CURRIE, Accountant.

Public Works Trust

DR.

Government House—Repairs, etc.

To Bishop, Sons & Co., hardware, etc.	$71.21	
Barnes, Henry, planting trees	16.25	
Bearns, W. E., soap, brushes, etc.	11.88	
Butt, Moses, grindstone handles	.50	
Clouston, Wm. J., saucepans, etc., ...	23.04	
Clouston, John, tinware	17.48	
Davidson, W. H., supplying trees	237.00	
Hanley, P., painting	444.36	
Horwood Lumber Company, lumber	7.75	
Kennedy, A. W., ammonia	.60	
Molloy, Mrs. M. F., making curtains, mats etc. ,.....	43.10	
Maher, R., repairing stoves and pipes.....	38.60	
Moore & Company, plumbing	99.20	
Mars, P. C., vacuum cleaning	82.80	
Nash, T. J., 4 wheelbarrows	20.00	
Pay Roll, carpentry, masonry, labor, etc...	396.73	
Royal Stores, Ltd., curtain rings, etc.....	3.11	
Reid Nfld. Co., fitting electric motto	25.00	
Roberts, James, compensation for injury..	100.00	
Rendell & Company, repairing batteries ..	8.40	
Snow, Geo. C., repairing furniture, etc.....	224.95	
Smithwick, Wm., planting trees	14.25	
Summers, M. J., tumblers	1.20	
Spratt, James, repairing grates, etc.	7.50	
Sutherby, J. R., making and laying carpets	10.00	
Spurrell, M., planting trees	9.00	
Tucker, Josiah, supplying trees	44.15	
Vail, M. B., cleaning furniture covers.....	10.00	
Whiteway, J., dry goods	25.94	
Winsborrow, W., repairing electric bells..	6.00—	$2,000.00

Penitentiary—Repairs

To Bursell, Frederick, erecting fences	458.00	
Moore & Co., renovating plumbing plant, etc.	200.00—	$658.00

Fire Department—Repairs

To Carlson, W., painting West End Hall.....	287.00	
Hanley, P., painting East End Hall	279.00	
McGrath Bros., painting Central Hall	288.00—	$854.00

Fund, 1909-10.

DR.

Museum—Repairs

To Barter, Jonas (removing cases)	5.00	
Pay Roll, carpentry	34.00—	$39.00

Carbonear Fire Hall—Repairs

To Cameron & Tucker, lumber, brick, etc.	71.52	
Duff & Sons, paper, pitch, etc.	6.92	
Frampton, Edward, labor, painting, etc.....	27.19	
Howell, Mrs. J., papering	1.25	
Kennedy, Ambrose, building chimney	2.50	
Woods, John, ventilator	2.00—	$111.38

Harbor Grace Public Building—Repairs

To Carson, Wm., balance of contract and extra	353.25	
Parsons, R., and others, carpentry and labor	14.55—	$367.80
Balance forwarded to 1910-11		$1,217.62
		$5,247.80

CR.

By Balances from 1908-9 in the Bank of Montreal, viz—

Government House	$2,000.00
Penitentiary	880.00
Fire Department, Museum, etc.	2,000.00
Public Building, Harbor Grace	367.80
	$5,247.80

Examined by me and found correct,

F. C. BERTEAU, C. & A. G.

Departmental Trust, 1909-10.

Marine Works

TWILLINGATE—		
W. J. Scott, Twillingate	$48.11	
W. Walker, Little Bay	7.77—	$55.88
BONAVISTA—		
Lawrence Carew, Broad Cove	.77—	.77
TRINITY—		
H. Hannum, Heart's Delight	185.23—	185.23
BAY DE VERDE—		
James Reynolds, Caplin Cove	2.33	
Patrick Doyle, Grates Cove	30.67	
O. Norris, Grates Cove	37.00—	70.00
PORT DE GRAVE—		
Rd. Wells, Salmon Cove	51.32	
M. Bartlett, Burnt Head	.48	
R. Bartlett, Brigus	49.52—	101.32
HARBOUR MAIN—		
Paul Ezekiel, Ezekiel's Point	3.34	
James Hawco, Chapel's Cove	4.32—	7.66
ST. JOHN'S WEST—		
James Cook, Blackhead	35.00—	35.00
Amount carried forward		$455.86

Departmental Trust, 1909-10

Marine Works

Amount brought forward		$455.86
FORTUNE BAY—		
Charles Meade, Hermitage	$100.00	
C. R. Parsons, Coomb's Cove	50.00	
J. W. Rendell, Bay D'Espoir	20.00	
A. Garland, Gaultois	50.00	
Charles Thornhill, Anderson's Cove	25.00	
M. Parsons, Little Bay West	50.00	
J. W. Rose, Dawson's Cove	50.00	
S. Loveless, Seal Cove	50.00	
Mat. Camp, Pushthrough	20.00	
J. Hines, Grand Jervis	20.00	
S. P. Camp, Pushthrough	20.00	
Charles Meade, Hermitage	40.00	
Sam Kearley, Patrick's Harbor	50.00	
T. S. Staple, St. Jacques	25.00—	570.00
BURGEO AND LA POILE—		
R. J. Boudridge, Ramea	1.05	
Sam Billiard, Grand Bruit	250.00	
Benj. Walters, Fox Roost	50.00—	301.05
ST. BARBE—		
George H. Pearce, St. Barbe	50.45—	50.45
		$1,377.36

Dredging

FERRYLAND—		
Rev. John Walsh, Renews	300.00—	300.00

Examined by me and found correct,

F. C. BERTEAU, C. & A. G.

Geological Trust Account, 1909-10.

To Dicks & Co., Maps, etc.	$29.75	
Dicks & Co., Book binding	9.80	
J. L. Haddon, Stamps	.07	
W. J. Laurie, Map	3.00	
Newfoundland Express Co., Charges.....	3.00	
Stone Litho., Ltd., Maps, etc.	190.14	
T. J. Thorburn, Stamps	1.90—	$237.66
		$237.66

Examined by me and found correct,

F. C. BERTEAU, C. & A. G.

Geological Trust Account, 1909-10.

By Balance from 1908-9 Account	$237.66
	$237.66

SYDNEY D. BLANDFORD,

Minister of Agriculture and Mines.

Railway Arbitration Award, 1909-1910.

DR.

To W. J. Adams, Cab hire...	$6.00	Mrs. Oakley, Board	2.40
George Allen, Arbitration fee	5.00	John Pye, Wages	4.50
J. Biddiscombe, Cartage..	1.60	Frederick Pelley, Arbitration fees	220.00
W. E. Bearns, Supplies..	77.87	Charles Pelley, Arbitration fees	5.00
John Butler, Firewood ...	3.00	Frederick Prince, Arbitration fees	5.00
Bowring Bros., Ltd., Passages and Freight	14.30	Frederick Prince, Wages..	22.50
P. Casey, Beef	8.03	George Prince, Arbitration fees	20.00
Commercial Stores, Sup's.	47.38	George Prince, Wages ...	19.50
Dicks & Co., Stationery and binding	29.92	Levi Prince, Arbitration fees	100.00
Daily News, Printing	18.25	Levi Prince, Hire of store	5.00
C. H. Emerson, Certificates of Title	770.00	Postal Teleg'h, Messages.	8.08
C. H. Emerson, Disbursements	19.20	A. Prince, Wages	21.90
East End Post Office, Stamps	3.00	R. Pitman, Stove, etc.....	3.20
J. R. Goodison, Arbitration fees	740.00	J. Quinlan, Arbitrat'n fees	10.00
J. R. Goodison, Expenses	20.00	J. Quinlan, Expenses	3.50
S. E. Garland, Stationery	15.41	J. Quinlan, Building road.	100.00
T. Melton Greene, Arbitration fees	160.00	Reid Nfld. Co., Freight, passage, line of car ...	349.50
C. J. Horwood, Supplies..	109.69	G. Russell, Damages	57.50
William Harris, Wages ..	36.80	M. Stanley, Arbitrat'n fees	5.00
Thomas Howe, Arbitration fees	70.00	E. Snow, Wages	10.00
Thomas Howe, Hire of house	10.00	A. Stares, Wages	1.00
Frank Handcock, Wages .	18.00	J. Sexton, Wages	5.00
Samuel Hart, Wages	1.50	G. E. Turner, Expenses, Shoal Harbor, etc.	18.80
Azariah Handcock, Boat hire	1.50	G. E. Turner, Disbursements	133.20
Henry Handcock, Wages.	14.50	G. E. Turner, Arbitration fees	370.00
Mrs. Jenkins, Board	9.50	W. G. Tilley, Arbitration fees	10.00
A. W. Kennedy, Medicine	4.85	C. Tuck, Arbitration fees..	95.00
W. C. Long, Wages	35.00	C. Tuck, Labor and cab hire	9.00
Adam Lucas, Wages	6.00	J. Tilley, Arbitration fees.	25.00
Jordan Milley, Arbitration fees	740.00	D. Thistle, Disbursements	40.00
Jordan Milley, Expenses..	20.80	H. Tuck, Wages	6.00
Mrs. K. D. McIver, Award, Spaniard's Bay	25.00	Mrs. Tuck, Board	5.50
W. Noel, Expense survey, Woodfords	4.55	Geo. Tapp, Wages	7.00
W. Noel, Disbursements..	40.00	A. E. Wright, Printing...	19.60
Newfoundland Express Co. Expressage	1.90	Allan Wheeler, Wages...	10.50
		W. White, Arbitrat'n fees	10.00
		A. & F. Willar, Camps, etc	46.90

Railway Arbitration Award—(continued).

DR.

R. Yetman, Arbitration fees		10.00
J. S. Butler, per Lizzie, Award		1,065.80
Seth Palmer	Award	414.00
Joseph Barnes	do	80.00
John Tilley	do	30.00
Charles Butler	do	50.00
Levi Hutchings	do	32.00
Caleb Tuck	do	10.00
Reuben Ivany	do	60.00
Caleb Tuck	do	60.00
Elfrida Hines	do	10.00
Nfld. Conference	do	10.00
Rich. Castman	do	26.00
Nfld. Conference	do	35.00
Arthur Wiseman	do	50.00
Jethro Pelley	do	100.00
John Tilley	do	250.00
Caleb Tuck	do	16.50
Elizabeth Butler	do	104.00
Moses Lowe	do	164.00
John Lowe	do	40.00
Mark Clench	do	25.00
Charles Clench	do	295.00
Samuel Wells	do	27.00
Stephen Ryan	do	40.00
Alex. Ivany	do	6.00
Garland Ivany	do	70.00
Lewis Stanley	do	90.00
Charles Stanley	do	68.00
William Stanley	do	100.00
Arthur Stanley	do	120.00
Malcolm Stanley	do	227.50
Richard Stanley	do	600.00
James Blundon	do	35.00
Charles Pelley	do	113.00
Daniel Pelley	do	100.00
Arch Adams	do	20.00
Simeon Adams	do	65.00
John Adams	do	55.00
W. J. Adams	do	104.00
Richard Adams	do	89.00
George Adams	do	227.00
Ed. Bailey	do	113.00
Malcolm Pelley	do	80.00
Charles Pelley	do	3,124.00
Caleb Tuck	do	15.70
Robert Bailey	do	230.00
Edward Bailey	do	92.00
Peter Bailey	do	29.00
Eli Stanley	Award	228.00
Charles Pelley, Jr.	do	28.00
Nfld. Conference	do	950.00
Elias Ellis	do	12.00
Edmund Pelley	do	88.00
Frederick Pelley	do	7.00
Charles Pelley	do	40.00
Frederick Pelley	do	2.00
Frederick Pelley	do	131.00
Samuel Ellis	do	20.00
W. J. Ellis	do	30.00
Elizabeth Ploughman	do	18.00
Edmund Pelley	do	11.00
Eleazar Stanley	do	6.00
James Lethbridge	do	1,525.00
Wm. G. Russell	do	221.50
Jethro Pelley	Fencing	45.00
Moses Lowe	do	36.00
John Lowe	do	21.00
Mark Clench	do	39.60
Charles Clench	do	120.00
Levi Hutchings	do	21.00
Joseph Barnes	do	28.00
Charles Butler	do	22.00
Reuben Ivany	do	18.00
Rich. Castman	do	15.00
Rich. Adams	do	37.00
George Adams	do	34.00
Frederick Pelley	do	78.00
George Allen	Award	35.00
James Blundon	do	17.50
George Pardy	do	7.00
Elizabeth Pardy	do	27.00
Thomas Duffett	do	42.00
Sarah and P. Osborne	do	300.00
Alex. Matchem	do	140.00
Samuel Matchem	do	135.00
James Oldford, Sr.	do	135.00
James Oldford, Jr.	do	7.00
David Holloway	do	96.00
Ann Holloway	do	209.00
Job Harris	do	88.00
George Russell	do	100.00
James Harris	do	34.00
George Harris	do	78.00
James Harris	do	79.00
Job Harris	do	45.00
Ann and Eliz. Harris	do	100.00
J. Lethbridge, of William, Award		47.00

Railway Arbitration Award—(continued).

DR.

A. Lethbridge, of William, Award	48.00	Wm. Quinton, of Jas..do	15.00
John Lethbridge ...Award	48.00	Chas. & Rd. Fry of Hy..do	15.00
William Lethbridge ...do	115.00	Jno. & Jos. Fry, of Noah, Award	140.00
Wm. J. Lethbridge ...do	15.00	Robert White..1-3 Award	46.66
Nfld. Conference .....do	25.00	Walter White .....do	46.66
And. Lethbridge, Sr....do	95.00	Arthur White .....do	46.68
Albert Lethbridge .....do	78.00	A. Prince, of Robert, 1-5 Award	23.00
Ezekiel Lethbridge ....do	57.00	J. Prince, of Robert, 1-5 Award	23.00
Jonathan Diamond ....do	125.00	Arthur Prince..1-5 Award	23.00
Sarah Lethbridge .....do	80.00	Robert Prince .....do	23.00
David Diamond .....do	800.00	Charles Prince .....do	23.00
And. Lethbridge, Sr....do	325.00	F. Prince, of Samuel, 1-4 Award	7.25
John Handcock .....do	30.00	R Prince. of Samuel, 1-4 Award	7.25
Thomas Smart .....do	200.00	J. Prince, of Samuel, 1-4 Award	7.25
Thos. Holloway .....do	225.00	J. Prince, of Samuel, 1-4 Award	7.25
Samuel Pye .....do	15.00	Thos Blundon..1-3 Award	3.33
Thomas Blundon .....do	40.00	George Blundon .....do	3.33
Thomas Howe .....do	25.00	Emily Lethbridge .....do	3.34
Josiah Pye .....do	34.00	W. J. Russell .....Award	20.00
James Oldford, Jr. ....do	13.00	John Holloway .....do	10.00
Job Harris .....do	6.50	John Tilley...Paid Award	26.25
George Prince .....do	45.00	J. S. Butler .....do	17.50
Robert White ... .do	300.00	Amelia Palmer .....do	17.50
Arthur White .....do	50.00	Amelia Palmer .....do	28.00
Jno. Quinton of Chas...do	10.00	Deborah Summers ....do	8.75
William White .....do	17.00	John Tilley .....do	22.50
John Fry, of Henry ...do	20.00	John Tilley .....do	18.75
William Prince, of Robert, Award	15.00	J. S. Butler .....do	8.33
William Prince, of Robert, Award	25.00	Caleb Tuck .....do	4.17
George Tilley .... Award	10.00	Amelia Palmer .....do	12.50
John Prince, of Chris. ..do	20.00	Deborah Summers .....do	6.25
Wm. Prince, of John ..do	15.00	J. S. Butler .....do	4.00
Joliffe Quinton .....do	25.00	John Tilley .....do	10.00
William Bowen .....do	20.00	Amelia Palmer .....do	6.66
John Prince, Sr. .....do	16.00	Deborah Summers .....do	3.34
Sam. Prince, of Sam ..do	5.00	Nath. Lethbridge..Award	116.00
Robt. Prince, of John..do	30.00	Cath. Woodford, Award (Woodford's)	50.00
Robt. Prince, of John..do	50.00	John J. Woodford, Award, (Woodford's)	100.00
Fred. and Robt Prince..do	22.00	Geo. Willis ..Paid Award	137.00
Jas. Prince .....do	15.00	William Mills .....do	265.00
Edward White .....do	6.00	Caleb Stanley .....Award	12.00
John White .....do	10.00		
Jacob Moss .....do	145.00		
John Hollohan .....do	15.00		
Chris. Wheeler .....do	213.00		
Benjamin Weeks .....do	130.00		
Sinclair Weeks .....do	15.00		

Railway Arbitration—(concluded).

DR.

Mary Bailey	Award	60.00	Malcolm Pelley ..	Fencing	40.00
Seth Palmer	Fencing	36.00	Elizabeth Butler	do	24.00
Simeon Adams	do	15.00	Ed. Bailey	do	26.00
John Adams	do	12.50	George Tilley	do	35.00
Robert Bailey	do	23.00	Alphonsus Prince	do	60.00
Eli Stanley	do	45.00	Balance carried to 1910-11		
Frederick Prince	do	70.00	Account		11,561.83
Caleb Tuck	Award	40.00			
Malcolm Stanley..	Fencing	29.70			$36,426.20
Stephen Ryan	do	13.44			
Caroline Ellis	do	118.00			

CR.

By Balance from 1908-09 Account	$6,426.20
By Debenture	30,000.00
	$36,426.20

Examined by me and found correct,

F. C. BERTEAU, C. & A. G.

SYDNEY D. BLANDFORD,

Minister of Agriculture and Mines.

Game License Trust, 1909-10.

DR.

Sept.	24	Simon	$100.00
	27	B. A. LeRoux	105.20
	28	F. Stares	80.00
Oct.	11	T. Connors	10.00
	13	Nowlan	10.00
	15	J. J. Evans	15.00
		J. Murphy	10.00
		H. C. Sheppard	50.00
		W. Garland	2.05
	16	R. Crow	10.00
	18	Evening Telegram	5.00
		S. Hartley	5.96
		Royal Stores	6.48
		M. Stanley	50.00
	19	Jas. Green	10.00
		A. Miles	10.00
		John Young	10.00
		W. Bartlett	100.00
	25	W. E. Bearns	39.61
	26	John Power	40.00
Nov.	2	John Bennett	10.00
	3	Evening Chronicle	15.25
		Reid Nfld. Co.	9.50
	8	W. Rixon	5.00
		A. Rowe	50.00
	11	B. Murphy	40.00
	25	W. H. Bartlett	100.00
		D. Thomey	86.00
Dec.	1	G. Rose	10.00
		S. Fagan	15.00
	7	B. Brazil	20.00
	11	Free Press	15.00
	14	J. J. Evans	15.00
		W. J. English	10.00
	17	Jas. King	10.00
		J. W. Chafe	10.00
		E. Power	20.00
	18	H. C. Sheppard	100.67
		E. Snow	113.10
	21	Somerton	10.00
	22	A. Morgan	105.60
		W. H. Bartlett	108.70
		C. E. Russell	6.00
	23	Jas. Williams	20.00
	27	J. McNamara	25.00
	28	Yule Tide Bells	5.00
	30	J. Baird	10.00
		J. Butler	10.00
		M. Baird	10.00
		J. P. Gleeson	10.00
Dec.	31	M. Murphy	$10.00
		D. McGuire	10.00
		J. Barron	30.00
Jan.	3	A. Francis	25.00
		R. Fizelle	10.00
		J. Murphy	10.00
		M. Murphy	10.00
	4	M. Taplin	10.00
	5	P. Kinsella	10.00
	6	A. Kelland	50.00
	7	E. L. Goff	70.00
		Reid Nfld. Co.	20.90
		W. Smith	15.00
		E. L. Goff	10.55
	8	R. Squires	10.00
	10	J. O'Neil	10.00
	15	M. Murphy	25.00
	17	J. Camp	10.00
	20	J. Mogridge	10.00
	21	Jos. Riggs	20.00
		R. Power	20.00
		C. Puddister	10.00
	22	R. S. LeGrow	10.00
	24	Devine & O'Mara.	6.00
		Wiseman & Buckley	6.00
Feb.	5	J. Saunders	20.00
	8	M. Pike	11.82
	10	T. Howe	10.00
	12	P. R. Bowers	30.00
	14	M. B. Vail	1.15
		J. Furlong	10.00
	17	D. J. Young	10.00
	19	J. McWhirter	16.50
Mch.	2	C. Mugford	10.00
		R. Ridout	15.00
		R. White	20.00
		D. Laing	20.00
		J. Nappen	20.00
		A. Milley	10.00
		M. Scully	10.00
	11	C. L. March	51.95
	16	James Pond	50.00
	19	W. J. Hodder	3.00
	21	Callahan & Glass	25.37
		B. I. S.	10.00
		D. Thistle	3.30
	30	Reid Nfld. Co.	3.05
	31	D. Thistle	19.44
Apl.	1	J. Ledrew	12.50

Game License Trust—(continued).

DR.

Apl.	1	C. L. March	$34.20	May	31	P. J. Croke	$60.00
	4	Stamps	3.00			P. J. Croke	30.00
	6	Evening Telegram	2.00			J. Drover	20.00
	7	J. P. Gleeson	8.00			D. Thistle	29.16
	13	Daily News	9.25			D. Thistle	30.00
		J. J. Evans	10.00			J. W. Mercer	66.66
		Devine & O'Mara.	5.00	June	4	Reid Nfld. Co. ...	4.15
	19	P. J. Croke	30.00			Postal Telegraphs.	6.56
		S. E. Garland	9.83		13	J. Pennell	25.00
		C. King	2.05		16	I. Calpin	30.00
		Forest and Stream.	4.55			M. Murray	15.00
		Commissioners ...	1.00			S. K. Bell	5.00
	22	P. C. Mars	2.70		20	Parsons	27.50
	25	Gazette	9.33		23	W. Harvey	20.00
		Western Star	1.50			J. W. Mercer	5.00
		Field and Stream..	1.90		24	N. W. Chown	1.00
		M. Petipas	25.00			Jas. O'Rourke	3.00
		J. W. Mercer	66.66		28	J. McDonald	10.00
	27	D. Thistle	4.80	July	1	D. Thistle	29.16
	29	D. Thistle	15.00			P. J. Croke	60.00
May	5	A. E. Wright	17.50			J. Pennell	60.00
		P. J. Croke	45.00			J. W. Mercer	66.66
		J. W. Mercer	66.66			P. Hanley	9.00
		D. Thistle	29.16		9	Mormier	20.00
		Evening Telegram	1.50			Postal Telegraphs.	24.56
		P. Johnson	55.00			J. W. Mercer	13.50
	10	J. W. Mercer	5.00			Chas. Myler	1.00
		D. Thistle	5.00		11	A. C. Goodridge...	25.00
		P. J. Croke	15.00			H. V. Hutchings .	25.00
		S. E. Garland	3.49			Royal Stores	1.20
	11	A. J. W. McNeily	10.00			Amt. transferred to Game & Inland Fisheries Board	1,801.86
	19	P. J. Croke	5.50				
	25	Sporting Journal..	1.05				
		Jos. Purcell	60.00				
		D. Thistle	14.60				
	27	Reid Nfld. Co.	6.50				$5,600.00
		H. McDonald ...	20.00				
		Reid Nfld. Co.	2.65				

Game License Trust—(concluded).

CR.

July 29—M. Pike		$50.00
August 10—M. Pike		50.00
August 24—M. Pike		200.00
August 28—M. Pike		150.00
August 31—A. C. Goodridge		550.00
September 2—L. March		200.00
September 3—M. Pike		200.00
September 4—M. Pike		150.00
September 7—M. Pike		300.00
September 11—M. Pike		350.00
September 13—M. Pike		150.00
September 17—M. Pike		200.00
September 18—M. Pike		450.00
September 20—M. Pike		50.00
September 22—A. C. Goodridge		150.00
September 27—M. Pike		100.00
October 1—A. C. Goodridge		50.00
October 4—A. C. Goodridge		200.00
October 18—A. C. Goodridge		150.00
M. Pike		400.00
W. J. Garland		100.00
October 20—A. C. Goodridge		100.00
M. Pike		450.00
October 29—A. C. Goodridge		50.00
M. Pike		500.00
A. C. Goodridge		50.00
November 15—M. Pike		50.00
November 16—A. C. Goodridge		50.00
1910		
January 22—R. Macdonnell		150.00
		$5,600.00

Examined under my direction,

F. C. BERTEAU, C. & A. G.

Examined by me and found correct,

W. L. DONNELLY, Asst. to A. G.

Budget Speech of Hon. M. P. Cashin, Minister of Finance and Customs, 1911.

BUDGET SPEECH.

HOUSE OF ASSEMBLY,
TUESDAY, MAR. 21ST, 1911.

COMMITTEE OF WHOLE ON WAYS AND MEANS

MR. CHAIRMAN—

It is with unusual satisfaction that I am able to congratulate the House, in presenting this my third Budget, upon the fact that the past fiscal year, which ended on the 30th of June, 1910, broke all records in the financial history of our Island Home. Three new standards were created for this year, by these facts—

First—That for the twelve months which then ended, the Colony's total trade was greatly in excess of that for any previous year;

Second—That the revenue collected was by far the largest ever realized in Newfoundland; and

Third—That the surplus over the expenditure for the year much exceeded any previous surplus and justified the Government in projecting important new undertakings in the public interest.

Printed statements of the public accounts already on the desks of hon. members exhibit the details of these records.

It is a further pleasure to be able to assure this House and this Colony that the unexampled conditions of prosperity which have prevailed almost since the hour this Government assumed office, and which now continue in an increasing degree, give promise of maintaining themselves on a still expanding scale in the years to come.

As our financial year closes with the end of June, the presentation of an annual Budget, Mr. Chairman, implies a consideration of the fiscal operations of the Col-

ony for three years—for the year that has passed, for the year that is now passing, and for the year which begins in July next. We can thus review the accounts of the past year, which have been closed and of which a finalized statement is possible; the transactions of the current year, of which eight months have passed and with respect to which we can, from the figures in hand and the experience of previous years, fairly estimate the outcome; while for the year that is coming we can reasonably estimate the revenue receivable and the expenditure to be incurred, so that a fairly accurate prospect of the financial situation up to the summer of 1912 is now possible.

SUMMARY OF FISCAL POSITION

I may, therefore, summarize at once the facts, which I shall detail more fully later, and inform the House that for the last fiscal year the revenue on current account was $3,447,998, which gave a surplus of $420,213 over expenditure; that for the current fiscal year I estimate a revenue of $3,503,000 and an expenditure of $3,361,000, which should give a surplus of $142,000; and that for the next fiscal year, ending with June, 1912, my estimate is a revenue of $3,460,000 and an expenditure of about $3,332,000, which would leave a surplus then of $128,000

With reference the fiscal year 1909-10, that which closed last June, it is not necessary for me to say very much. It has spoken for itself, and various announcements in the press have more or less prepared the country for some of the facts which I shall set out here. The total trade for that fiscal year reached the unequalled figure of $24,624,693. In order to illustrate what this means, I have prepared a table showing the import and export figures for the past five years, as follows—

Year	Imports	Exports	Total
1905-6	$10,414,274	$12,086,276	$22,500,550
1906-7	10,426,040	12,101,161	22,527,201
1907-8	11,516,111	11,815,769	23,331,880
1908-9	11,402,337	10,848,913	22,251,250
1909-0	12,799,696	11,824,997	24,624,693

LARGEST FOREIGN TRADE ON RECORD

From this table it will be seen that the value of the imports for 1909-10 was a million and a quarter dollars greater than the best previous year in our history. This

must be attributed, of course, largely to the imports last year of materials for the Harmsworth and Albert Reed mills, their imports of articles on which they are allowed free entry under the tariff clause regarding new industries being very great, while the value of their dutiable imports may be gauged from the fact that the duties collected at Grand Falls increased from $49,324 in 1908-9 to $101,-374 in 1909-10, while Bishop Falls, not a port of entry at all in 1908-9, accounted for $3,456 in 1909-10. A further evidence of what these industries will mean to the Colony may be gleaned from the fact that the Customs revenue collected at Grand Falls from July to December last amounted to $84,470, and at Bishop Falls $1,941.

The exports for the last fiscal year, as the above table shows, were almost the largest ever known, and in them was included a new contributory, the product of these mills to which I have referred, the export of pulp and paper up to June 30th being valued at $421,319. Apart from this, however, the exports show a very stable condition of trade, being valued at nearly half a million dollars more than the previous year, in spite of the smaller catch of fish which figured therein.

AMAZING INCREASE OF REVENUE

The revenue which in my first Budget Speech in June, 1909, I estimated would reach $3,000,000 for the fiscal year on which we were then just entering—and which estimate was criticized at the time as erring on the side of over-confidence—actually realized on current account $3,447,998.84, while the expenditure was only $3,137,774.94, so that a surplus remained of $420,213.90. In explanation of my short estimate, I think it is only fair to point out that this Government had barely taken office after a double election and a period of uncertainty that had prevailed for several months, and the policy of the present Government was only beginning to be shaped, so that it was impossible for us, new to office and without opportunity to study economic and fiscal conditions, to accurately foreshadow the results that would accrue therefrom. The principal increases making up the large addition to the revenue, which was $655,000 over that of the previous year (for eight months of which our predecessors were in office) and which represents an increase of practically one-fifth of the total revenue of their last year were

nearly $320,000 in Customs revenue, and nearly $200,000 in Crown Lands receipts. The last administration may fairly be said to have been responsible for five years of fiscal control, because we were not sworn in until March, 1909, and the year ended in June, during which period we simply administered the finances on their estimates. I have prepared a table showing the Customs revenues for these five years, with the increase or decrease from year to year, and it shows that in the first four years there were increases aggregating $266,342, and in the last year a decrease of 46,681. The table is as follows—

Year	Cust. Rev.	Increase	Decrease
1904-5	$2,295,959	$63,900	
1905-6	2,335,238	39,278	
1906-7	2,354,056	81,182	
1907-8	2,472,074	81,982	
1908-9	2,425,393		$46,681
		$266,342	$46,681
		46,681	
Net increase in five-year period		$219,661	

HOW REVENUE INCREASED IN 1909-10

Our record for 1909-10 is a Customs revenue of $2,743,364, an increase of $317,970 over 1908-9 or, in other words, the increase in the Customs revenue for the first year of this administration was 50 per cent. more than the increase therein for the whole five years our predecessors enjoyed control of the public affairs of this Colony. The moral, if I may use the term, of this is that public confidence in the prospect of a capable and progressive administration of the Colony's business was strengthened by the present Government securing power, and an effective stimulus was thereby imparted to the industrial and commercial operations generally and the investment of extensive capital in all our industries.

A still more remarkable showing was made in the Crown Lands Department. The revenue of this department had never reached $60,000 under our predecessors. In the year they went out it was but $53,000, while during our first year it went up to $251,000—nearly five times as much. This was a direct outcome of the altered policy

adopted by the present Government of granting no "pulp" licenses, but only "timber" licences, because the latter permitted the applicant to hold the land for only thirty days, without payment of fees, while the former allowed them to retain it for a year, and our policy resulted in the same lands being secured by various applicants during a short period and in substantial payments being made, as a result of these turn-overs, holders having to pay the fees or else forfeit the lands.

Imports of silver amounting to $350,000 had been made by our predecessors, as follows—

1900.....	$100,000
1904.....	100,000
1907.....	50,000
1908.....	100,000

and during the early months of our term a sum of $100,000 was imported by us.

DISPOSITION OF LAST YEAR'S SURPLUS

When last I met this House with a Budget statement —in March, twelve months ago—the Government was sufficiently certain of the possession of a record-breaking surplus to provide beforehand an appropriation therefrom to effect a reconstruction of marine works damaged by the gales in the preceding December, and also to set on foot necessary repairs to public roads and bridges. Accordingly, out of the then estimated surplus of $380,000, this Legislature voted $100,000 at the last session, half for marine works and half for roads and bridges, and another $10,000 to provide for the Colony's participation in the Festival of Empire, in London, which was planned for last year. This left in the Treasury an actual surplus remaining, when the accounts of the last fiscal year were closed, of $310,213.90, and this amount the Government now suggests be appropriated as follows—

$200,000.00 to be set aside as the nucleus of an Old Age Pension Fund, this sum to be permanently invested in debentures and the interest applied, together with an appropriation from the current revenue of $12,000 to pay pensions to 400 aged and infirm, who are otherwise destitute, at the rate of $50 per annum;

$100,000.00 to be expended as was the similar sum last year—half for marine works, and the other half for roads and bridges; and

$10,213.00 (the remainder of the surplus to be also utilized in connection with the Festival of Empire.

This affair, as is already well known, had to be postponed last year owing to the death of King Edward, and is being held in London this summer on a somewhat different scale. As a result of the visit of the Prime Minister to London last season, he effected arrangements with the Imperial Institute for the securing of a court therein and the placing of a permanent exhibit there, and the intention is to have all the display that is made at the Festival of Empire removed at its close to the Imperial Institute and housed there permanently in the court in question for the advertising of this Colony and its resources. All the show cases, specimens, etc., which are being sent over this time will be utilized in this fashion, and therefore the vote in question may really be regarded as representing provision for this permanent exhibit.

FISCAL OUTLOOK FOR CURRENT YEAR

I turn now to the affairs of the current fiscal year, the revenue for which I estimated in my last Budget as likely to amount to $3,256,000. I am gratified to be able to say to-day that all the indications thus far point to this estimate of revenue being considerably exceeded.

The Customs receipts for the current year will probably exceed by $100,000 those of last year, which it should be noted were adjudged abnormal, because they represented the rebound from the depression of the previous year, a rebound accelerated by the change of Government, the restoration of public confidence, and the stimulating influences of the new projects set on foot by this administration. These factors continue to operate as fully as before, and large sums, as I have already shown, are being paid into the Treasury as duties upon articles for the new pulp-making centres in the interior. I, therefore, confidently anticipate a Customs revenue at the end of June of practically $2,840,000. The excess is made up of $65,000 from increases in Customs duties, and $35,000 from ore royalties. The postal and telegraph revenues will, I estimate, yield an aditional $25,000; the Postal revenue for eight months having increased $17,000, partly

owing to sales of the Guy Centenary stamps; and the Telegraph revenue increasing $4,000 in the same period; so that an estimate of but $2,000 on each account for the remainder of the year seems not unreasonable.

HOW REVENUE WILL INCREASE

The Crown Lands Revenue for the eight months up to the end of last month (February 28th) was $124,000, somewhat in excess of the receipts for the same period last year; but while $130,000 was received on this account between the 1st March and the 30th June, in 1910, I do not look for more than $100,000 for the same period this year, and so am prepared for a drop of $30,000 on this account between now and the end of June. I must, however, emphasize the fact that this decline by no means indicates any failing financial interest in the utilization of our Crown Lands. The fact is that the law provides that only half the rental is exacted after the first year on lands held subject to certain of our laws, so that where parties acquired lands a year ago by paying $4 a square mile, they have to pay only half that amount this year, and in view of the large transactions in the previous fiscal year, a decline would not be unreasonable this season.

We shall, however, have to help offset my estimated shortage of $30,000, the sum of $16,000 from the landing taxes paid by the Western Union and Direct United States Cable Companies in accordance with the terms of contracts tabled here a day or two ago with regard to their cables landed last fall at Harbor Grace and Bay Roberts. The Commercial Cable Co has disputed the Colony's claim of $16,000 on account of last year and this, and as the matter is now under adjudication, I prefer to say nothing more respecting it beyond pointing out that if the Colony's contentions are upheld and this $32,000 is received, it, together with the $16,000 which is certain from the other cable companies that came in last autumn, and the $25,000 increases in the Postal and Telegraph revenues will more than make up any shortage in Crown Lands receipts.

The receipts from various other sources of revenue —stamp and liquor licenses, fines and forfeitures, fees from institutions, Municipal Council interest, bank and other taxes, and miscellaneous amounts will, I estimate, yield fully as much as last year, so that I count upon the close of the year showing us to have a total revenue of

about $3,503,000. The expenditure, including Supplemental Supply, on account of this year, to the amount of $308,000, which I shall ask the House to vote tomorrow, will make a total outlay on current account this year $3,361,000, so that the surplus of revenue over expenditure on the 30th June next should be somewhere about $142,000.

FINANCIAL STATEMENT FOR 1910-11

The Estimated Revenue for the year which ends with June next is—

Customs	$2,870,000
Postal and Telegraphs	185,000
Crown Lands	220,000
Miscellaneous—General	178,000
	$3,453,000
To which add interest on unexpended portion of Railway Loan	$50,000
	$3,503,000

The Estimated Expenditure for the same period is—

Interest on Public Debt	$933,000
Disbursement re Hague Arbitration	20,000
Disbursements by all departments	2,303,000
	$3,256,000
To which add one year's interest on Railway Loan—$140,000 less $35,000 voted last year	$105,000
	$3,361,000

DETAILS OF SUPPLEMENTAL SUPPLY

The Supplemental Supply is made up as follows—

The Finance Department $115,000.00, made up of $105,000.00 for interest on the Railway Loan for the past year, as already explained, and $10,000.00 overdraft on account of Legislation.

The Colonial Secretary's Department $1,000.00, $300.00 being for Education and $700.00 for annuities for retired policemen.

Department of Justice $2,750.00, $1,000 for Supreme Court Contingencies and $1,750 for Magistrates' Contingencies.

$28,000 for Public Charities, of which $12,000 is for Smallpox

$6,000 for Public Health and $8,000 for Extra Relief.

Agriculture and Mines $27,000.00, of which $23,340.00 is in connection with the Government's agricultural policy and the remainder for overdrafts in the other branches of the work in that department.

Marine and Fisheries, $950.00.

Customs' Department, $7,000.00.

The Contingencies Department $11,000.00, made up as follows—$1,000 for Prime Minister's Office; $1,500 for Colonial Secretary's Office; $3,000 for the Finance Office; and $5,500 for General Contingencies.

Public Works Department $30,000.00, which amount represents over expenditures on a number of services administered by that department.

Post Office Department $63,500, of which $2,800 is made up of extra salaries and allowances in the Post Office Department; $2,500 addition for couriers and contractors; $21,200 additional for steam subsidies; $5,000 for Post Office Contingencies; $1,600 for Manufacture of Stamps; $2,300 for Telegraph Salaries; $10,000 for Telegraph Contingencies; $8,000 for Telegraph Construction; and $9,000 for Marconi Construction.

ESTIMATES FOR COMING FISCAL YEAR

For the fiscal year which begins on July 1st next and terminates on June 30th, 1912, I estimate a revenue of $3,460,000, and an expenditure of $3,332,000, which will leave a surplus of $128,000. Every head of revenue should, I estimate, yield a larger return than in any previous year, except Crown Lands, but I think the House should be prepared for a decline in the receipts from that source for the reasons I have already stated. The expenditure would be made up of the principal supply as represented by the estimates already voted here this session, amounting to $3,272,545, and additional estimates to the amount of $59,169, or a total of $3,331,714; say,

$3,332,000 in round figures; of the additional estimates, which I shall invite the House to consider to-morrow, the items are as follows—

PUBLIC DEBT

Interest on Proposed Local Loan.....	$4,800.00

Education

To provide schools in sparsely settled localities	$7,000.00

Postal and Telegraphs

Main line railway mail clerks, provision for six men, 312 trips at $3.25, $1,014; whereas only $500 voted	514.00
Mail clerk on second steamer across Cabot Strait	600.00

Steam Subsidies

Allan Line, increased contract	7,000.00
Reid Line, second steamer across Cabot Strait	13,000.00
Northern winter service	6,000.00
Railway mail subsidy, Bonavista branch	6,255.00
Postal Contingencies	4,000.00
Telegraph do	10,000.00
	$59,169.00

We propose to submit to the House to-morrow a bill for a loan of $120,000, made up as follows—For the St. John's Municipal Council, $32,000, of which $20,000 is to provide for the purchase of the building, lease and improvements in the new Town Hall; $10,000 to provide for connecting the old and new water services in the city in order that the fullest advantage may be taken of these for fire protection and other purposes; and $2,000 for fencing what is known as the Parade Ground, which the Council proposes to convert into a sort of park or playground for the residents of the thickly-settled portions of the city which adjoin that area. The other items of this loan are $15,000 for the completion of the new public building at Harbor Grace, and $73,000 for improvements to the General Hospital, the erection of the proposed King Edward Home for nurses; the remodelling of the hospital

by reason of the quarters now occupied by the nurses being converted into additional wards; and the modernizing of all the accessory departments of that institution. This will involve an addition to the interest charge of $4,800 a year.

The members of this Committee should not fail to note that we have made provision this year for the interest on the whole of the Railway Loan, and that, therefore, there will not be any decided addition to the Estimates on that account next session, any votes which we may have to ask being for the increased expenditure necessary for the conduct of the ordinary general public services.

The Estimates already voted this year show an apparent increase of $217,000, but, as I explained when introducing them, a large proportion of this amount is made up of the vote for interest on the Railway Loan; the additional sums now asked will, I feel sure, commend themselves to the Committee as absolutely necessary.

HOW COLONY HAS PROGRESSED

The foregoing review, Mr. Chairman, deals with the fiscal situation for the three years comprehended in this Budget presentation, and I am sure that it will be gratifying to all interested in the well-being of this Colony to note that it has enjoyed such a period of unbroken prosperity of late, and that each year in its turn shows the condition of the people to be one of greater comfort in their homes and greater material betterment in their avocations. In spite of the fluctuations in the price of fish, the returns realized from our staple product are highly encouraging, and the prosecution of our subsidiary industries is being attended with excellent results. A still more gratifying fact is that new industries, such as mining, pulp and paper making, local manufacturing and otherwise are being enterprised, all contributing their quota to the improvement of the condition of the people and to the stabilitation of the general prosperity of the Colony.

We have cause for thankfulness that while other countries on both sides of the Atlantic have been subjected to the misfortune of financial panics, commercial depression and industrial discontent, this Island has enjoyed freedom from any of these adverse conditions, and that through her fishery supremacy in these North Atlantic

waters, the output from her mines, the product from her pulp and paper mills, and the fruits of agricultural and manufacturing operations within her borders, she is assured of a permanence of prosperity and advancement which few countries can excel.

TRIUMPH OF RAILWAY POLICY

It will scarcely be disputed that perhaps the largest factor contributing towards the permanent well-being of this Colony in recent years has been the fruition of the railway policy inaugurated by the late Sir William Whiteway. Only through the instrumentality of the railroad could the farm and forest resources of our vast interior be utilized, and as the years go by we become more and convinced of the wisdom and foresight of the departed statesman, whose memory will ever be associated in the annals of our Island with the construction of railways and the development of home industries. It follows, therefore, that the present Government in embarking upon the railway policy, for which it received a mandate from the people at the polls, which was endorsed by this Legislature last year, has every prospect of seeing substantial results accrue to the Colony in the future in a proportionate degree, as have been derived by Newfoundland from the railway enterprises up to this time, and the Finance Minister of some future period may, I trust, be able to as truthfully ascribe the prosperity of our Island Home in his day to the railway policy of Sir Edward Morris as I am now to credit its prosperity at the present time to the railway policy of Sir William Whiteway.

Other contributing agencies have, however, played their part in bringing about the great result, and among these may be mentioned increased prices obtained for fish and the investment of much local and outside capital in various undertakings throughout the Colony. The demand from Canadian centres, too, for quantities of local fish required to supply the Canadian markets in the West Indies and elsewhere, which the catch along the Nova Scotia coast is inadequate to satisfy, has helped not a little to maintain the local rate for fish at a higher figure than formerly, and to relieve the strain on our own foreign markets, so that the problem of disposing of our catch is rendered less difficult thereby.

INDUSTRIAL ADVANCE LAST YEAR

The various avocations of our people the past year were attended with encouraging results in the main. The bank fishery was unusually successful and a number of additional vessels have been purchased to engage in it this year. The shore fishery on the West Coast was a good one, and that from St. John's around to the southward proved fairly remunerative, but northward the total was not so good. The resulting prices, though, enhanced as they were by the fact of a short catch, contributed materially to maintaining an average in the financial return, while the fact that the Gloucester fisheries disclosed a shortage of some 7,000,000 pounds of cod, forced American dealers to seek for supplies in our ports to satisfy their market requirements, thus aiding in the same result. Trade conditions generally were satisfactory; imports for the eight months of the current fiscal year, as shown by the Customs returns, have been unusually large, and this is of course the best evidence of the prosperity of the country, because when times are not good people content themselves with the purchase of the bare necessaries of life, and these are in the main admitted to the Colony duty free, so that when the total of import duties shows a substantial increase, it is clear that the people are sufficiently well off to purchase largely of duty-paying articles.

HOW BOARD OF TRADE VIEWS IT

The same condition is reflected by the fact that the increase in the pay of the laboring man to $1.50 per day, occasioned by the Government stipulating this as a minimum in the contract for the construction of the branch railways, has resulted in this rate being now recognized in virtually all the industrial activities of the Island, and thus in improving the condition of the working classes. I may be pardoned for quoting in this connection the following extract from the last annual report of the Board of Trade, published on the 17th of January last, in which the improved circumstances of the Colony are thus attested—

"The Estimates of the Minister of Finance were last
"year considered by a good many to be somewhat extra-
"vagant, but he has been justified in the position he then
"assumed by his having collected for six months a surplus
"of about $70,000 over the previous year. . . . . The
"financial condition of the Colony is good. The two or
"three failures which have occurred during the past year

"have effected the general trade of the Colony very little,
"and it is a fair forecast to say that, with the increasing
"industrial enterprises, which is evident everywhere, and
"fair fisheries during the coming year, that 1911 will excel
"all its predecessors in general prosperity."

STATEMENT OF PUBLIC DEBT

During the fiscal year 1909-10, the Funded Public Debt of the Colony was increased by the sum of $185,-199.00 net, viz—

Increased by—	
5th Ed. VII., Cap. 1 for conversion of debentures	$39,000.00
St. John's Rebuilding Act	2,450.00
9th Ed. VII., Cap. 3, Public Service....	183,250.00
	$221,700.00
And reduced by—	
Surrender of debentures under Conversion Act	36,501.00
Net increase of	$185,199.00
Making the total debt at the close of year	$22,943,196.85

The difference between the issue of bonds, that is $39,000.00, and the surrender of debentures for the same ($36,501.00) is contained in the cash received under the Conversion Act, referred to above.

Of the addition to the debt for the year, $102,450.00 is chargeable, as a guaranteed loan, to the St. John's Municipal Council.

The net Public Debt of the Colony stood as follows at the close of the fiscal year 1909-10, viz—

Gross Public Debt		$22,943,196.85
Less—		
Owed the Colony by the St. John's Municipal Council	$1,303,341.22	
Scrip of the Hr. Grace Water Co's' Stock held by the Government....	13,700.00	

Paid off by the operation of the Sinking Fund established under 56 Vic., Cap. 13, as on June 30th, 1910	501,944.65	1,818,895.87
Leaving net debt at		$21,124,210.98

FLOTATION OF RAILWAY LOAN

Since the beginning of the current fiscal year, the Public Debt has been increased apparently by $4,000,000 through the raising in London by the Prime Minister last summer of the loan for the construction of the branch railways. As has already been announced in this House, this loan was raised on terms more favorable than any previous financial transaction in the history of the Colony. As a result of the raising of this loan, the public debt on the 28th of February, of this year, amounted to $27,160,-230.18. I might point out, however, that this increase does not represent an actual liability of the Colony to that amount, because interest is being received by the Colony on the unexpended portion of this loan, and we are actually gaining something thereon, since the interest is compounded at quarterly intervals. Really the public debt on the 28th of February last was not $27,000,-000, but about $24,235,000, the railway contractor having been paid up to that day $1,212,000, and the right of way arbitrations, etc., having cost $80,000. The branch railway to Bonavista Bay is now about four-fifths completed and will be finished early this summer. It has opened up a country of much promise, as I can personally testify from a visit there last season, and it should result in greatly increasing the industrial and commercial possibilities of that section of the Island. It afforded employment to large numbers during last summer and fall, and proved an importaut agency in maintaining good times throughout the Colony by creating new avenues of labor. During the present season the branches to Trepassey and Heart's Content will also be started, and will be carried to completion as speedily as possible. As these branches, and the others that are to follow, will render large tracts of virgin country accessible, they should be succeeded by a substantial impetus being imparted to agriculture in the districts of Bonavista, Trinity, Bay de Verde, Ferryland, Placentia and St. Mary's, Burin, Fortune Bay and the

West Coast, and as occasion demands highways will be provided to connect with these branches and bring their advantages home to the greatest number of people.

ORE ROYALTIES AND PAPER EXPORTS

The Bell Island ore royalty has exceeded from a financial viewpoint even the expectations of the Government. For the calendar year 1910 the receipts from this source amounted to $85,000, and for the coming year a still greater return is expected, as both the Dominion and Scotia Companies, which are operating there, contemplate an increased output, which will likewise call for the employment of a large number of our people.

It is not possible to exactly estimate at present what the product of the pulp and paper mills will be henceforth. But the Customs returns for the past fiscal year, which ended on the 30th of June, show that the exports of the products of the Grand Falls mills from the starting thereof in January until June 30th last amounted to—

7,866	tons of paper valued at	$352,155
6.853	tons of pulp valued at	69,164
		$421,319

The exports of the same products for the six months from July 1st to December 31st were as follows—

11,120	tons of paper valued at	$498,208
14,453	tons of pulp valued at	144,463
		$642,671

It would therefore appear that during the calendar year 1910 the export of pulp and paper amounted to $1,063,990. This would not, however, represent a normal output, because the mills at the start were not operated to full capacity, and the output the present year should be much larger. Moreover, this year the Albert Reed Company, at Bishop Falls, will also be starting operations and its product should swell the total volume and value on this export.

One of the circumstances which best attests the favorable conditions prevailing in this Colony is that the Crown Lands Revenue is maintaining itself so admirably. As I have already observed, the greatest revenue from that

department for any year before this Government assumed office was about $60,000. But as a result of our policy, which meant a prompt collection of fees or the cancellation of licenses within thirty days, there has been a greatly enhanced activity in the direction of acquiring wooded and mineral areas, and it looks at this juncture as if these conditions would be continued for some considerable time to come.

GROWTH OF POSTAL AND TELEGRAPH BUSINESS

A similar gratifying condition of affairs exists in the Postal and Telegraph departments. A comparative statement of the revenue for the eight months ending on the 28th of February, in the present year, and the two previous years, discloses the following figures—

Year	Post Office	Telegraphs	Totals
1911	$68,576,92	$41,548.60	$110,125.52
1910	51,003.83	37,889.21	88,903.04
1909	47,341.10	33,046.65	80,387.84

Increase (1911 over 1910)—$21,222.48

The fact that the revenue is increasing both from the Postal and Telegraph branches, forms the fullest justification for the policy adopted by this Government of reducing the postage rates with the United States to two cents and of extending the telegraph system to the remoter districts of the Island. From the last report of the Postmaster-General, tabled in this House a few days ago, it will be noted that the progress in every branch of his department is highly gratifying, and he foreshadows the early approach of the time when the receipts from Postal revenue will exceed the expenditure. Commenting on the income and outgo of his department for last year, he observes—

> "From these figures it will be seen that the postal revenue
> "exceeded that of 1908-9 by $10,376.27, while the increase of
> "expenditure was only $6,666.97, and the total ordinary postal
> "expenditure for the year being $96,560.63, and the revenue
> "90,338.41, it is evident that very soon there will be a yearly
> "surplus to go towards payment of subsidies. In fact the
> "revenue for the six months ending Dec. 31st, 1910, is
> "$15,304.04 in excess of that for the same period in 1909."

PARCEL POST AND MONEY ORDER EXPANSION

An equally gratifying circumstance is the fact that the foreign parcel post business is growing amazingly,

the number of parcels handled having increased in the same period from $14,757.17 to $20,685.81. In addition to this, the number of local parcels despatched from St. John's during the same period increased from 33,965 to 101,844; truly a colossal expansion and a testimony to popular appreciation of the value of the post office as a business agency.

In this House a few days ago some criticism was offered of the department, and it was suggested that it should go into the express order and package business. These figures will, I think, be somewhat of an eye-opener to those who imagine that the post office department is lagging behind, though the possibility of further extending its sphere of usefulness is not being overlooked by the Government. A further evidence in the same direction is the fact that the operations of the money order branch have iincreased proportionately in the same period. The total number of money orders issued in the Colony for the year 1905-6 was 26,026, amounting in value to $403,932.20, while for 1909-10 the number issued was 49,271, valued at $661,893.57. The total number of orders paid in the Colony in 1905-6 was 24,895, valued at $448,159.22, whereas the total number paid for 1909-10 was 45,902, valued at $712,563.10. I might remark with respect to the money order branch that there has been a remarkable increase in its operations the past year or so, a circumstance attributable, of course, to the construction and operation of the pulp and paper mills at Grand Falls and Bishop Falls, and the larger number of men finding employment in the iron mines on Bell Island. The Postmaster-General remarks that—

> "It is evident from the increased revenue that the postal "telegraphs have been availed of by our people more than ever "the past year."

CRITICISM OF MARCONI SYSTEM

But he is somewhat critical respecting the operations of the Marconi wireless agency on Labrador, of which he speaks as follows—

> "The same (that it is satisfactory), however, cannot be "said of the local business with the stations on Labrador. The "receipts do not in any way approximate the amount paid for "royalties. This is owing to some extent, to the high rate of "seventy cents for message of ten words between Newfound-"land and Labrador, and also to the delay in forwarding them.

"It will be seen from the latest Report of our Governor, His "Excellency Sir William MacGregor, who visited the Marconi "Labrador stations in 1908, that these offices are closed during "the greater part of the day, and that the operator can only "rereceive messages from the station next to his North and "South at six o'clock in the evening. Neither do the stations "furnish any weather reports or fishery information to the fish-"ermen. There would appear, therefore, to be very little bene-"fit derived by the public from the operations of these stations "under present conditions as compared with their cost and "maintenance. I have not yet received from the Marconi Co. "their report for 1910, and am consequently unable to say what "improvement, if any, was effected in last year's business. The "whole matter, I have no doubt, will receive due consideration "by the Government when making terms for the operations "of new Marconi stations."

This comment must occasion regret that the unwise policy was adopted by our predecessors in 1906 of giving the Marconi Company a ten year monopoly in this Island, because there remains no doubt that otherwise, with the progress the world is making of late years in wireless telegraphy, a much more efficient and satisfactory service could have been secured.

THE SAVINGS OF OUR PEOPLE

The Report of the Newfoundland Savings Bank for the calendar year 1910 shows the deposits to have been on the 31st December last $2,794,027.73, an increase of $152,017.27 during the year. This increase is the largest for many years and the profit of $12,587.50 is the largest made by this institution since 1894, being nearly $4,000 more than was made in any year from that time up to the present, which fact must be regarded as a very favourable augury for the future of the institution. The Savings Bank at the close of 1893 had on deposit $3,068,000, but circumstances caused substantial withdrawals, reducing the total on deposit within the next two years to about $1,250,000. Since then the total has been gradually mounting up again, but whereas in 1909 the increase was but $10,559.98 over the figures for 1908, the enormous additional enlargement of deposits by $150,000 during 1910 is perhaps the most conclusive testimony that could be desired of the greater prosperity of the Colony, the more favorable circumstances of our people, and the growing usefulness of the Savings Bank, as further evidenced by the successful outcome of the experiment of establishing several new branches last year.

The deposits in the Savings Bank department of the three Canadian banks which do business in this Colony amounted on May 31st, 1910, to $3,324,856.14. This means that—including the Colonial Savings Bank—there are on deposit in this Colony, therefore, as savings proper $6,118,883.87. There are lodged in the three Canadian banks in the Colony as deposits bearing interest and therefore fairly to be considered as savings in the same sense, the sum of $3,263,862.53, making a grand total of $9,382,746, as against a total under the same heads the previous year of $8,967,493, and as against $8,452,462 the previous year, showing that the savings of our people have increased $415,253 the past year, and $930,284 over the preceding year. In other words, our people have put aside as savings nearly $1,000,000 in the past two years.

The value of the debentures and bonds of the Colony, which are held locally to-day, amounts to $3,109,983, an increase of $185,199 the past year, and the reserve or re-insurance value of life insurance policies, to protect policy holders, is now $1,300,000, an increase of $159,000 over last year. In other words, our people have invested a sum of over $900,000 the past year by means of deposits in the banks, purchasing of debentures and effecting life insurance. Twenty-two years ago the deposits in our Savings Bank amounted to $2,500,000, in round numbers. To-day our Savings Bank itself has a larger amount on deposit, and the Canadian banks have in their savings departments and on deposit receipts bearing interest $6,600,000, or more than twice and a half as much. No better illustration could be desired of the manner in which the prosperity of this Colony has advanced in recent years.

HOW OUR IMPORTS HAVE GROWN

In the same connection a comparison of the dutiable and free imports into the Colony in the past year and the previous year will help to show the ascending scale in the prosperity of our people. In 1908-9, the value of the dutiable imports into the Colony was $6,601,854, and of free articles $4,800,483, making a total of $11,402,337, while in 1909-10, the value of the dutiable imports was $7,736,738, while the value of the free imports was $5,062,958, a total of $12,779,696. In other words, the value of the duty-paying imports the last fiscal year ex-

ceeded their value in 1908-9 by $1,134,884, while the value of the free imports showed an increase over the previous year of $262,473. Few if any statistics could more conclusively prove the betterment in the circumstances of our people than this, viz—that there was imported into the Colony during last year an additional $1,000,000 worth of articles paying duty over and above those articles which enjoy free entry. On those articles which pay a duty of 35 per cent. and which form the backbone of our general imports, the valuation in 1908-9 was $1,381,685, while in 1909-10 the value of these imports amounted to $1,700,000, an increase of $320,000, in round numbers.

In order to realize the progress that Newfoundland has made within the past fifteen years, I supply tables here of the imports and exports at intervals of five years during that period, which will be found to illustrate very thoroughly the nature and extent of the progress the Colony has made—

Year ended June 30th	Imports	Exports
1895	$ 7,164,738	$ 5,811,160
1900	7,497,147	8,510,140
1905	10,279,293	10,592,531
1910	12,799,696	11,878,455

A further table covering the same period gives the value of the fishery products and other exports—

Year ended June 30th	Fishery Products	Other Exports
1895	$5,144,589	$ 665,571
1900	7,015,964	1,611,612
1905	8,734,275	1,935,067
1910	9,578,984	2,299,471

A RECORD OF TWO YEARS' WORK

It is now slightly over two years since this Government took office and, as this House well knows, it had, when it did so, to face a deficit of virtually $160,000 on current account, not to speak of liabilities on capital account, for which loans of $175,000 had to be raised—all of these arising out of the transactions of our predecessors. Having disposed of these outstanding problems and secured a clean sheet, the present Government started with a new era on July 1st, 1909. The first year's operations resulted, as you are aware from the statement which I have just made, in the Colony enjoying the greatest pros-

perity on record, whilst the present situation and future outlook are equally favorable. An unequalled surplus was realized last year; a surplus greater than any under the regime of our predecessors is in sight for tnis year; and we look forward to an almost equally large surplus a year hence. It is the settled policy of this Government to give back to the people, in the form of direct disbursements amongst them, all of these surpluses, as far as possible, by providing for increased appropriations every year for the services through which the great mass of the tax-payers benefit most directly, and by special appropriations with the same object in view. For instance, in the session of 1909 we added $30,000 to the vote for education. Last year we added $25,000 more. This year we are providing a further addition of $7,000—making within the brief space of three years a direct increase of $62,000 to the education vote, whereas for the previous nine years, under our predecessors, the total of the increases was only $100,000. Next year we hope to add $13,000 more, to give full effect to the policy of providing a school in every outport, and when this is done the annual provision for education will be $75,000 above what it was when we took office. In addition to this, however, we have provided the sum of $100,000 on capital account for the improvement and erection of school buildings, which is, with one exception, the only direct outlay made for this purpose since Responsible Government, the previous one being a sum of $40,000 in the year 1875. Under these circumstances, I submit that this Government can fairly claim that it has done its fully duty towards the people in the way of providing them with educational facilities since it has assumed office.

LIGHTHOUSE EXTENSION

In a Colony like ours, where the majority of the people live by seafaring pursuits, the providing of lighthouses is a most essential accessory to the efficient conduct of their daily avocation. It is really an insurance for life and property against the perils of the sea. This fact early impressed itself upon the Government, for in the Manifesto of our Leader, special prominence was given to this matter. Therefore, last year a capital sum of $100,000 was provided to complete the lighthouse system of the Colony, by the erection of lighthouses, fog alarms and beacons in the most necessary places; while, from the annual revenues, year after year, the necessary allocations will be made for the maintenance of these institutions. An

adjunct to these new coast aids will be in the extension of the Marconi system along the Labrador coast; the erection of Marconi stations between Fogo and Belle Isle, both for general convenience and for the benefit of the sealers; and the further extension of the telegraph system to sections of the Island not yet supplied with this facility. The annual appropriation voted by this House a few days ago on account of the Lighthouse Department is $17,000 more than voted by our predecessors the last year they held office, and the Government has spent, since it came into power, $43,000 on the erection of lighthouses, $10,000 on the erection of Marconi stations; and $30,000 on the extension of telegraphs. In view of these facts, it will scarcely be disputed that the present Government has done its part, in the brief time it has been in office, to provide the fishermen of the Colony with such advantages as are derivagle from the establishment of these beneficial agencies.

NEW STEAM SERVICES

Nor has the Government been unmindful of the claims of several sections of the Island for better steam communication. Since its advent to power it has provided a service for Bell Island and parts of Conception Bay, at a cost of $2,800; a service for Fogo District at a cost of $18,500; a service for Fortune Bay at a cost of $20,000; and a second Labrador steamer, to ply on the northern part of that coast; while it has in contemplation the providing in the near future of better services for the parts of the Colony which are without adequate facilities in this respect at present. Provision has also been made for a northern winter coastal service. This year the Bowring Company were induced to give an additional trip of the Ss Prospero; then the Newfoundland Produce Company gave a trip of the Ss Fogota; and a temporary boat is now performing the service until better provision can be made. It is intended to have a fortnightly service, when ice and weather will permit, the Government considering that the northern districts are entitled to enjoy the advantage of a coastal steamer in winter while the coast is free enough to afford it to them. The coming summer the Reid Newfoundland Company will commence operating a daily express service across the Island, which service will be undertaken without additional cost to the Colony. A service between St. John's and Port aux Basques would, of course, be lessened in value, except a steamer was put on Cabot Strait in addition to the Bruce,

so the Company has undertaken to provide such a steamer, one in every respect equal to the Bruce, and the Government has undertaken to pay her a subsidy, during the eight months which it is estimated she will run each year, on the basis of the subsidy now paid the steamer Bruce ($20,000 a year) so that the Colony will thus be getting all the advantages of a daily train across the Island and a daily steamer across the Strait—the latter for eight months of the year—for the sum of $13,000 annually. It is felt that the requirements of the Colony would not necessitate a second steamer during the winter months, at any rate until traffic increases beyond the point it has reached at present. It will hardly be questioned, I think, in the light of this recital, that the needs of the various parts of the Colony for coastal steam and the need of the whole of the Colony for increased communication with the outside world have been adequately met by this Government up to the present time.

EXPANSION OF RAILWAY TRAFFIC

In view of the determination expressed by the Reid Newfoundland Company to undertake this daily express service, it will, I think, interest the Committee to study the figures which show the traffic increase effected by this Company during the past six years. I have made this comparison from the statistical returns which the Company furnishes the Legislature every session, taking the year 1903-4 and the year 1909-10, the former being the first full year that makes comparison possible, because the previous statement covered the period from September 1st, 1901, when the new Railway Contract became effective, to June 30th, 1903. The table is as follows—

	1903-4	1909-10
No. passengers carried.....	136,010	194,844
Tons of freight carried.....	122,935	133,343
Miles run, passenger trains.....	190,425	207,573

	1903-4	1909-10
Miles run freight trains.....	51,296	78,366
Miles run by mixed trains.....	200,821	287,529
Passenger traffic earnings.....	$206,940	$274,490
Freight traffic earnings.....	159,941	231,266
Mail traffic earnings.....	41,812	42,000
Other earnings	22,724	43,834

PUBLIC AND MARINE WORKS

Out of the surplus of $420,000 on account of last year, the Government secured an appropriation of $100,000 from the Legislature at the last session, anticipating events to that extent, for the construction and repair of public works, marine works, etc., and out of the $310,000 still available, as a surplus on 30th June last, the House is now being asked to vote a further sum for the same purpose. This will mean that in addition to the ordinary grant of $175,000 for roads and bridges every year, and the similar grant of $18,000 for marine works and dredging, the districts will receive $200,000 additional within these two years for the further improvement of the several works of these classes all over the Island, a provision that in its scope and amount has never been approached in our history. This additional appropriation is equivalent to an increase of fifty per cent. of annual grants, and will, so to speak, give the people of every section of the Island $3 to spend on these works for every $2 they had before. This provision, of course, is entirely apart from the expenditure of $4,000,000 for the construction of Branch Railways, which is proceeding apace, and which will, within the next few years, provide various sections of this Colony with daily railroad communication, and all the advantages of being able to get from point to point with the greatest comfort, convenience and cheapness, and which will be followed by the same uplifting of the Colony and the more robust commercial and industrial development as has been the experience of railway extension heretofore. The interest on the expenditure on account of this undertaking has been provided entirely out of current revenue, and yet the Government has been able to show the largest surplusses on record.

AGRICULTURAL DEVELOPMENT

The Government has also devoted its attention to agriculture in a special degree, and has inaugurated an agricultural policy, the details of which have already been set before this House by the Head of that Department. A feature of that policy was the holding of an Agricultural Exhibition in St. John's last fall, and as an evidence of the success of that Exhibition, I will simply quote from the annual report of the Board of Trade, which says—

> "The Agricultural Exhibition was a marked success, the "buildings being prettily decorated; the exhibits of vegetables "were god and nicely arranged. The needlework contained

"some specimens of rare excellence, as well as those of ordinarp
"use in he artizans' and labourers' homes. The poultry on
"exhibition was extremely good, and it is a pity that these
"excellent breeds are not more extensiely bred in the outports
"instead of the dwarfed and unsatisfactory birds which are
"generally found there. The live stock exceeded general antici-
"pation, some very fine specimens being on exhibition. The
"Exhibition will serve a very excellent purpose if the people of
"the Colony will take its lessons to heart, and strive to improve
"the agricultural produce and live stock. The Government are
"entitled to all commendation for the way in which they
"stimulated the Exhibition by offering a large number of prizes,
"and because of the way in which they are now endeavouring
"to utilize the lessons of the Exhibition by providing seed of
"improved kinds, at actual cost, to any one in the Colony
"having use for the same."

I might, in passing, observe that the Manufacturers' Association co-operated with the Government in regard to this Exhibition, and that their display was equally meritorious. The Government feels that in no respect can the industrial development of this couutry be better assured than by stimulating its people to greater agricultural effort, and accordingly it has decided to double the annual appropriation for this object, a policy in which it feels that it has the concurrence and co-operation of the Legislature, and which it believes will be abundantly justified by its result.

HUMANITARIAN ACTIVITIES

Another phase of the Government's activities is comprehended in its provision for the poor, the suffering and the afflicted. I need not dilate upon the details of the Government's Old Age Pension scheme. The Hon. the Premier, in his speech in proposing the Old Age Pension Resolutions here last week, set out the case very clearly. Provision is being made this year for four hundred pen sions of $50 each, for the aged and infirm who are otherwise destitute. The Government hopes to be able to set aside a further sum next year, to be added to the Pension vote, which will enable the number of pensioners to be increased. Since this Government has taken office it has provided for a thorough re-organization of the General Hospital at St. John's, and in order to ensure much-needed room for additional wards in the present hospital buildings, the demand on which is very great, it is arranging for the construction of a Nurses' Home within the hospital grounds, as a memorial to our late King. This will enable more beds to be provided in the main hospital; it will

enable the number and efficiency of the nursing staff to be increased; and it will testify to the late King's humanitarion labors during his life. The cost of the proposed building, completed and equipped, will be about $40,000, and the Government has now in hand the equipment of the hospital on the most modern and efficient lines with operating instruments, appointments, etc.; the re-organizing of the heating and lighting service; the providing of a morgue and other necessities; as well as the remodelling of the quarters which the nurses will vacate. All of these undertakings will call for a substantial outlay, but when the works are completed, which it is expected will be about the end of the present year, the hospital will challenge comparison with any of its size and kind in the world, and will be provide dwith every agency to assist in alleviating the sufferings of those confined there, and in promoting their convalescence, that this Government, by appropriations in which nothing is stinted and no reasonable request refused, can endure for the benefit of the sick and injured of this Colony.

POOR AND INSANE ASYLUMS

The present Poor Asylum in St. John's has been described as "the saddest place in Newfoundland," and the Government has recognized that something should be done for the unfortunates residing there to improve the conditions under which they live. Accordingly, a vote of $150,000 was provided in a Loan Bill last year for the construction and equipment of a new Poor Asylum, and work on this will be started in the spring, so that it may be possible, it is hoped, to transfer the institutions to its new quarters before the snow comes again. The new Poor Asylum will be of fireproof material, designed on the most approved modern lines, and ensuring the greatest comfort possible for its occupants.

There is yet another institution to be dealt with, and that is the Lunatic Asylum. The Government have determined upon a thorough-going reform of this institution, both as to the buildings comprising it, and as to the most modern scientific methods of treatment, so as to ensure the largest possible percentage of "cures" among those sent there. We feel that our policy in regard to these institutions will meet the approval of the people of the Colony, and that every dollar which is spent on God's poor, suffering and afflicted will be cheerfully granted by the warm-hearted taxpayers of our Island Home.

COLD STORAGE PROJECT

Finally, while making provision in all these respects; in disbursements amongst our people of existing revenues; and providing of every service that can ensure to their comfort and advancement, the Government has gone a step farther and provided so far as it can for the development of conditions which will enable our people to earn a better livelihood, and to secure a larger return for the fruits of their labors. In other words, it has negotiated for the establishment of a cold storage enterprise in the Colony, the details of which you are already familiar with. This enterprise will mean the establishment of a large business by capitalists of recognized reputation, familiar with this undertaking, and capable of carrying it on advantageously, and such can have but one result for our fishermen—and that to secure for them better prices for their catch of cod and other fishes. The coming of this concern, with five cold storage plants, each with a capacity of five hundred tons of refrigerated fish, which they will ship to the United States, cannot but be productive of of immense advantages to our fishermen. Competition means higher prices in any business or industry. The more purchasers of fish that come to this Colony from abroad, the higher will be the price that our people will secure for their catch, and every quintal of cod absorbed by these concerns will mean so much withdrawn from our regular markets, and thereby help to increase the price paid not alone for fresh, but also for salt cod, because the smaller the quantity of the latter we have to offer to Southern Europe and Brazil the more money will be obtained for the commodity. The Government's obligations under this agreement will amount, at most, to but $25,000 a year, and assuming, for purposes of argument, that every contention advanced against the project by its opponent is maintained, the fact remains that if the coming in of these people will only increase the price of cod ten cents a quintal, it will put $150,000 into the pockets of our fishermen every year, not to mention what the increase in the price of other food fishes will yield to our people; and out of this $150,000 a year, $50,000 will return to the revenue in the way of duties on imports, for that is the admitted proportion we get; so that, after paying the $25,000 to this Company, the Colony would still benefit directly through its revenue to the amount of $25,000 a year, and our people would make a clear gain over everything else of $100,000 per annum.

THE TREND OF OUR TRADE

The printed returns, which show our imports and exports, have already been tabled here, but in connection with the movements of trade, as between the Colony and the outside world, I append tables showing the principal imports and exports of the Colony. These tables show the fluctuations in these eategories the past five years and will well repay the student of trade problems desirous of estimating the present position and future tendency of our trade relations. I shall not delay to read them, but they will appear in the speech when it is printed.

THE SURPLUS TRUST FUND

The position of the Surplus Trust Fund at the close of the fiscal year 1909-10 was as follows—

Dr.

Total received 1901-2 to 1907-8, both years inclusive	$462,931.29
And received from 1909-10	310,213.90

Cr.

Expended on Roads to June 30th, 1909	$178,910.93
Lighthouse Construction	45,000.00
Harbour Improement	10,000.00
Carbonear Public Building	7,500.00
Extension Marconi System	14,000.00
New Postal Telegraph Offices	10,000.00
Outport Court Houses	5,847.82
Finishing Fever Hospital	3,000.00
Construction New Museum (part cost)	30,000.00
Extension General Hospital (part cost)	30,254.48
Marine Works	45,234.61
Encouragement Herring Fishery	22,381.87
General Elections, 1908	40,238.59
To cover part deficit Current Act, 1909-9	6,786.92
	$449,245.22
Balance	323,899.97
	$773,145.19

The only amount spent an account of the Surplus Trust fund in 1909-10 was $3,133.07 for the encouragement of the herring fishery.

The balance to the credit of the Surplus Trust Fund is made up thus—

Encouragement Herring Fishery	$ 13,686.07
Awaiting allocation by Legislature	310,213.90
	$323,899.97

THE LOAN ACCOUNTS

The following statement shows the position of the several Loan Accounts on June 30th, 1909—

	Bal. 1908-9	Raised	Expended 1909-10	Balance to 1910-11
1. Loan Act, 1898. .	$10,000.00			$10,000.00
2. Agricultural Bonus Act.....	3,920.47		$ 2,721.28	1,199.19
3. Loan Act, 1909. .	31,424.47		23,584.15	7,840.28
4. 5 Ed. VII. Cap 1	1,223.52	3,005.52	306.00	3,922.52
5. 9 Ed. VII. Cap 3		190,250.00	100,000.00	80,250.00

The balances at the Bank of Montreal to the credit of the Colony at the close of the year 1909-10 were as follows—

1. Loan, 9 Edward VII., Cap. 3	$ 80,250.00
2. Debenture Conversion Account	3,922.52
3. Surplus Trust Fund	323,899.97
4. Agricultural Bonus	1,199.19
5. Loan, 61 Vic. Cap 1 (Market House)	10,000.00
6. Reserve Fund	500,000.00
	$919,271.68

And to its debit in the same bank—

7. Temporary Loan Account	$545,354.00
8. Exchequer Account, 1908-9	199,221.57
9. Imported Copper Coin	724.62
	$745,300.19

REJOICES IN THE OUTLOOK

I trust, Mr. Chairman, that I have made clear to the Committee, as I have endeavored to do, the facts and figures which may be said to present a truthful picture of this Colony's financial position. Whatever may be our party differences, we can all unite, I am sure, in an expression of satisfaction that this Newfoundland of ours is progressing and prospering, and in the sincere hope

that it may continue and prosper even more so in the future. Everything points to the fact that by the diversifying of our industries the sure and certain foundation for permanent stability in the welfare of our Island Home has been laid; and we have the best reasons for confidence that the structure now being upreared thereon is such that as will defy the gales of adversity for many a year and long. We can justly feel that a brighter day is dawning and that much as has been accomplished heretofore, greater things, I am convinced, are yet in store for this ancient appenage of the British Crown; and in the promise of the future we are warranted in rejoicing as fully as we are in the certainty of the present.

PROPOSED TARIFF CHANGES

I turn now to the amendments which we propose to make to the Revenue Bill by alterations in the tariff.

They are as follows—

We propose to put on the free list ammonia for refrigerating purposes, vegetable oils for use in curing fish, gasolene when used in connection with cold storage or the fisheries, printed and lithograph labels when imported into the Colony for fish tins or fish packages, and when such labels cannot be manufactured in the Colony, mineral and lubricating oils for machinery in connection with cold storage, and tin, metal and solder when used in connection with the cold storage or the fisheries.

The foregoing, as the Committee will understand, simply makes general in its scope the concessions already granted to Trefethen and Lord.

The only other article which we propose to put on the free list is wire for the manufacture of brooms, and this puts wire, so imported, on the same footing as wire imported by manufacturers of boots and shoes in their own factories.

We propose to amend the tariff by changing the duty on higher-priced soap, so that all soaps costing over $4 per cwt. should pay two cents per pound, including cost of wrappers and coverings; as it is now the cheap soap and the dearer soap bought pay the same rate—one and

one-half cents—and it works out on a valuation that the poor man's soap pays at the rate of 35 per cent., while the rich man's soap pays at the rate of 21 per cent.

We also propose to change the duty on cigarettes and cigars. At present the rate for cigarettes is six dollars per thousand, and 30 per cent. ad valorem. This operates to the disadvantage of the revenue, for the ad valorem duty has to be assessed on the invoice price, and some corporations give cheap rates to the large buyer or allow excessive trade discounts. We now propose that cigarettes should pay $2.75 per pound and five per cent. ad valorem., which will insure a fairer assessment of duty on different grades of these articles.

Cigars now pay $10 per thousand and twenty per cent. ad valorem. The short cigar and the cheap cigar pay as much under the former heading as the long cigar and the dear cigar, so we propose to change the duty so as to make the tobacco in all cigars pay duty by weight, besides which there will be less danger of fraudulent invoices. Accordingly, we propose to make the duty on cigars 15 per cent. ad valorem, and one dollar per pound.

Proposals having been made to the Government with a view to the manufacture within the Colony of the article known as compound lard, materials required to make this are the same as some of those used in the making of butterine, and it proposed to produce the article in tins, pails and tubs. The article will be manufactured in bond, and we propose to charge an excise duty thereon of two and one-quarter cents per pound, which we estimate will yield the Colony the same revenue as is now derived from the imported article.

We also propose to make a clerical amendment of Item 133 of the tariff, which will make clearer the purpose of the duty now levied on liquors, viz—that the duty is intended to be levied on them at the rate of so much per gallon when reduced to the strength of proof.

We propose to take power to inquire into the matter of rough, undressed leather, imported by tanners for the final stages of manufacture here, and regarding which a petition was presented to this House yesterday.

I now propose, Mr. Chairman, that this Committee rise, report progress, and ask leave to sit again on Thursday next, then to stand first on the order of the day. I appreciate that honourable members, especially on the other side, will desire an opportunity to study the details of this Budget before undertaking its discussion, and I hope to have this speech published in full to-morrow to facilitate them in this.

STATEMENT OF CURRENT ACCOUNT OF THE GOVERNMENT OF NEWFOUNDLAND FOR THE FINANCIAL YEAR 1909-10

Dr.

Customs Duties, St. John's and Outports	$2,680,217 75	
Light Dues, St. John's and Outports	30,263 02	
Miscellaneous, including Royalties $22,201 74	32,883 25	
TOTAL CUSTOMS REVENUE.		$2,743,364 02
Postal Revenue	90,388 41	
Telegraph Revenue	67,771 75	
Crown Lands "	251,234 01	
Stamp "	17,790 49	
Liquor Licenses	5,162 55	
Fines and Forfeitures	5,285 56	
Broom Department	9,726 15	
Fees Institutions	2,940 28	
Municipal Council Interest	48,869 67	
A. A. Telegraph Company Tax	22,869 37	
Bank M'treal Interest on Cr. Bal'ce.	13,283 33	
M'cipal C'ncil's Contrib. to Fire Dep	12,000 00	
Bank Tax	10,000 00	
Express Tax	2,000 00	
Carbonear Water Company	1,260 80	
Grand Bank Harbor Board	712 50	
Interest Hr. Grace Water Co. Stock	548 00	
Life Insurance Assessment	434 35	
Insurance Licenses	250 00	
Miscellaneous	6,050 91	
Imported Silver	135,809 19	
Fortune Harbor Board	237 50	
		704,624 82
Loan Account		23,584 15
Surplus Trust	3,133 07	
Agriculture Bonus	2,721 28	
		5,854 35
		$3,477,427 34

Cr.

Expenditure under the following Heads :—

Head	I.	In'st, etc., Pub. Debt	$881,468 11	
	II.	Civil Government....	156,373 71	
	III.	Pensions.....	10,616 70	
	IV.	Adm. of Justice.....	194,973 59	
	V.	Legislation.....	33,658 97	
	VI.	Education	289,957 83	
	VII.	Public Charities.....	290,598 80	
	VIII.	Light Houses	84 992 14	
	IX.	Agriculture & Mines	58,420 00	
	X.	Marine and Fisheries	150,519 03	
	XI.	Roads, Bridges etc	214,092 57	
	XII.	Postal Tel. Dept.....	497,192 77	
	XIII.	H. M. Customs.....	151,034 61	
	XIV.	Gen. Contingencies	31,159 77	
	XVI.	Coal & W Refunds.	62,506 39	
	XVII.	Additional Estimates	20,209 95	
				$3,127,774 94
Audit Act.....			10,000 00	
Loan, 9th Edward VII., Cap. 3.....			23,584 15	33,584 15
				$3,161,359 09
Surplus :—				
Revenue in excess of Expenditure for the year.....				310,213 90
Surplus Trust			3,133 07	
Agricultural Bonus.....			2,721 28	5,854 35
				$3,477,427 34

Examined by me and found correct,
F. C. BERTEAU, C. & A. G.

M. P. CASHIN,
Minister of Finance and Customs.

PUBLIC DEBT ACCOUNT ON 30TH JUNE, 1910

Dr.

1909–10.					
July 1.—To Balance, viz :—					
	Loan at 3 per cent.....			$ 1,581,666	66
	do	3½	do.....	13,065,546	66
	do	4	do.....	8,295,983	53
					$22,943,196 85

Cr.

By Act 54 Vic., Cap. 8, at 3 per cent.						$1,581,666 66
do	56	do	1,	do	3,384,960 00	
do	56	do	2,	do	4,708,800 00	
do	60	do	4,	do	456,980 00	
do	61 & 3	do	6 & 4	do	351,373 33	
do	1	Ed. VII, Cap.	6,	do	2,263,000 00	
do	5	do	2,	do	1,900,433 33	
			at 3½ per cent.			13,065,546 66
do	44	Vic., Cap.	24, at 4 per cent.		11,300 00	
do	46 & 7	do	5 & 4	do	19,336 00	
do	49	do	15,	do	55,400 00	
do	49	do	3,	do	60,000 00	
do	50	do	6,	do	480,000 00	
do	50	do	7,	do	320,000 00	
do	51	do	3,	do	50,000 00	
do	51	do	5,	do	218,000 00	
do	51	do	5,	do	82,150 00	
do	52	do	5,	do	408,000 00	
do	54	do	6,	do	2,400 00	
do	56	do	1,	do	92,633 48	
do	56	do	24,	do	27,630 00	
do	58	do	4,	do	65,292 00	
do	58	do	13,	do	*2,676,666 66	
do	60	do	2,	do	973,333 33	
do	61	do	10,	do	50,473 75	
do	61, 2, 3	do	33,	do	85,352 93	
do	59	do	15,	do	52,500 00	
do	2	Ed. VII, Cap.	28	do	35,592 46	
do	4	do	18,	do	9,550 00	
do	5	do	1,	do	2,328,500 00	
do	9	do	3,	do	180,250 00	
do	62, 3	Vic.,	37,	do	11,622 92	
						8,295,983 53
						$22,943,196 85

*NOTE. —$501,944.65 of this Loan has been paid off by the Sinking Fund established under this Act.
$1,307,104.22 Municipal Debt.
$12,700.00 Harbor Grace Water Stock.

Examined by me and found correct,
F. C. BERTEAU, C. & A. G.

M. P. CASHIN,
Minister of Finance and Customs.

BALANCE SHEET TREASURY ACCOUNT 1909-10.

Dr.

REVENUE, Viz—		
On Current Account	$3,447,988.84	
On Loan and Trust Accounts	29,438.50	
		$3,477,427.34
Bank of Montreal, General Account		$84,172.52
Exchange Account, Bank of Montreal, 1908-09..		199,221.57
Imported Copper, Bank of Montreal		724.62
Temporary Loan, Bank of Montreal		545,354.00
Bank of Montreal Trust Accounts		835,099.16
Harbor Grace Water Company Stock		13,700.00
Public Debt		22,943,468.85
		$24,621,468.72

Cr.

EXPENDITURE, Viz—		
On Current Account	$3,137,774.94	
On Loan and Trust Accounts	29,438.50	
Revenue in Excess of Expenditure	310,213.90	
		$3,477,427.34
Loan 9, Edward VII., Cap. 3.....	$80,250.00	
Debenture Conversion Account ..	3,922.52—	$84,172.52
Bank of Montreal E. A., 1908-09..		199,221.57
Bank of M. Imported Copper....		724.62
Bank of M. Temporary Loan....		545,354.00
Agriculture Bonus	1,199.19	
Loan 61 Vic., Cap. 1	10,000.00	
Surplus Trust	323,899.97	
Reserve Fund	500,000.00	
		$835,099.16
Stock Account Harbor Grace Water Company..		13,700.00
Sundry Acts		22,943,196.85
		$24,621,468.72

Examined by me and found correct,
F. C. BERTEAU, C. & A. G.

M. P. CASHIN,
Minister of Finance and Customs.

Fiscal Statistics for the past Ten Years.

Year ended June 30th	Revenue.	Expenditure.	Surplus.
1900	2,110,234	1,850,630	258,604
1901	1,991,154	1,955,525	35,629
1902	2,193,526	2,129,466	64,060
1903	2,328,044	2,270,028	55,016
1904	2,513,633	2,393,286	120,347
1905	2,574,069	2,443,814	130,255
1906	2,660,805	2,591,235	69,570
1907	2,759,690	2,625,336	125,854
1908	2,829,078	2,785,835	43,183
1909	2,947,868	2,947,868	.....
1910	3,447,988	3,137,774	310,214

*Deficit

Trade Statistics for the past Fifteen Years.

Year ended June 30th	Imports.	Exports.	Total Trade.
1896	$5,986,861	$6,638,187	$12,625,048
1897	5,838,334	4,925,789	10,864,123
1898	5,188,863	5,226,933	10,415,796
1899	6,311,245	6,936,315	13,247,560
1900	7,407,147	8,627,576	16,024,723
1901	7,746,503	8,859,978	16,606,491
1902	7,836,685	9,552,524	17,389,209
1903	8,479,944	9,976,504	18,456,848
1904	9,448,664	10,381,897	19,830,561
1905	10,279,293	10,669,342	20,848,635
1906	10,414,274	12,068,276	22,500,550
1907	10,626,040	12,101,161	22,727,201
1908	11,016,111	12,315,769	23,331,880
1909	11,402,737	11,848,913	23,251,650
1910	12,799,696	11,824,997	24,624,693

Movement of Imports for the past Fifteen Years.

Year	Total Imports.	United Kingdom.	Dominion of Canada.	United States.	Other Countries.
1895-6	5,986,861	1,875,754	2,231,641	1,473,721	405,745
1896-7	5,938,334	1,960,999	1,593,931	2,135,008	248,396
1897-8	5,188,863	1,519,253	1,823,238	1,671,134	175,238
1898-9	6,311,245	1,935,025	2,088,093	1,928,834	359,293
1899-0	7,497,147	2,224,353	2,805,490	1,993,505	473,799
1900-1	7,476,503	2,328,622	2,489,499	2,088,465	569,917
1901-2	7,836,685	2,244,178	2,612,042	2,501,806	478,659
1902-3	8,479,944	2,143,464	2,869,898	2,920,914	545,668
1903-4	9,448,664	2,479,138	3,423,225	2,991,002	555,279
1904-5	10,279,293	2,654,908	4,105,569	2,750,114	768,702
1905-6	10,414,274	2,651,196	3,521,939	3,609,192	631,947
1906-7	10,426,040	2,669,934	3,669 098	3,417,359	639,649
1907-8	11,516,111	2,668,802	4,257,647	3,859,892	729,730
1908-9	11,402,337	2,493,670	3,937,009	4,232,680	738,978
1909-0	12,799,696	2,940,401	4,559,789	4,571,192	728,314

Movement of Exports for the past Fifteen Years.

Year.	Total Exports.	United Kingdom.	Dominion of Canada	Unitnd States.	Other Countries.
1895-6	6,638,187	1,727,852	638,741	489,027	3,782,567
1896-7	4,925,789	1,347,273	478,110	533,518	2,564,888
1897-8	5,226,933	1,355,920	482,512	427,478	2,961,023
1898-9	6,936,315	1,443,266	541,727	620 056	4,331,266
1899-0	8,627,576	1,942,093	520,137	1,005,525	5,159,821
1900-1	8,359,978	1,831,941	711,746	884,068	4,932,223
1901-2	9,552,524	2,104,932	1,046,109	1,207,461	5,194,022
1902-3	9,976,504	2,173,090	1,102,659	1,357,031	5,343,724
1903-4	10,381,897	1,993,195	1,102,708	1,470,497	5,814,697
1904-5	10,669,342	1,940,945	1,135,848	1,418,624	6,173,925
1905-6	12,086,276	1,662,612	1,777,169	1,278,997	7,367,498
1906-7	12,101,161	1,394,269	1,611,480	1,492,795	8,028,657
1907-8	11,815,769	1,177,709	1,863,784	1,209,428	7,558,858
1908-9	10,848,913	1,426,229	1,542,090	848,176	7,032,418
1909-9	11,824,997	1,824,235	1,454,314	1,163,313	7,383,135

PRINCIPAL IMPORTS OF NEWFOUNDLAND FOR THE PAST FIVE YEARS.

Articles of Import	1905–06	1906–07	1907–08	1908–09	1909–10
Beef	$319,143	$305,971	$339,330	$388,873	$410,186
Butter	140,031	116,272	111,137	105,834	111,190
Coals	526,627	565,208	648,391	603,895	691,734
Flour	1,822,271	1,529,025	1,750,664	1,776,038	2,257,715
Cottons, Woollens, Silks, Linens & Apparel.	1,582,403	1,540,921	1,428,742	1,343,688	1,482,165
Leather & Leatherware	332,637	350,425	345,576	347,338	421,641
Hardware (Iron, Railway Material, &c..	759,253	861,233	724,617	715,040	1,175,844
Molasses	224,237	275,127	268,403	322,996	310,393
Pork	460,228	431,418	627,465	472,091	510,951
Salt	136,693	100,373	141,474	109,616	103,722
Sugars	213,309	147,502	198,511	185,206	214,580
Tea...	172,144	134,548	187,898	177,120	180,910
Tobacco (Manufactured & Leaf)	105,409	116,168	131,424	148,278	155,526
Wines and Spirits	79,823	106,369	91,161	88,450	111,014
Groceries.....	127,530	113,335	144,437	138,985	144,035
Hemp Yarn	225,026	211,835	251,715	158,985	91,411
Fruit.....	107,593	130,208	151,714	133,154	116,115
Stationery.....	105,811	128,000	100,325	103,372	142,546
Smallwares.....	226,397	232,101	211,155	216,766	249,742
Other Imports ...	2,751,709	3,030,001	3,721,972	3,866,912	3,918,277
Total Imports.	$10,414,274	$10,426,040	$11,576,111	$11,402,337	$12,799,696

PRINCIPAL EXPORTS OF NEWFOUNDLAND FOR THE PAST FIVE YEARS.

Articles of Export	1905–06	1906-07	1907-08.	1908-09.	1909-10.
Dry Codfish.....	$7,864,719	$7,873,172	$7,820,092	$7,398,536	$7,307,778
Herring (Pickled)	208,264	222,997	181,314	127,887	156,587
do (Bulk)..	61,124	106,515	101,473	51,253	93,414
do (Frozen)	74,477	76,851	121,871	57,876	52,241
Salmon	88,005	73,660	41,354	34,345	56,845
Lobsters	376,490	383,767	418,605	343,619	337,835
Cod Oil	354,352	358,713	353,902	367,908	352,549
Refined Cod Oil..	34,995	31,735	26,280	31,604	26,464
Seal Oil.....	297,430	447,967	308,997	252,262	459,814
Seal Skins	314,048	194,300	140,137	433,620	460,220
Whale Oil.....	222,761	173,011	174,254	134,526	147,340
Copper	375,520	278,950	275,960	220,897	197,709
Iron Pyrites.....	334,075	184,140	135,186	....	.....
Iron Ore	768,430	890,670	1,037,806	968,132	1,165,867
Lumber	176,157	326,581	236,914	81,759	144,666
Paper and Pulp...	.....	....	....	....	421,319
Other Articles of Export...	535,429	478,132	441,624	344,689	444,349
Total Exports..	$12,086,276	$12,101,161	$11,815,769	$10,848,913	$11,824,997

Some of the Principal Imports for the Past Five Years, in which Britain, Canada and the United States can compete on fairly equal terms

Articles	1905–06	1906–07	1907–08	1908–09	1909–10
	Dollars	Dollars	Dollars	Dollars	Dollars
Total Imports of all Articles (including Specie).....	10,414,274	10,426,040	11,576,111	11,402,337	12,799,696
Coal.....	526,927	565,208	648,391	605,997	691,734
Leather and Leatherware.....	332,637	352,235	346,562	347,338	421,641
Dry Goods.....	331,177	376,462	368,989	388,716	432,036
Cotton Fabrics.....	319,440	262,250	252,688	342,622	323,935
Hardware	305,686	300,207	293,585	256,342	347,380
Smallwares	226,397	232,101	211,155	216,766	249,742
Hemp Yarn	225,029	211.835	251,715	158,685	91,411
Readymades	209,360	206,831	183,518	181,155	215,293
Tweeds.....	179,786	162,763	133,968	138,674	160,355
Women's Dress Goods.....	146,082	129,767	123,744	108,305	127,853
Salt	136,693	101,737	142,865	111,388	105,835
Machinery and Locomotives	363,073	368,849	400,326	336,624	516,404
Groceries.....	127,530	136,335	144,437	138,985	144,035
Fruit.....	127,585	130,208	151,714	133,154	116,115
Stationery.....	107,811	128,000	100,325	103,372	142,546

Imports from Great Britain of these articles during the past Five Years.

Articles	1905–06	1906–07	1907–08	1908–09	1909–10
Total Imports from Great Britain of all Articles (including specie)	Dollars 2,657,196	Dollars 2,669,934	Dollars 2,668,802	Dollars 2,493,670	Dollars 2,940,401
Coal	43,952	32,457	24,513	44,389	48,167
Leather and Leatherware.....	16,032	17,147	16,267	16,396	23,138
Dry Goods.....	236,978	278,410	254,925	273,413	305,345
Cotton Fabrics	236,207	190,245	179,398	178,986	221,947
Hardware...	134,156	141,730	129,640	107,858	151,498
Smallwares	196,552	193,691	179,337	182,866	209,587
Hemp Yarn....	164,024	156,869	173,572	89,067	69,164
Readymade Clothing.....	159,309	159,762	144,524	138,998	168,504
Tweeds	167,484	154,794	127,986	134,373	157,274
Women's Dress Goods.....	137,860	122,276	117,498	103,008	122,550
Salt	1,028	1,189	1,114	911	676
Machinery and Locomotives	37,524	79,399	102,371	47,649	114,330
Groceries.....	61,658	66,007	73,768	66,222	62,597
Fruit.....	37,825	44,269	44,960	39,745	36,892
Stationery	25,589	28,876	28,208	31,496	36,190

Imports from Canada of these articles during the past Five Years.

Articles	1905–06	1906–07	1907–08	1908–09	1909–10
Total Imports from Canada of all Articles (including Specie).....	Dollars 3,669,098	Dollars 3,669,098	Dollars 4,257,647	Dollars 3,937,009	Dollars. 4,559,759
Coal.....	405,781	449,235	540,462	513,292	539,946
Leather and Leatherware.....	141,253	120,796	122,114	120,883	120,355
Dry Goods.....	34,071	34,988	34,519	42,410	46,918
Cotton Fabrics.....	14,406	10,398	10,479	8,096	12,302
Hardware	63,007	48,981	59,891	50,577	63,954
Smallwares	17,315	20,272	16,152	20,529	22,668
Hemp Yarn.	.....	2,051	,398	5,876	.21,913
Readymade Clothing.....	10,523	8,206	10,280	11,643	13,954
Tweeds	10,947	7,295	5,958	4,259	2,976
Women's Dress Goods	6,069	6,557	5,737	5,189	4,202
Salt.	25,084	22,319	19,115	13,860	17,849
Machinery and Locomotives	31,280	128,987	147,966	154,140	198,655
Groceries.....	27,494	22,737	26,893	30,037	35,648
Fruit.....	11,337	14,976	11,581	15,324	18,787
Stationery	38,691	53,512	45,818	46,179	61,967

mports from United States of these articles during the past Five Years.

Articles	1905–06	1906–07	1907–08	1908–09	1909–10
	Dollars	Dollars	Dollars	Dollars	Dollars
Total Imports from United States of all Articles (including Specie)..	3,417,359	3,447,359	3,859,892	4,232,680	4,571,192
Coal.....	77,522	80,815	83,272	48,150	99,851
Leather and Leatherware.....	175,243	214,267	208,161	209,982	188,106
Dry Goods...	57,863	61,301	75,222	70,102	78,223
Cotton Fabrics.....	62,989	58,485	59,093	53,822	88,117
Hardware.....	99,233	98,468	92,998	86,667	117,876
Smallwares	13,178	18,032	12,716	12,197	16,894
Hemp Yarn.....	57,760	50,560	75,286	63,742	....
Readymade Clothing.....	37,276	35,431	27,565	28,615	31,587
Tweeds.....	1,348	390	44	42	105
Women's Dress Goods	2,082	934	509	62	848
Salt.....	2,128	427	6,914	4,270	7,282
Machinery and Locomotives	127,672	158,643	148,477	123,255	193,363
Groceries....	30,502	869	39,455	36,047	39,303
Fruit.....	25,978	39,492	31,019	38,864	31,108
Stationery	37,273	35,237	24,205	24,460	43,474

Exports of Codfish for the past Fifteen Years.

Year ended June 30th	Quintals (112 lbs.)	Value.
1896	1,436,083	$4,297,699
1897	1,312,008	2,824,242
1898	1,145,540	3,230,928
1899	1,226,336	4,445,031
1900	1,300,622	5,453,538
1901	1,233,107	5,171,910
1902	1,288,955	5,509,728
1903	1,429,274	5,633,072
1904	1,360,373	5,943,063
1905	1,196,814	6,108,618
1906	1,481,025	7,864,719
1907	1,422,445	7,873,172
1908	1,509,269	7,820,092
1909	1,732,387	7,398,536
1910	1,502,269	7,307,378

Exports of Seal Products for the past Fifteen Years.

Year ended June 30th	Seal Skins.	Seal Oil.	Total Value.
1896	166,306	174,690	$340,996
1897	117,204	246,263	363,467
1898	129,840	218,279	348,119
1899	136,563	252,036	388,599
1900	162,330	433,605	595,935
1901	282,895	424,632	707,527
1902	420,869	379,445	800,014
1903	325,236	453,684	778,821
1904	259,150	303,067	562,054
1905	370,636	374,974	745,610
1906	314,189	297,430	611,619
1907	194,300	447,967	642,267
1908	140,137	308,997	449,134
1909	433,620	252,262	685,882
1910	460,220	459,814	920,034

Exports of Lobsters for the past Fifteen Years.

Year ended June 30th	Case of 48 1-lb. tins.	Total Value.
1896	45,662	$376,711
1897	58,883	529,947
1898	61,957	619,510
1899	56,166	565,362
1900	37,523	491,202
1901	36,271	448,501
1902	38,369	412,256
1903	31,881	387,466
1904	31,575	440,405
1905	43,522	512,062
1906	31,328	376,490
1907	26,661	379,237
1908	26,060	418,605
1909	25,826	343,619
1910	26.058	337,835

Exports of Herring for the past Fifteen Years.

Year ended June 30th	Brls.	Value.
1896	57,846	$100,363
1897	63,244	102,176
1898	61,779	101,013
1899	121,316	245,869
1900	92,557	200,989
1901	112,274	231,501
1902	156,970	361,324
1903	192,759	457,384
1904	151,865	328,630
1905	176,633	379,938
1906	146,032	344,205
1907	153,809	406,409
1908	152,504	413,817
1909	100,891	237,026
1910	139,228	302,355

Export of Salmon for the past Fifteen Years.

Year ended June 30th	Fresh Salmon.	Value	Salt Salmon.	Value.
1896	lbs.	.....	tcs. 2,973	$58,669
1897	"	.....	" 4,009	76,801
1898	"	.....	" 2,601	49,532
1899	" 22,003	1,318	" 3,690	72,020
1900	" 118,500	7,072	" 4,961	95,626
1901	" 91,103	6,710	" 6,647	139,101
1901	91,103	$6,710	6,647	$139,101
1902	" 134,766	10,267	" 5,838	87,446
1903	" 167,208	11,463	" 2,885	53,214
1904	" 129,475	8,768	" 3,118	65,400
1905	" 192,054	14,383	" 3,604	72,083
1906	" 251,156	17,931	" 4,924	88,005
1907	" 164,302	12,260	" 4,716	73,660
1908	" 154,670	11,721	" 2,384	41,354
1909	" 139,085	10,618	" 1,774	34,345
1910	" 161,931	13,005	" 3,074	56,845

Export of Whale Products for the past Fifteen Years.

Year ended June 30th	Value.
1896	.....
1897	$580
1898	1,581
1899	15,606
1900	36,428
1901	67,784
1902	125,287
1903	265,962
1904	366,426
1905	535,101
1906	331,901
1907	213,274
1908	211,391
1909	168,131
1910	174,064

Speech of Hon M. P. Cashin,

MINISTER OF FINANCE AND CUSTOMS, IN INTRODUCING THE ESTIMATES FOR THE FISCAL YEAR 1911-12

HOUSE OF ASSEMBLY,
Tuesday, Fe. 23rd, 1911.

COMMITTEE OF THE WHOLE ON SUPPLY

MR. CHAIRMAN—

I have the honour to submit to this Committee to-day the Estimates of Expenditure for the fiscal year 1912. They make a grand total of $3,272,545.20, as compared with $3,055,055.22 for the fiscal year of 1910-11.

I might say, in the first place, that while there is an apparent increase of some $217,000, as compared with the current year, the actual increase in the vote is really only about $170,000, because under the heading of Interest on Public Debt, where there is an increase of $109,000 (the total amount under this heading being $1,042,180.00), there is included the interest payable on the whole Railway Loan of $4,000,000 raised by the Prime Minister in London last summer. But, as the Committee is already aware, the unexpended portion of this loan is now lying at interest in the banks in this city, and bringing us in the same rate of interest as we are paying, besides what we gain by compounding interest quarterly, so that there really will be about $50,000, I estimate, returned to the Colony during the next fiscal year on this account, and for this sum it should get credit in your minds, against this total amount, when considering the grand aggregate.

Under the head of Civil Government, Page 5, the increase shown is $37,980. The chief items making up this increase are a vote for $20,000 for taking the census and a vote of $12,000 towards the Old Age Pension scheme, which the Government proposes to inaugurate. The remainder of the increase is accounted for as follows: In the vote for the Department of the Prime Minister, on Page 6, is an amount of $300 for a messenger; in that of the Department of Justice, the typist, Miss Kelly's, salary is increased by $60; in the Department of Finance, it is proposed to allow Mr. Bursell $100, as he has been given the work of issuing cash notes, authorized at the last session, for the payment of various public services; under the Department of Agriculture and Mines, Page 7, is provision for a typist to the Museum, $300, a Miss O'Mara, and for Examiner of Mill Accounts, Mr. Thistle, $450.

The Director of the Geological Survey has represented to the Government that, owing to the great increase in the applications from abroad for data, it is impossible for him to supply all the information and dispose of the correspondence involved without clerical assistacne; so a typist was provided. The Examiner of Mill Accounts will be an official charged with the duty of visiting every mill in the Colony and satisfying himself as to the details of their output; that is to say, their cut of logs, and what marketable products, such as boards, shingles, laths, etc., they have been converted into.

Under the Department of Marine and Fisheries, it will be seen that the Quarantine Officer's salary is increased from $150 to $400, and an assistant typist, Miss Calpin, is provided at $300. The reason for the increase in the Quarantine Officer's salary is that formerly, he being a medical doctor, he was allowed to hold other public appointments, but it has been felt better, in the interest of the public, to restrict him to this work alone, and to make him an additional allowance. The increase of clerical work in the department accounts for the department accounts for the extra typist, and the same under that of Public Works Department, the appointee in that case being Miss Fitzpatrick.

On Page 8 will be found the new vote of $20,000 for the Census, and $12,000 for Old Age Pensions. On the same page will be found an increase of the Museum vote from $200 to $1,000, rendered necessary by the transfer of the Museum material to the new building, and the equipment and fittings for the place, also an increase for maps and advertising abroad of $300. The Department of Marine and Fisheries asks for another $100 for telegrams and telephones. On Page 9 it will be seen, under the heading of Fuel and Light, that $2,000 is required for Post Offices and Telegraph Offices, due to the increased number of these public accessories provided lately. The Harbor Grace departmental building requires $300, and that at Carbonear $200 for the same purposes. The insurance on public buildings is increased $100. A janitor for the Harbor Grace building is provided at $50, and one at Carbonear at $120, and the sum for keeper and fireman for the Customs Building, St. John's, is increased $50, which the Council of Higher Education contributed while in that building. The explanation of the difference as between Harbor Grace and Carbonear is that in Harbor Grace the janitor gets a part of his salary from the Department of Postal Telegraphs. The upkeep of the Departmental Building, St. John's, is decreased $120.

Under Head 3, Pensions, a vote will be asked for six persons—Mr. Shortis, Postal Clerk; Mr. Murray, late Magistrate, Harbor Main; Mr. Tuff, late Magistrate, Perlican; Mr. Wheeler, late Postmaster, Musgrave Harbor; Mr. Christian, late Collector, Trinity; and Mr. McEchren, late Cullector, Curling; the total amount for the six being $2,186.66.

Under the heading of Administration of Justice it will be found that no votes are changed until that for Magistrate for Harbor Main is reached, where an increase of $250 is given Mr. O'Toole, making his salary $550.

The Constabulary vote, on Page 15, shows an increase of $54.69 under annuities; and $100 under the Fire Department, on Page 16. On Page 17, it will be seen that the Turnkey at Harbor Grace is increased $46. Dr. Keegan, as Physician to the Penitentiary, is allowed $100, and a local constable is voted at Harbor Grace $50. He has been there five years but paid till now out of Contingencies. The Education vote, on Page 21, is increased $300 to supplement the interest on the deposit making up the Teachers' Pension Fund.

The Department of Public Charities, beginning on Page 25, shows an increase of somewhat under $6,000. The principal items are an extra $1,500 to the Labrador Hospitals and a similar amount for extra doctor and medicine on Labrador, and $1,500 extra for the needs of the Lunatic Asylum. The Relieving Officer at Carbonear is increased $50, Page 25, and the one at Trinity increased $20, Page 26. Page 28 shows the increase to the Grenfell Hospitals, and Page 29 the distribution and addition to the Lunatic Asylum votes. There is a slight increase in the salary list of the Asylum, due to re-organization. The vote for rations is increased $1,000, that for clothes $250, and that for incidentals the same amount. Under the General Hospital, Dr. Fraser is voted $600 instead of $300, an addition which the Government considers his length of practice and varied experience, coupled with the greater work to be done in the institution owing to its enlargement, justly entitles him. The vote for the nursing staff, Page 30, is differently distributed this year, as the printed statement shows. On Page 32 will be found an increased estimate of $1,700 for Labrador, due to the providing of the physician and nurse on the second steamer to ply on that coast. This increase is made on the recommendation of the Commissioner of Public Charities. On the same page is a vote of $100 for the physician to the Lazaretto, and the resident nursing staff at the Fever Hospital has been increased so as to be put on the same basis of that at the General Hospital.

The vote for Lighthouses is increased by $7,000, and it will be seen by the details on the succeeding six pages that it is made up wholly of appropriations for new lighthouses and maintenance. Under head of Salaries there is one increase at Fort Point, Trinity, due to the providing of an assistant keeper for the new fog alarm. Under the heading of Maintenance there are several increases, but hon. members will find on the printed slip with which they are furnished details of the expenditures under reference.

On Page 40 appears the vote for Agriculture and Mines. The expenditure under this department it is proposed to increase during the next fiscal year by $25,000. Of this amount $20,000

is to be devoted to widening the scope of the movement for encouraging agriculture, in accordance with the provision of the Act passed last year for that purpose. The amount provided in that measure was $20,000 per year; it is now intended to double this amount and a Bill will be introduced to amend the Act accordingly. As the Head of that Department, Hon. Mr. Blandford, will doubtless avail of that occasion to fully explain to this Committee the reasons which justified the Government in embarking on this expenditure, I shall not anticipate him in this, but content myself with merely saying that I think the people of the country, of all classes and conditions, are sufficiently well satisfied with the success of this movement so far to approve of the increased outlay and to feel confident that it will yield the country a return a hundred fold.

Another expenediture under this head is that for the fire patrol committee. Last year, after this House closed, a convention was held, at the instance of the Government, to devise a method of coping with forest fires, which had been destroying potential wealth of incalculable value. All the holders of forest areas were represented, and a plan was worked out by which every one interested was to contribute financially towards an experimental scheme for last year. The experiment proved completely successful, and the Government's contribution of $4,000 it is proposed to continue this year. The other increased expenditures under this head are $300 for mineral and other assays, the present vote of $300 being inadequate, owing to the greater interest in mineral prospecting; and $400 for expenses under Forest Fires Act. This applies chiefly to fires off the railway line and is not altogetheer within the scope of the patrol committee's work. Another increase is $300 for timber inspection, to pay travelling expenses, etc.

The only increase in the vote for the Department of Marine and Fisheries is $950 for travelling expenses, making $1,650 in all, which amount is sub-divided as follows—Departmental, $600; Boiler Inspector McLachlan, $400; Assistant Inspector McFarlane, $300; Pickled Fish Inspector, $350.

Under the head of Roads and Bridges, the only increase is $170, made up thus—Ferry at South West Arm, Pool's Island, $120; an increase of $20 in the ferry at Britannia Cove; a similar increase in the ferry at Highland River Brook, St. George's District; and $10 for the ferry across Crabbe's Brook in the same district.

Under the heading of Postal and Telegraphs Department, Page 48, it will be seen that there is an increase of $18,000. The most important items are $2,400 for railway mail clerks for the proposed daily express train and the Bonavista branch trains, about $1,800 for outport postmasters, new and increases and $4,000 for couriers, whose work, as the Committee is aware, is done by tender and contract. There is an extra $1,000 for the manufacture of postage stamps, and $7,000 for steam

subsidies. The foregoing amounts are in the Post Office Department, while in the Telegraph Department there is an increase of nearly $8,000 for general maintenance, due to the opening of new offices and the increased outlay for salaries and equipment, and $1,000 for Marconi royalties on the new wireless stations, which it is proposed to set up this year. Hon. members will be able to see for themselves, by reference to the printed estimates and the schedule of changes which lie on their desks, the nature of the various alterations in this department. Most of the amounts are very small and represent new offices in different parts of the island, so I shall only refer to the principal ones. In the General Post Office an assistant clerk, Mr. Coady, is increased $100; a typist, Mr. Kennedy, is provided for at $240; and the Postmaster-General is supplied with a clerk at $400. The railway mail service, or travelling post office, is augmented by a clerk at $720, and an assistánt at $480, for the Bonavista Bay branch, and three extra mail clerks at $400 for the daily cross country trains. Among the outport postmasters, the one at Bell Island is increased $100, making his total $300; and the one at Bell Island Mines $250, making his total $300 also. The item "Bishop's Fall" is a new office at $360, necessitated by the growth of the Albert Reed Company's works. Carbonear is to get a letter carrier at $200, and at Millertown, owing to the additional work arising out of the Harmsworth operations, the salary is increased from $30 to $80, while the Postmaster at Placentia gets a similar increase, that place being a forwarding and receiving station for mail by the Portia, Glencoe and Argyle. Under the heading of Couriers will be found a number of new services, the most important being one between Bear Cove and Western Cove at $100; one between Blanc Sablon and St Modiste at $120; one between Bonavista and Cape Shore at $96; one between Newtown and Wesleyville at $95; one between Carbonear and Freshwater at $100; one between Middle Arm and Summerside at $100; an increase in the one between St. John's and La Manche of $250, this being the lowest tender; one between St. Joseph's and St. Mary's at $150; and between Sally's Cove and Rock Harbor at $105. Provision is made for an important new service between Three Arms, Little Bay and the Railway at $714; another between Tilt Cove and Davies Camp at $476; one betweeen Trayton and Railway at $390; and one between Wesleyville and Fair Island at $400. There is also an increase of $490 for Mr. Coughlan, who does the transfer of the mails in the city, and whose work is increased so much that this sum no more than pays him. There is also an increase of $1,060 in the vote for the manufacture of postage stamps, due to their extra cost. Under heading of steeam subsidies is an increase of $1,000 for the Bell Island service, this being the figure provided in the contract. For the Fogo District service there is a similar increase, due to the steamer making more trips. The Fortune Bay service is increased by $3,500. The increased vote for Labrador of $3,000 is for the second steamer. The Straits of Bell Isle vote is increased $300 for the Home making an extra trip.

On Page 73 there is, as already has been stated, an extra $1,000 for Marconi royalties for the proposed new stations, and $4,000 for telegraph contingencies, due to the extension of the system. In the telegraph staff in this city, the chief clerk, Mr. Garland, is increased $100, and an assistant is provided at $200, and the appropriation for messengers is increased $240. The changes in the operating staff outside St. John's are very few and are chiefly due to new offices. There is only one item in repairs—$180 for Hermitage Cove.

In the Customs Department only one change is proposed, involving a sum of $20 more for the coxswain of the day boat. This amount has been paid to that official for years past out of contingencies, and we are simply putting it i nthe Estimates.

Under the head of Surveys for Branch Railways, Page 88, there is an increase of $1,000, necessitated by the surveys of branch railways.

The foregoing review covers the whole of the changes proposed in the Estimates, and I trust I have made my explanation sufficiently clear to the Committee. If, however, there are any points on which hon. members desire further explanation I shall be glad to furnish them with it. I do not propose to ask the House to proceed further with the consideration of this matter to-day, as I appreciate that the hon. members on the opposite side will no doubt desire a further opportunity to familiarize themselves with the details of the papers which have been laid on their desks, so I move that the Committee rise and report progress, and ask leave to sit again on Monday next.

Report of the Newfoundland Agricultural Board for the Year ended 31st December, 1910.

Report of the Newfoundland Agricultural Board for the Year ended 31st Dec., 1910.

To His Excellency Sir RALPH CHAMPNEYS WILLIAMS, *K C.M.G., Governor and Commander-in-Chief in and over the Island of Newfoundland and its Dependencies.*

MAY IT PLEASE YOUR EXCELLENCY.—

I have the honour to submit to Your Excellency a report of the operations of the Newfoundland Agricultural Board from the date of its formation, in March last, up to the end of the calendar year 1910.

APPOINTMENT OF BOARD

In accordance with the terms of a measure adopted at the last session of the Legislature, entitled "An Act for the Encouragement of Agriculture," which provided that a Board should be appointed by the Governor in Council (the President to be the Minister of Agriculture and Mines for the time being), for the purpose of carrying out the provisions of the said Act, Messrs. J. F. Downey, R. J. Devereux and A. H. Seymour were on March 26th last appointed members of the said Board, and Mr. F. H. Simms was chosen Secretary.

PRELIMINARY WORK

In presenting this, the first annual report of the said Board, would explain that its work thus far has been largely of a preliminary nature, owing to the fact that the Board has been only nine months in existence, and that it has had to undertake the organization and administration of a service almost entirely new in this Colony virtually in every respect. This has involved the creation of the whole machinery from its primary stages upwards, and the putting of this into operation in settlements widely separated throughout this Colony, much of the work having to be done before the opening of the fishery season if any satisfactory returns were to follow. the remainder having to be postponed until the fishery had terminated; since fishing is the paramount occupation of the great mass of the people, and during the months they are so engaged it is hopeless to expect them to give much attention to other matters, as their time is so fully occupied.

WHAT THE OUTLOOK IS

The Board, however, feels reasonably confident from the amount of work that has been done, the enthusiasm that has been exhibited by the

people, and the first fruits of the policy, which have been shown by the recent Agricultural Exhibition in this city, that the development of agriculture throughout Newfoundland is destined to be very greatly stimulated; that a permanent and ever widening improvement is assured; and that it only remains for the policy now initiated to be actively carried on, for the effects to be shown conspicuously in every department of the economic life of this Colony within the next few years. The Board has been influenced all through its operations by a recognition of the fact that it was essential, if the fullest measure of success were to be secured, that the benefits sought to be derived from this policy should be brought home to the settler in the remotest outport, as well as to the resident of its largest community, and that such provision as was made in the form of pedigree stock, high class seeds, modern implements and otherwise should be, so far as possible, put within the reach of the humblest fisherman-farmer, so that he might be able to partake directly of the advantages therefrom. Hence, the providing of all these accessories has been on a liberal and comprehensive scale, and if the fullest results have not accrued in some cases, there has been such a general quickening of agricultural interest, the possibilities have been brought home so clearly to everybody and agricultural matters have been so much in the public mind, that there cannot fail to be a decided increase in the number tilling the land henceforth, the acreage under cultivation and the products from all forms of agricultural endeavour.

LOCAL FARMING PROBLEMS

The development of agriculture in Newfoundland naturally presents problems which do not exist elsewhere, at any rate to anything like the same extent. Ours is almost entirely a fishing population. We have enjoyed no immigration from the British Isles for well nigh half a century, the English and Irish immigrants of a bygone day, who practised farming more or less extensively in sections of the Colony, have nearly all passed away, and while there has been a gradual development of farming on a rudimentary scale around the seaboard, it is not too much to say that, except in the vicinity of St. John's and in the fertile valleys of the West Coast, farming as an occupation by which alone to secure a comfortable subsistence is little practised. Accordingly, in the adoption of an agricultural policy, the Government had to give consideration to the fact that its first object should be to induce the people in the outports to utilize the small areas they have under cultivation, by showing them the possibilities of selling an increased product in the home market; second, to help them by providing better seed to increase the yield from these areas; and, third, to induce them, by representations of the advantages derivable therefrom, to diversify the products they have under cultivation; and to enlarge and improve their holdings of live stock. It is gratifying to the Board to find that this policy, adopted at the outset, was endorsed by so eminent an agricultural authority as Dr. James W. Robertson, late Principal of Macdonald Agricultural College, near Montreal, and now President of the Cana-

dian Royal Commission on Technical Training and Industrial Education, who visited the Island during last summer and who declared, with regard to the first circumstance, that there is undoubtedly an immense opportunity for the marketing of an enormously greater local product; with regard to the second, that we could produce double the quantity of crops from our existing acreage than we do; and with regard to the third, that we should encourage the raising of various other products, which are not at present cultivated very extensively, and that we should improve the breeds of live stock throughout the Island.

ADVANCES OF LATE YEARS

Moreover, when considering the question of the agricultural advancement of Newfoundland, the fact should not be forgotten that if we have any fault, as a people, it is a proneness to minimize our own capabilities and the possibilities of the country industrially. At the opening of the Exhibition in this city last fall, the Vice-President of the Manufacturers' Association, in his address on the occasion, said that the greatest difficulty which local manufacturers had to overcome was the unwillingness of customers to purchase the products of local factories; and in the same way we have been accustomed to belittle our own agricultural status. Professor Robertson is authority for the statement that in the Province of New Brunswick the number of people tilling the land has not increased appreciably in thirty years, and that the produce gleaned from the farms of that province has not augmented in anything like the proportion it should. This cannot be said with truth of our Colony, because we know that the value of agricultural products doubled between the census of 1891 and that of 1901, and we have reason to hope that a similar satisfactory showing will be revealed by the census of the present year.

Review of our Agricultural History.

CENTENARY OF AGRICULTURE HERE

Before entering upon a detailed description of the work of the Board since its formation, it may not be amiss to briefly review the progress of agriculture in this Colony up to the present time, more especially as we are now approaching the centenary of what may be called the recognition of agriculture in this Island.

In considering the alleged backward condition of farming here, it should not be forgotten that, as historians have pointed out, it was a penal offence to plant a potato in Newfoundland when the royal bounty was endowing a college at Windsor, in Nova Scotia. As recently as 1789, or 121 years ago, Governor Milbank wrote that "it is not in the interest of Great Britain to encourage people to winter in Newfoundland." Not until 1811, or just a century ago, was permission granted to erect permanent houses. In 1813,

Governor Keats first officially recognized agriculture here by direction of the Home Government, he being "authorized to grant leases of small portions of land to industrious individuals for the purpose of cultivation, taking care, however, to observe an annual quit rent, either nominal or real, according to the circumstances of each individual case." The record shows that between October 25th, 1812, and July 10th, 1813, twenty-six persons had enclosed plots of land of various dimensions, but amounting in the aggregate to seventy-five acres.

FARMING HERE IN 1813

In his report to the Imperial Government on the matter, it will be observed that he described the agricultural possibilities not unfairly. He said—"The measure which I was authorized to adopt, of making small grants of land to industrious individuals for the purpose of cultivation, has been generally received with becoming gratitude, notwithstanding pains have been taken to induce the lower classes to ascribe the bounty of Government to a wrong motive. In proceeding to execute this part of my instructions, it became necessary to make some enquiry into the lands at present enclosed, or in cultivation, and into the titles by which those in occupancy in the vicinity of St. John's are held. And it is evident that the possessors of a considerable portion of them have no other claims than that which occupancy may be permitted to establish. St. John's, with a population of nearly 10,000, seems to have grown out of its original situation, and to be changing its character from a fishery to a large commercial town, and for a considerable time past has offered such advantages to the farmer and gardener, as to overcome all the restraints which nature and the policy of Government have laid on the cultivation of a soil certainly less sterile than it has generally been considered. More than a thousand acres are in cultivation, and as many more perhaps enclosed, the produce of which is confined to hay, potatoes and vegetables of various kinds, crops of which may be seen as plentiful as in England, whilst the environs of the town, the natural beauties of which are very striking, present to the view several neat, well-cultivated and productive little farms. It is a circumstance particularly favourable to agriculture that husbandry does not interfere with the fisheries, and that the fisheries supply the farmer with manure. The lands may be prepared, and the crops put in and taken out, before the commencement of and after the fishery is over. With these advantages, and that of a certain and profitable market, the desire to possess land for several years has been eager and general. Proclamations repeated by my predecessors, forbidding persons to take possession of lands, have been disregarded. In cases where grants or leases have been obtained from Government, the limits have commonly been exceeded. Pretexts of every sort which ingenuity could devise have been resorted to to found titles, and by paying attention to claims or pretexts of private property, of which they are particularly jealous (and they have not been invaded by me) I have found but little land in the neighbourhood of St. John's to dispose of. The total number of grants made

this season by the Governor under the authority afforded by his instructions was one hundred and ten small plots of land not exceeding four acres. These were subject to annual quit-rents from 2s. 6d. to 5s. per acre, renewable at the expiration of thirty years at moderate fines. The above grants were not equal to the number of applications. Many of the latter had yet to be decided upon, His Excellency governing himself chiefly by the recommendations of the Magistrates, paying attention to character, and considering the circumstances and family of the applicant."

FIRST ROADS MADE IN 1825

In 1822, a further step onward was taken through the abolition of the tax or quit-rent on land, as a result of a recommendation from Chief Justice Forbes, who reported that it was desirable, in order to open up the country and afford employment to the inhabitants, that all restraints upon the cultivation of the soil should be removed and the breeding of live stock be encouraged.

With the advent of Sir Thomas Cochrane as Governor, in 1825, agriculture may be said to have received its first real impetus, for that gentleman was a progressive and far-sighted administrator and a fervent believer in husbandry as a material factor in the well-being of the Colony. He inaugurated road-making, encouraged agriculture and established a country seat for himself at Virginia Waters, in the suburbs of St. John's. To him we owe Cochrane Street and Military Road in this city, and some of the highways reaching from the town to the outports in the vicinity. It was declared of him in a pamphlet of the period that "he has done more real good to the Colony since his appointment that all his predecessors put together. He has, so far as his limited authority permitted him, given every encouragement to the cultivation of the soil, and has himself shown the example; he has encouraged every measure calculated to promote the internal resources of the country; he has made roads, much of them at his own expense; and he has been the patron of education for the poor and the rich."

LARGE FARMS ARE STARTED

He imbued the people with his enthusiasm for agriculture, and some of the largest and most notable farms in the vicinity, such as Mount Pearl, Bally Haly, Rostellan, Brookfield, etc., owe their creation to notable persons in the Colony co-operating with him in this movement. Indeed, so remarkable was the change that a West Country merchant, giving evidence before the House of Commons with regard to the inauguration of self-government in the Island, declared "they are making roads in Newfoundland now; the next thing they will be having carriages and driving about."

During the succeeding fifteen years this agricultural movement was strongly encouraged for, with the establishment of Representative Government, more funds were appropriated annually for roads and similar purposes,

the annual grant for these up to 1832 being only three hundred pounds sterling per annum. The building of roads and the opening up of the country thereby helped materially to encourage individuals to embark in this venture and seek for themselves a livelihood from the reclaiming of forest tracts and untrodden country, which a self-reliant and progressive people could utilize.

FIRST PLOUGHING MATCH HELD

With the advent to the Governorship of Sir John Harvey in 1841, agriculture received a still greater stimulus, for he was a man of the type of Sir Thomas Cochrane, possessing the same progressive ideas, and shortly after his arrival, on November 27th, 1842, he organized an Agricultural Society in St. John's. In June, 1843, a ploughing match and horse race, under the society's auspices, took place near Mount Pearl, in the western suburbs, which over four thousand people attended, and in August, 1848, five years later, another similar event took place in the East End, on farms north of the King's Bridge. This was attended, not alone by the Governor, but by Prince Henry of the Netherlands, who was at St. John's in a warship, and several prizes were presented for various farming successes. So greatly had the encouragement afforded by Sir John Harvey operated to advance agriculture that on his departure from the Colony he was presented with an address by the society, in which it was testified that "under the influence of his continued encouragement and support, the society steadily advanced in the diffusion of a desire for agricultural knowledge, and succeeded not only in introducing great improvements in the practice of agriculture, but in developing some of the natural resources of the Colony which were previously imperfectly known."

LARGE PRODUCTION OF POTATOES

The continued immigration during these years from England and Ireland of people with a knowledge of farming contributed to maintain this industry on a highly encouraging basis, a circumstance attested by the fact that fifty years ago we grew 467,000 barrels of potatoes, and other agricultural products on the same scale, whereas the last census shows that our total product of potatoes was but 542,000 barrels. It is not easy to obtain accurate figures of the import of potatoes in those bygone days, but according to the returns, we imported in 1901—the last census year—28,953 bushels, and last year (1909-10) the import was 72,928 bushels. Of course, fifty years ago our people ate less flour and consumed more locally-grown vegetables, owing to the difficulties of obtaining flour and other commodities through the imperfect agencies for distribution existing in the Island then.

FIRST AGRICULTURAL EXHIBITION

In 1869, or forty-two years ago, the first agricultural exhibition was held in St. John's, the late Venerable Archdeacon Botwood being one of the chief promoters. Agricultural exhibitions, cattle shows, etc., have been held here

at irregular intervals since then, but not until the Exhibition organized by the Board last fall was there anything in the way of a general display of products from all parts of the Island. Through the agency of the late Monsignor Sears, of the West Coast, the utilization of the rich farm lands of that region was materially advanced, even before the railway was enterprised; and the foundation of a number of thriving settlements assured. The public men of the period also played an important part in endeavouring to promote the more general tillage of the land, but not until 1878, when Sir William Whiteway moved resolutions "for a survey for a line of road connecting Bay of Islands with Notre Dame Bay, via the Humber Valley, and also for a line of road into the Gambo and Grand Lake districts, with a view of opening up and settling the agricultural land in those districts" was any Government formally identified with the development of agriculture as a feature in its party policy. This movement was further stimulated in succeeding years by the adoption of the railway policy by the Whiteway Administration in 1881, this being the agency that, perhaps more than any other, contributed to the permanent progress of agriculture in Newfoundland.

FIRST LAND BONUS ACT

In 1886, the administration of Sir Robert Thorburn inaugurated an agricultural policy through the agency of a bonus for the clearing of land, and while that measure has been the subject of much criticism, there seems no reason to doubt that it gave an impetus to agriculture in sections of the Island which this industry would never otherwise have received. Perhaps the advantage was not so much a direct one in that one of the objects of the movement, viz—the establishment of agricultural settlements or communities, subsisting by farming, was not wholly successful, but, nevertheless, everywhere round the Island land was cleared and put under cultivation, and has continued to be used as a means of producing wealth to this day.

RAILWAY CONNECTING ROADS

In 1893, a further step in this direction was attempted by providing railway connecting roads, the aim being to open up arteries between the settlements in various bays and the railway line, which would facilitate the development of agriculture in these localities. A still further aid towards agriculture was afforded by the Winter Government in 1898, which revived the land bonus movement; and the completion of the cross country railway in that year, piercing the Codroy Valley and other agricultural sections on the West Coast and enabling farm produce to be conveyed to market promptly, put these sections in direct touch with St. John's, and also showed how it was possible for self-supporting communities to be maintained.

WHAT THE RAILWAY HAS DONE

No better evidence can be afforded of how the railway has become a dominant factor in contributing to the promotion of agriculture than is seen in the case of the section of the railway line between St. John's and Harbor

Grace, especially on the South Shore of Conception Bay, where the people have been converted in thirty years from a fishing to an almost purely pastoral people, great numbers having abandoned fishing pursuits entirely and maintaining themselves in comfort through their cultivation of the soil. It is with a view to utilizing the railway system, and especially the branch railways now being built, that the present Government adopted the agricultural policy which it outlined at the last session. These branch railway lines will open up to settlement and cultivation large tracts of arable land, and will enable the people of the sections through which they pass to utilize these tracts to an extent that is not possible at present. The movement of goodly numbers of people in some of the bays from the outer sections to the rich alluvial areas in the sheltered inlets at their heads, to engage in farming there, which has made some progress already, is certain to be greatly increased by the construction of these branch lines; and a further and more conclusive proof of the possibilities of farming here will thus be afforded.

ONE GOVERNOR'S PESSIMISM

In order to show how erroneus were the ideas regarding agriculture in this Colony so recently as even twenty-five years ago, I might quote an extract from a despatch by Governor Sir G. W. Des Voeux to the Secretary of State for the Colonies in January, 1886—

"Newfoundland might very possibly produce all the potatoes and meal which it required for its own consumption if any considerable portion of its population could be induced to overcome its reluctance to abandon the sea, and betake itself exclusively to the cultivation of the soil, while some, though probably no very great advance might be made in this direction even under the present system of combining farming with fishing pursuits, but even this comparatively small advantage would involve a great change in the habits of the people, that could only be brought about gradually and which when accomplished would afford only to a limited number a very bare support. It would create nothing to exchange with the outside world for wheat, coal and other articles that have come to be regarded as necessaries of life, and would not in any appreciable degree hinder the rapid decay of wealth, or prevent the consequent collapse of the revenue that would result from continuously unremunerative fisheries."

ANOTHER GOVERNOR'S OPTIMISM

I cannot do better than follow this very remarkable opinion of Governor Des Voeux, which nowadays carries its conclusive disproof on its face, by quoting the declaration of Governor Sir William MacGregor, just twenty years after, in opening the Agricultural Exhibition in this city in 1906—

"The growth that suddenly set in in this Colony at the end of June and early in July was comparable only to what one sees in a well conducted forcing bed. The whole country seems to be transformed in a few days into an

enormous greenhouse. The contrast between the beginning and the end of July was such that I doubted that I had ever seen greater vegetable growth in the same time in the tropics. There can be no doubt whatever that the vegetables grown in this country for human food are of a very superior quality. This they probably owe to some extent to the extraordinary rapidity of their growth, which favors the development of the cellular elements, and gives little time to the fibrous tissue to toughen and harden. From this point of view of health, on the other hand, the climate gives an atmosphere of something like Arctic purity, to which is added the aroma of extensive pine forests."

The Work of the Board.

FIRST STEP OF PRESENT POLICY

The first steps towards the adoption of the agricultural policy now being carried into practical effect were taken very soon after the present Government assumed office, the Hon. Prime Minister speaking on various public occasions in advocacy of a general and vigorously pursued movement towards this end, and showing what great advantages would accrue to Newfoundland if the people could be induced to engage more generally in the cultivation of the soil and retain at home the large amounts annually sent abroad for the purchase of food stuffs. In the autumn of 1909, Mr. Beach Thomas, the expert agricultural writer of the London Times and London Daily Mail, who was visiting Lord Northcliffe at Grand Falls, was induced by the Premier to come on to St. John's, where he addressed a large public meeting, under the auspices of the Board of Trade, and with Your Excellency in the chair. At this meeting Mr. Beach Thomas spoke in highly favourable terms of the agricultural possibilities of Newfoundland, and indicated the directions wherein progress seemed to him to be possible. Subsequently, the Premier, at the Agricultural Exhibition that fall in Harbor Grace, pursued his advocacy of this movement and continued this on every occasion that offered an opportunity of his doing so.

During the fall of 1909, Mr. A. H. Seymour, M.H.A., was sent to Canada to institute an inquiry into the whole question of agriculture, with a view of assisting the Government in the proposed reconstruction of the Colony's agricultural policy, by a study of the latest methods in vogue in the Dominion, and his conclusions were embodied in a report, which was presented to the Legislature at the last session.

GENERAL FEATURES OF MEASURE

Prior to the opening of the last session of the Legislature, the Government considered in detail the methods best calculated to attain the object desired, and, as the outcome of their decision, the Bill was introduced last year for the encouragement of agriculture, a feature of which was the creation of an Agricultural Board.

The chief elements in this proposed new scheme of agricultural development were, as has already been stated, the organizing of agricultural societies, the providing of seeds and stock of improved quality, and the encouraging of the people to diversify their crops and herds by the use of these.

FURTHER BONUS UNNECESSARY

It was considered that, in view of the quantity of land cleared under the land bonus provisions of previous governments and since allowed to fall into disuse, or being only partly used; and of the declaration of Dr. Robertson, that with our existing acreage we should be able to raise farm products to twice the extent we do at present, it was unnecessary to provide any further encouragement for the clearing of land, and the decision was reached that all the efforts of the Board and all the funds at its disposal should be applied to assisting the people of the Colony to increase the productivity of the existing areas by more up-to-date methods of farming and by the provision of such agencies as would contribute towards producing such a result.

AGRICULTURAL SOCIETIES ORGANIZED

The Board, upon its formation, devoted itself earnestly to the task of giving effect to the objects outlined in the measure which created it; and decided that the first matter calling for attention was that of organizing agricultural societies in the various districts. As rapidly as possible, this work was proceeded with, and though, of course, the difficulties of travel at that season of the year rendered it impossible to reach many places, these were communicated with by telegraph, where personal visits could not be made, and every effort was put forth to achieve the fullest result in this direction. The object, naturally, was to effect the formation of the societies and to create an interest among the people before they turned their attention to the planting of their crops for the season then about to begin; and a very encouraging response to the efforts of the Board was manifested by the people everywhere throughout the Colony. During the spring and early summer, the members of the Board visited every district in the island, and in the autumn another visitation took place, so that altogether some seventy societies were organized, in as many centres, as follows, 66 being organized before June 30th—

Electoral District	Centre
St. John's, East and West	St. John's.
Ferryland	Ferryland
"	Goulds
Placentia and St. Mary's	Trepassey
"	St. Mary's
"	Branch
"	St. Bride's
"	St. Joseph's

Electoral District	Centre
Placentia and St Mary's	Placentia
"	Arnold's Cove
"	Merasheen
Burin	Marystown
"	Epworth
"	St. Lawrence
"	Lamaline
"	Grand Bank
Fortune Bay	Belleoram
"	Harbor Breton
"	Hermitage Cove
"	Ship Cove
Burgeo and La Poile	Rose Blanche
"	Burgeo
"	Channel
St. George's	Curling
"	Stephenville
"	Port au Port
"	St. George's
"	Crabbe's
"	Searstown
St. Barbe	La Scie
"	Seal Cove
"	St. Anthony
"	Currant Island
"	Daniel's Harbor
"	Bonne Bay
Twillingate	Twillingate
"	Herring Neck
"	Little Bay
"	South-west Arm
"	Lewisporte
"	Fortune Harbor
Fogo	Musgrave Harbor
"	Joe Batt's Arm
"	Fogo
"	Change Islands
Bonavista	Bonavista
"	King's Cove
"	Salvage Bay
"	Wesleyville
"	Musgravetown
"	Glovertown
"	Port Blandford

Electoral District.	Centre.
Trinity	Hant's Harbor
"	Heart's Content
"	Dildo
"	Catalina
"	Britannia Cove
Bay de Verde	Freshwater
"	Broad Cove
"	Northern Bay
"	Old Perlican
Carbonear	Carbonear
Harbor Grace	Harbor Grace
"	Spaniard's Bay
"	Bay Roberts
Port de Grave	Brigus
"	Clarke's Beach
Harbor Main	Harbor Main
"	Kelligrews

AGRICULTURAL BOARD STATISTICS

In due course these were supplied with the quotus of seeds, live stocks, implements, etc., as will be seen by the following table, in which, too, will be found the record of the number of exhibitors from and the number of prizes won by each district at the Agricultural Exhibition in St. John's last fall—

No.	Districts.	Societies Formed.	Stock Distributed.					Seeds Distributed.			Implem'nts Distribut'd		Cash Grant.	Exhibition.	
			Sable Island Ponies.	Stallions.	Bulls.	Pigs.	Sheep.	Brls. Potatoes.	Lbs. Turnip Seed	Lbs. Cabbage Seed.	Threshers.	Hay Presses.		Exhibitors.	Prizes.
1	Bay de Verde	4	2		4			55	100	35			$400 00	6	6
2	Bonavista	7	3		3	4	7	55	100	25			600 00	68	46
3	Burgeo and LaPoile	3						55	100	25			200 00	2	2
4	Burin	5	2		4		3	55	100	25			400 00	23	15
5	Carbonear	1	2		1			55	100	25			200 00	48	34
6	Ferryland	2	4		3		1	55	100	25			400 00	20	21
7	Fogo	4	2		1			55	100	25			200 00	53	42
8	Fortune Bay	4			2			55	100	25			200 00	5	6
9	Harbor Grace	3	1	1	3		3	55	100	25	1	1	600 00	30	53
10	Harbor Main	2	2		3		2	55	100	25			400 00	33	30
11	Placentia and St. Mary's	8	2		8		7	55	100	25		1	600 00	23	19
12	Port de Grave	2	2		1			55	100	25			200 00	20	15
13	St. Barbe	6	2		2			55	100	25			200 00	22	17
14	St. George	6	2		5	2	3	55	100	25	2		600 00	73	42
15	St. John's East	1			2			55	100	25			600 00	208	202
16	St. John's West					5		55	100	25	1	1	600 00	203	151
17	Trinity	6	2		4		2	55	100	25			600 00	23	17
18	Twillingate	6	2		1			55	100	25			600 00	19	12
18		70	30	3	50	6	28	990	1800	450	4	3	$7600 00	889	730

In Stables, one Bull 1
Destroyed as vicious, and money returned Board 2

3

Appropriations totalling $7,600 were made to these societies to assist them in their work; and for the calendar year upon which we are now entering, the Board proposes to continue to the societies an allowance of the same amount provided last year. It feels satisfied that these funds have, in the main, been wisely expended in the interests of the object aimed it, and that the further appropriation this year will materially add to the results, and tend to make the success of the whole movement more assured.

SEED POTATOES SUPPLIED

One of the first tasks undertaken by the Board was the securing of a supply of seed potatoes, of a better quality than those hitherto used with this object in the Colony, the latter having lost much of their vitality; therefore reproducing themselves very inadequately as compared with better grades of seed. The co-operation of the Canadian Department of Agriculture was enlisted, and the Minister of Agriculture of the Dominion, the Hon. Sidney Fisher, placed at the disposal of the Board an official of his Department—Mr. S. J. Moore—who was an expert in the selecting and judging of seed potatoes, and this expert obtained the requisite quantity of such in the Maritime Provinces, and shipped them to Port aux Basques, where one of the members of the Board—Mr. J. F. Downey—was despatched, and arranged for their distribution, as far as possible, to the various districts from that point, thereby effecting a great saving in time in placing them in the hands of the various agricultural societies, and through them to the individual members, so that they might be planted in time to yield a crop in the autumn past. It is gratifying that the reports from the individuals and societies from the different parts of the Island indicate that the average yield from this seed was twenty-two barrels to one barrel of seed, whereas in Newfoundland a yield of seven barrels was about the average previously.

The number of barrels of potatoes imported from Canada was 986½ barrels.

Quality

Beauty of Hebron—284½ barrels;
Irish Cobbler—281½ barrels;
Dakota Red—420½ barrels.
The cost was $1,348.89

Making every reasonable allowance for places where large yields were not realized, and assuming an average of fifteen barrels to one barrel of seed, there should be now in the Colony 15,000 barrels of potatoes of last year's growing, available for seed this season, the principle on which the distribution was made being that none of the potatoes were to be eaten, but all to be retained and planted for seed this year. If, then, these 15,000 barrels of seed are planted this year, and a proportionate yield is realized, it will follow that, a similar quantity of seed potatoes being procured this year and distri-

buted, and their product being available for seed next year, the whole of the potato stock in this Island should be renewed within three or four years from now and none of the previously existing varieties will do service any longer, so that at a very early date an entirely new strain of potatoes should prevail in this Colony.

INDIVIDUAL REPORTS OF POTATO YIELDS

Some of the yields of these potatoes reported to the Board are—

Samuel Whitten, Petty Harbor, St. John's West, sowed two pounds of the potatoes on June 8, and on October 18 dug 63 pounds, at the rate of eighteen barrels to one.

David Smallwood, 100 Springdale Street, St. John's, sowed two gallons in June, and on October 7 dug one and a half barrels, or at the rate of twenty barrels to one.

Robert Codner, of Torbay, St. John's East, sowed fourteen pounds of potatoes on May 27 and dug them on October 20, getting one barrel, or at the rate of fourteen barrels to one.

William Clark, St. Philip's (Broad Cove), St. John's West, sowed fourteen pounds the first week in June and dug them on October 12, getting one barrel, or at the rate of fourteen barrels to one.

Richard Biddiscombe, Ballyhaley, St. John's East, sowed twenty-eight pounds on June 3 and dug them October 22, getting two barrels, or at the rate of thirteen barrels to one.

John Dunn, Littledale, St. John's West, sowed fourteen pounds May 24 and dug them October 5, getting 315 pounds, or at the rate of twenty-two barrels to one.

Edward J. Snow, Torbay Road, St. John's East, sowed thirteen pounds June 4 and dug them October 28, getting 425 pounds, or thirty-three barrels to one.

Michael Gale, Campbell's Creek, St. George's, planted 33 pounds and got 665 pounds, or at the rate of twenty barrels to one.

Charles Macdonald, Campbell's Creek, St. George's, planted 38 pounds and got 1,395 pounds, or at the rate of 37 barrels to one.

Angus Macdonald, from 33 pounds, got 975 pounds, or at the rate of thirty barrels to one.

SOCIETY REPORTS OF POTATO YIELDS

The Cape George Agricultural Society's Report says—"Potatoes received last spring gave better returns than any ever seen here before. The cabbage and turnip seeds also gave good results."

The Port Rexton Agricultural Society's Report says—"The majority of the members have reported that the Dakota Red potatoes grew very well, and most of them had excellent yields."

The Random Agricultural Society's Report says—"The results from the potatoes proved a success, showing an increase of 15 to 20-fold, thus proving the seeds of superior quality for produce."

The Heart's Content Agricultural Society's Report says—"We are pleased to report excellent result, from 12-fold to 20-fold. Though the general potota crop suffered considerably, owing to rot, caused, I think, by the wet season and gales, which crippled the stalks, the Government potatoes turned out large and in good condition."

The Northern Bay Agricultural Society's Report says—"We are glad to be in a position to state truthfully that all the seeds yielded a good crop."

The Old Perlican Agricultural Society's Report says—"Twenty-seven sacks of potatoes were received by the Board and distributed at different settlements. Throughout the section the yield of potatoes was twenty gallons to one gallon of seed."

The Change Islands Agricultural Society's Report says—"Reports received from various members of the Society speak very highly of the good quality and productiveness of the seeds used."

The Highlands Agricultural Society's Report says—"The average yield from the seed potatoes received from the Board was twenty barrels to one, or a total turnout of 500 barrels for 25 barrels."

DR. ROBERTSON AS TO POTATOES

The views of Dr. J. W. Robertson with reference to the selecting and growing of potatoes in this Colony are comprehended in the following extract from his report—"Your potatoes are very good; so are your cabbages and turnips and carrots. You have good soil here. Soil is a root-hold for the things that live here; they require the soil chiefly as a root-hold, while they feed through their leaves from the air. They also feed from the soil; but crops such as potatoes obtain by far the largest part of their food from the air. There would be an improvement in the potatoes if you would always use seed potatoes of vigorous productive strains and nearly all of medium size. The yield would be greater. You certainly have need for selecting

varieties suitable to your needs. I have seen some excellent potatoes here, and I have seen others that unless you adopted the good old Irish practice of boiling them with their skins on, you would be liable to cut away half the value in paring them. The portion of the potatoes nearest the skin is worth much more for food than that portion in the middle. A man who wants to have good crops must take care that they are well born. The first part of that process is the preparation of a seed bed. Thorough cultivation and adequate manure or other fertilizer will allow the young and tender plants to obtain their food and make a good start early. That is a great principle of agriculture. It is most important that a farmer should use good and reliable seeds; if he gets poor and inferior seeds, and sows or plants them, he is not giving the future plants half a chance to thrive. Frequent cultivation during the growing season is beneficial. It not only keeps down weeds, but it makes conditions in the soil which stimulate the growth of the tubers."

DR. MACPHAIL AS TO POTATOES

In September last, Dr. Andrew MacPhail, a well-known physician of Montreal and a bacteriologist of repute in Canada, visited the Colony, at the invitation of the Prime Minister and without making any charges for his services, to study the question of improving the cultivation of potatoes here, to which subject he had given considerable attention for some years, and on which he is a recognized authority in the Dominion. During his stay in St. John's he inspected a number of farms in the suburbs, and also addressed a largely-attended meeting in the Prime Minister's Office, where he declared that the farms he had seen here, and the potatoes produced therefrom, compared favourably with any in Prince Edward Island, besides which he stated his opinion that, without any additional labour or cost, but by the mere utilization of more modern methods it would be possible to greatly increase the yield from these areas. He declared—"I am convinced, from what I have seen of your farms and farmers, that with a few changes in their methods and better seed, you can increase the product perhaps threefold. You have here the two great essentials—soil and fertilizer. As I have already said, the soil is admirably suited for this purpose, and in your peat bog and fish refuse you have a fertilizer in unlimited quantity and of a quality unequalled anywhere else. Your people can obtain, at a cost of $6 an acre, fertilizer which costs me $40 an acre in P. E. I. I never saw any country where there was such an abundance of fertilizer, and what only surprises me is that you do not make more use of it. You have also the advantage that the existence of the potato bug is unknown here, though this is a pest which troubles us greatly in Canada; nor have you the pest—the late blight; and on these two accounts you should save $10 an acre. I found, from my enquiries, that your yield of potatoes is about eight barrels to one of seed. It should be at least twenty to one, without any substantial alteration in your agricultural practices or any increase of labour. The potato of all those I have seen here which seems best suited to the Colony is the

Beauty of Hebron; and though the first year's results may seem poor when you plant new seed, you should not be discouraged, because the same thing occurs in every case. Potatoes have to be climatized, so to speak, and of my own experience I can tell you that some time ago I bought seed potatoes from one of the most reputable growers and paid $1 a barrel for them, and it was not until the third year that they began to prove themselves. Your chief need with regard to potatoes is the securing of new seed of assured value. Your potatoes are now run out, for the reason that you get the poorest seed. When you buy seed from abroad you buy potatoes from which the owners have themselves picked the best for seed purposes, and therefore it is only a question of time when the vitality of the stock will be completely vitiated. You should not take seed in any case that is more than three years old, and I would suggest to your Government the introduction of a potato known as the "Green Mountain," which I have found highly successful in P. E. I. It came to us from Maine, through New Brunswick, and, curiously enough, we found that it does better in the island than it did in our sister provinces. There are two ways in which you can obtain seed. You can buy it or you can make it. Of course you would need at first to get it from abroad, and in so doing the greatest caution should be exercised, so as to avoid introducing elements of rot or disease, but once you have got it in you can multiply its possibilities enormously. Wise farmers secure their own seed now by taking the best of the tops when digging, and not planting small ones. I have been myself experimenting in P, E. I.. with a view to producing potatoes of uniform size and quality, and have had great success therein. I did this by picking for seed purposes the ears of potatoes which are most nearly uniform in size and replanting them, and thus getting a strain of potatoes which will reproduce indefinitely tubers of about the same size. What a part good seed will play in improving the value of farm products is instanced by the noted case of Kansas, which has increased the value of its corn crop $100,000,000 a year through improving the seed. This was done very simply. Prizes were given in every school for the best ear of corn, and every child in the state thus became an agent in procuring good seed, picking off the best ear of corn from his father's crop and bringing it to school, where the state agricultural department took it and used it for seed, with the result that, as I say, the Kansas corn crop has been so enormously increased in its value. Every potato patch or farm amongst you should produce three times as much of a crop as it does now. The factors which will bring about this result are five, viz—

1—Proper addition to the soil in the shape of fertilizer to make it more pliable and clayey;

2—The use of proven seed;

3—Instead of planting the whole potatoes to divide the large ones into three pieces;

4—To set the potatoes three feet apart, instead of 18 inches;

5—To gather the potatoes before the stalks become black at the roots.

Each cultivation under these methods should increase the crop by at least ten per cent. In general, I might say that some farmers here have grown quite good crops and yield as much in quantity and quality as P. E. I. I might mention, amongst others, the farms of Messrs. Bowcock and Williams, of the West End, and Dooley and Woodley, of the East End, which are fairly up to the average of P. E. I. potato crops. The important thing in farming in your country is to effect results which will induce a greatly increased yield without extra labor. I recognize that your people are fishermen before everything else, and that farming is but an accessory with them. The areas are smaller and as you have here all the ingredients to improve your soil, it should be an easy matter for every fisherman-farmer to treble his crop of potatoes."

MORE SEED POTATOES ORDERED

Before the departure of Dr. MacPhail, the Prime Minister and the undersigned, in his capacity of President of the Agricultural Board, arranged with him to supply one thousand barrels of selected seed potatoes during the autumn and the coming spring, for distribution and planting in 1911. About three hundred barrels of these potatoes were received here last fall, before navigation closed, and some have been distributed in the spring, while the remainder will be received as soon as navigation opens, they having been stored by Dr. MacPhail at Orwell, where he has facilities for this purpose, in which we are lacking. From the very satisfactory reports which have been received of the increased yield of the potato seed obtained last year through the agency of the Dominion Department of Agriculture, the Board is confident that still better results will flow from the distribution of the potatoes which Dr. MacPhail has undertaken to supply, and which have been selected by him through his agents in Prince Edward Island, and bear the stamp of his approval.

In some instances the results expected may not have been realized from the potatoes planted the past season, and the same thing may be observed of those ordered now, when their crop matures, but this fact should not give rise to disappointment, because we have Dr. MacPhail's declaration that imported seed potatoes have to become acclimatized, and the fullest yields from them may not be gleaned for two or three years.

POTATO CANKER APPEARS IN COLONY

In the autumn of 1909, a disease showed itself amongst the potatoes at Red Island, Placentia Bay, and Mr. Patrick Dunphy forwarded specimens of the diseased potatoes to the Department of Agriculture at Ottawa, which sent

its botanical expert, Dr. Gussow, to the Colony to investigate. He also found the disease on the mainland of Placentia Bay, from Point Verde to the North-east Arm. Dr. Gussow reported as follows—

"On examination of the diseased tubers, I at once recognized the disease as 'potato canker,' caused by a microscopic fungus chrysophylctis endobiotica. I have been acquainted with this very destructive malady practically since it made its first appearance in England. In 1901, it was reported from Lilcolnshire, but has now spread throughout England and Wales. Ireland and Scotland are no longer free from it. More recently still the disease appeared in other European countries, Germany, France, Scandinavia, Italy, etc. From January 1st, 1908, twenty-four cases of this disease were reported to the English Board of Agriculture and Fisheries. The disease is now scheduled under a new head, known as 'the destructive insect and peat disorder, 1908,' as a notifiable disease, its serious nature being now fully recognized. Previously to its discovery in Newfoundland, the disease was unknown in this hemisphere. As the disease is extremely serious, the potatoes that have now been harvested and may be diseased, may be distributed to other localities, and thus spread the disease; in order to guard against using potatoes from infested areas, it is very important that the extent of the prevalence of the disease must be accurately ascertained to prevent its introduction into the Dominion of Canada. From lessons learned of the outbreak of the disease in Europe, it is apparent that once established very little can be done to stop the progress of the disease without proper legislative measures. As yet Canada is free from this serious pest, and I might say that the fungus causing this disease being very obscure, may be little known here. In consequence, every means should be taken to safeguard Canada's potato culturers from so serious an enemy."

Dr. Gussow, after his investigations in Newfoundland, published a bulletin, under authority of the Canadian Minister of Agriculture, describing this disease and the methods of coping with it, and subsequently, with the permission of the head of the department, compiled another bulletin for the use of the Agricultural Board in this Colony, to assist the Board in arresting its spread and stamping it out. During last summer, unfortunately, the disease manifested itself in other parts of the Colony, and so serious was the situation thus created that the Board felt compelled to recommend to the Government the enactment of a measure at the coming session of the Legislature to facilitate the destruction of this pest. The suggested lines of this measure were that it contain provisions for the prohibition of the import of potatoes from infected countries, the inspection of potato imports, and authority to go upon infected lands in this Colony and apply necessary remedial measures to the ground as well as to destroy infected crops. According to the recommendations of Prof. Gussow, an essential factor for coping with this disease is the treating of infected land with lime; and as this article is very scarce in the Colony for agricultural purposes, the Board was compelled to devise methods for the providing of a supply.

LIME

Proposals were made by the Board with a view of inducing parties to establish limekilns in convenient localities, but after the fullest consideration, it was decided to effect an arrangement with Mr. Score, of this city, whereby he undertook to supply with Board with a sufficiency to supply all likely local demands of the agricultural societies, the Board undertaking to pay him thirty cents a bushel therefor, and to sell the lime to societies at half that figure. It is estimated that about 2,000 bushels will be called for during next season, which will involve a loss of about $300, a sum that the Board considers trifling in comparison with the advantage that will be derived therefrom. The method proposed with respect to this is that the various societies have been supplied with order books, and by means of printed forms, the Chairman of any society can requisition for a supply of lime for the purpose of coping with this disease, and the distribution of the lime supply will then be undertaken on the orders of the society.

HOW CANKER ENTERED THE COLONY

No definite conclusion can be reached as to how this disease entered the Colony, but it is supposed that it was through the introduction by dealers of potatoes from England, which were sold as seed; for it is obvious that it could not have come from Canada, since all the authorities agree that it has not yet shown itself there. Dr. Robertson say of it—

"As to the potato canker: It is not known in Canada yet, but it is in England, Scotland and other parts of Europe, and it is said to be the worst disease that has attacked the potato. It is much worse than the blight that struck Ireland at the time of the famine. This canker is one of the insidious and dangerous diseases. You must try to exterminate it before it spreads. It is so bad that a man walking from one field to another may carry the spores of contagion on his boots. It is as bad for potatoes as the foot and mouth disease for cattle. The English law specifies this disease as a notifiable disease, i.e., its occurrence must be notified to the authorities and he who disregards this rule is liable to severe penalties. You must try to prevent your fields from being infected with this dread canker."

CABBAGE AND TURNIP SEEDS

Selected cabbage and turnip seeds were obtained by the Board from some of the most reputable growers in Britain and America, and were distributed to the seventy societies for division among their members, with the result that a very marked and widespread improvement in the quality and quantity of the turnip and cabbage crops was evidenced last fall, and especially at the Agricultural Exhibition in St. John's. The quantities imported were—

450 lbs. of cabbage seed from P. Henderson & Co., New York, at a cost of.....	$1,125.00
1,800 lbs. of turnip seed from J. Carter & Co., Reeding, England, at a cost of.....	475.00

OATS

The fact that from 300,000 to 350,000 bushels of oats are imported into the Colony each year, and that these, plus $25,000 worth of oatmeal and rolled oats, could be raised at home, instead of requiring, as last year, nearly $200,000 in cash to be sent away for their purchase, induced the Board to import from Austin and MacAuslin, of Glasgow, 500 bushels of Scotch oats. These were offered for sale at cost and charges to farmers, and were purchased by fifty-two individuals, mostly in St. John's East and West. They yielded an excellent crop and up-to-date thirty-one farmers have had oats threshed—the quantity amounting to over 2,100 bushels, and yet more remaining to be dealt with. Four threshing machines were imported by the Board—two for St. George's, one for St. John's, and one for Harbor Grace. The latter has since been returned to St. John's, and the agricultural society of the district will operate both for the benefit of all the farmers within the section, and it is expected that there will be a very large increase in the quantity of oats laid down the coming season.

HAY

In order to assist the farmers in the chief nearby hay-growing centres—St. John's Districts (East and West), Placentia and St. Mary's, and Harbor Grace—three hay presses were distributed, one in each district. These have all been in active demand the past season, and have enabled farmers generally to utilize their stocks of hay much more effectively than would otherwise be possible, since the demand for baled hay is constantly increasing in the Colony, and by means of these machines that demand can be now more readily supplied than heretofore.

Some of the societies utilized portions of the funds allocated to them in the purchase of hay seed for distribution among their members, evidently intending to embark more extensively in the growing of this article; a course in which they are well warranted, seeing that the import of hay reaches a valuation of about $40,000 annually.

The Board is planning measures for this year which it is hoped will assist materially in enhancing the extent and richness of the hay crop, with respect to which we have the statement of Dr. Robertson, that—"You have good oats and good hay, but I think not enough clover mixed in your hay. You could make your hay far more nutritious and leave far more plant food in the soil for the next crop if you mixed seed of the finer stalked clover with hay seed. Ploughing in clover seed is nearly as good as dressing with a light coat of manure."

FRUIT GROWING

It may truthfully be said that in no department of agricultural effort do we require more stimulus than fruit growing. Our ancestors from the Mother Country brought with them an inherited love of fruit trees, and the

cultivation of these was assiduously practised in various parts of the Colony in the past. It is to be regretted that this has not been generally done to the same extent by their descendants, and that in many settlements where formerly a variety of rich fruits was grown, the culture of these has been neglected of late. This is to be deplored on various grounds, for it would be an advantage to themselves, and every year the market for fruit in this Colony is becoming greater; and about St. John's, for instance, where the cultivation of strawberries, gooseberries, plums, etc., is undertaken for commercial purposes, and in a large way this is proving an assured source of revenue to those who engage in it. There is no reason why the people of the outports should not also undertake the cultivation of fruits more generally. There is the testimony of authorities like Sir William MacGregor, Prof. Robertson, Mr. Beach Thomas and others as guarantees for the fact, if, indeed, a guarantee is necessary in view of the evidence that we could grow a much greater variety of fruits in this Colony than we do, and if our people were only to essay here the more widespread cultivation of the fruits in general use, they could find therein a substantial source of revenue. All through the summer and autumn, fruits in great quantity are imported to St. John's every week from the United States and Canada, by rail and steamer, yet it would be easily possible for our own people to supply all this demand for fresh fruit, as well as the much greater demand for fruit for preserving purposes. At the Exhibition very creditable displays of fruits were made; the samples comparing most favorably in point of size and richness with the imported ones; and the Board will be glad to take up with parties intending development in this direction the best method of helping them in this effort.

THE BERRY INDUSTRY

An illustration of the possibilities in this respect is afforded by the development of the partridge-berry industry in this Colony. The business of picking these berries for export has been created in this Colony the past fifteen years, prior to which time these berries were mostly sent from the outports to St. John's in flour barrels and sold there for five to seven cents per gallon. Now there is an assured market for them abroad and they bring twenty cents a gallon to the pickers and provide labor for others as well, specially-constructed barrels being made in the Colony in which to pack them; and the saw mills getting the money for the staves and heads, coopers finding work in making the barrels, and the handling of these providing freight, etc. The Customs returns for 1909-10 show that the export that year was 8,655 barrels, valued at $40,452. In other words, a barrel of partridge berries is now almost as valuable as a quintal of well-cured fish. There seems no reason to doubt that this industry is capable of enermous development, and that if our people would undertake the business on a large scale, an annual export of 50,000 barrels might be reached. It is suggested, indeed, that the artificial cultivation of these berries might be undertaken in much the same fashion as the artificial cultivation of cranberries has been

developed in the United States. In less than one hundred years the cranberry industry of Massachusetts has grown from virtually nothing to an output last year of 567,000 barrels, valued at over $3,000,000, while the business is now being undertaken in other states, notably in New Jersey, which is becoming a formidable rival to Massachusetts as a centre of this berry industry. So far most of the partridge-berries exported from this Colony have been used for dyeing purposes, but their delicious flavor warrants the belief that they only need to be introduced as an article of food for their delicious flavor to be appreciated; and since the work of picking can be done by women and children, this would create an auxiliary industry of substantial value, without drawing from the prosecution of the fisheries.

PRESERVED AS JAM WOULD DOUBLE VALUE

Another phase of this subject is that if these berries, instead of being exported, were converted into jam or preserve at home, they would become still more valuable; and if the preserving of other berries and fruits were to be undertaken a profitable local industry might be built up. At present the Colony imports about 100,000 pounds of jams, jellies and preserves each year, valued at about $8,000, and not alone could this demand be met entirely at home, but the consumption might be considerably augmented, besides giving our people an article of food free from adulteration or doubtful ingredients.

FIFTY BULLS DISTRIBUTED

The activities of the Board were not confined along to the supplying of seeds to the societies, but also embraced the providing of live stock; and, after careful consideration of the merits of respective grades of animals, some thirty-three bulls were imported from England and Scotland and distributed throughout the districts, a number of others being procured from Canada, and still more in the Colony, some fifty being distributed altogether. The import from the British Isles was—

Bulls Shipped by McDonald, Fraser & Company, Perth, Scotland, per Ss Carthaginian from Glasgow, August 23rd, 1910

12 Highland Bulls and 19 Shorthorn Bulls

Cost in Scotland	$3,392.06
Freight to St. John's	800.50
	$4,192.56

Per Ss. Mongolian from Glasgow, November 2nd, 1910

2 Shorthorn Bulls

Cost in Scotland	$280.60
Freight to St. John's	56.77
	$337.37

The Board also proposes to import this year fifty bulls, probably from Scotland, for distribution in the manner pursued with those imported last year, and it is expected that with one hundred of these animals in service throughout the Colony, a very marked improvement in the breed of cattle will be manifested in the near future.

STALLIONS AND PONIES

Three stallions were distributed by the Board, two being assigned to St. John's and one to Harbor Grace. In 1909, the Prime Minister effected an arrangement with the Canadian Government whereby the Colony could secure a number of Sable Island ponies free, to help improve the quality of small horses throughout the country, and during last autumn some thirty ponies were shipped by the Dominion authorities to Sydney, and brought by the Bruce to Port aux Basques, and so on to the city by rail, being distributed to the various districts.

DR. ROBERTSON'S VIEWS AS TO FARM ANIMALS

Dr. Robertson's ideas as to our farm animals are embodied in his report in these words—

"You have good cattle here. Your horses are more or less small, but for tough, hard-working horses give me the small breeds for your garden farms here. I would not want bigger horses except for the city work. I have seen some excellent cows and a few good sheep. I liked to see goats, and therein I differ from some people. Nevertheless I like the goats for your conditions; they are small eaters and good foragers. Even weeds and all sorts of rough feed do not come amiss to them. No doubt you know that in some countries the goats are the most serviceable live stock they have. They are economical when rearable land is scarce. Their milk is of a very nutritious quality and supplies excellent food for young children. There is comparatively little expense with them, and they can be kept as clean as any other domestic animal. I know more about pigs than about any other farm animal. My particular fancies among the food-producting animals are pigs and poultry. It would be advisable for you people to keep more pigs than you do. You could also with great advantage to yourselves keep more poultry here."

SHEEP RAISING

Exhaustive investigations were set on foot during the year to assist in determining the qualities of sheep best suited to the Colony, and with the result of the experience of the neighbouring Canadian provinces and the British Isles available, the Board was greatly facilitated in this task. Some of the societies began on their own account and out of the funds at their disposal the providing of sheep in a small way for their respective centres; and the Board has numerous requests to help in extending this policy.

The Board, therefore, proposes the importation during the year of five hundred sheep of approved kinds and their distribution throughout the Colony, believing that this policy, to be really effective, should be carried out on a large scale. In connection with this subject of sheep raising, it may not be amiss to quote the fact that, while we may be very backward in this respect, our neighbours on the mainland have not made as much progress in that direction as some in this Colony might think.

Hon. Sidney Fisher, Minister of Agriculture for Canada, in the last annual report of that Department, observes—

"It is a regrettable fact that, during the past decade, the number of sheep in the Dominion has been steadily growing less, and this despite the fact that other classes of farm stock have shown an increase, reasonably proportionate to the growth and prosperity of the country. This decrease in numbers of what is perhaps the most generally useful and profitable of all farm animals is attributed by different observers to a variety of causes, such as the low price of wool, the prevalence of dogs in Eastern Canada, and of predatory wild animals in the West, the uncertainty of the mutton market, due to alleged combinations among buyers, and the growth of the dairying industry and other lines of agriculture specialising. While each of these conditions has doubtless had its effect in discouraging the keeping of sheep, the principal reason for the retrogression is, beyond question, the fact that breeders of pure-bred sheep, having established a profitable trade with the United States, especially for rams, have almost entirely ignored the possibilities of the industry in Canada."

CANADA'S SHEEP PROBLEM

At the annual meeting of the Stock Breeders' Association of the Province of Quebec, held in Montreal in February of last year, the report of the officers of this organization deplored the neglect of sheep breeding in that province. Comment was further made upon the fact that whereas the total number of sheep registered in Ontario in 1909 was 1,647, the number in Quebec was only 604. Ontario showed an increase of 27 per cent. over 1908, while Quebec showed a decrease of 33 per cent.

In order to stimulate sheep raising throughout the Colony and to demonstrate conclusively that sheep can be wintered here without danger, the Government granted Mr. Dodd, of the West Coast, free entry for some four hundred sheep, which he purchased in England and brought to this Colony, with the object of engaging in sheep raising on a large scale; as he successfully maintained a herd of sheep last winter at Grassy Gullies, St. George's District, and is repeating the experiment on a larger scale this winter with every prospect of success.

Even if for some years to come the same policy should not be more extensively followed, it is feasible for much more to be done by individuals keeping and augmenting small flocks of sheep themselves; but such will become impossible while these timid animals are subjected to the ravages of vicious dogs, which is now the greatest drawback of this industry

EXTERMINATION OF DOGS

The extermination of dogs is a question of growing importance if the development of sheep raising is to be successfully attempted in the Colony. If these brutes could be killed out there seems no reason why the sheep industry should not be much more generally carried on than at present. The Board urgently recommends to the Government the initiation of legislation which will make easier the process of exterminating dogs (if such can be done without injury to the interests of those who use dogs as draft animals) in sections where sheep raising might be advantageously carried on, and the Board is now considering the matter of devising some scheme by which it could be arranged that the owners of dogs would consent to their destruction on being provided with a sheep instead

THE SWINE INDUSTRY

The matter of hog raising has also attracted the attention of the Board, and it has been found that many of the societies throughout the Island are desirous of securing reliable stock of this class. Various causes operated to prevent the supplying of these demands during the past year, as careful enquiries had to be made to determine the species best suited to local requirements and to ascertain where they could be best procured, but it is proposed during the present year to import two hundred and fifty of these animals and distribute them to the societies round the Island. The enormous import of swine products into this Colony every year makes it certain that an assured market is available, and few branches of agriculture offer a prospect of better returns. Nor need we be dismayed by any apparent laxity of effort on the part of our people in this respect, though it is to be deprecated, because the Canadian Minister of Agriculture, in his last report, comments upon the fact that the number of swine in Canada has shown a steady decline the past years; the explanations appear to be that Canadian farmers are finding it more profitable to cultivate other forms of animal husbandry, as they cannot fatten swine as cheaply in the Dominion as these can be fattened in the United States, where there is an abundance of corn available for the purpose to an extent not possible in Canada.

In Newfoundland, however, we live under difficult conditions, and every industrious man around our whole seaboard can, if he so desires, raise his own pigs and either consume the pork or sell it; and if there could be a fairly general movement induced among our people in this direction, the Colony would certainly not require to import nearly so great a volume or value of

pork, beef, bacon, hams, etc., every year, as is done now. The Board is also preparing a special issue of literature for distribution throughout the Colony in the hope that hog raising can be substantially stimulated by adding to the enlightenment of our people in this respect.

POULTRY RAISING

It is encouraging to observe that, as a result of the enthusiasm engendered in the country by the Government's agricultural policy, a Poultry Association has been organized in St. John's, and that a number of the parties chiefly interested therein have begun the acquisition of high-bred poultry, hoping thereby to improve the stock for their own requirements and also for the general benefit. Few amongst us have any idea of the enormous possibilities that attend efficient culture. Prof. Robertson stated in a public address in New Brunswick recently that the egg product of Nova Scotia was more valuable than the apple crop, though the popular belief here is that the apple yield of the Annapolis Valley and adjacent orchard section of Nova Scotia is one of the most valuable sources of income to the people of that province. In the same way it was left for a public man in this Colony some years ago to emphasize the fact that the hay crop of Newfoundland was more valuable than the seal fishery; and it will probably come as a surprise to many now to have it stated that the value of our agricultural operations every year is probably half the value of the cod fishery. In a country like ours, where almost every person can rear hens, the development of the poultry industry should really be accomplished very easily, and the organization of the Poultry Association, with the objects it has in view, is a praiseworthy step in this direction. The Board has in contemplation measures to develop this industry along modern lines in the near future by the importation of good stock and its dispersal through the country under conditions which will operate to the general advantage.

In order to illustrate the value of poultry culture to this Colony, the figures are given of the imports for the past two years—

Year	Poultry and Game	Dols.	Eggs	Dols.
1908-09	96,209 lbs.	15,298	42,111 doz.	11,198
1909-10	99,523 lbs.	17,582	29,547 doz.	6,941

HOW POULTRY SHOULD BE RAISED

On this subject Dr. Robertson says—"It is essential to the successful keeping of poultry that one should know and apply the proper methods of housing, feeding and rearing them. Until a few years ago the orthodox books—the classics on poultry—had a lot to say about how they should be housed and fed and reared. They advocated strongly the necessity of keeping the poultry warm, otherwise they might catch cold in their toes; they could not

recommend highly enough the feeding of the poultry on nice warm mashes every morning; and above all things not to be neglected, was the mixing of some pepper in their food—to make them lay well. What a lot of rubbish! How do we keep our hens? We have little colony houses only one board thick, and house the hens in these winter and summer. Our winter temperature is much lower than yours; and sometimes the thermometer in these houses registers twenty degrees below zero. We feed them on dry grain and would not find it profitable to give them mashes of any description. The floors of their houses in winter are covered with three or four inches of cut straw or other coarse litter. On this we scatter the grain, and the poultry have to scratch for every meal they get. We find the hens are in the best of health, lay splendidly, and have no disease. If any one of you go to MacDonald College you will get the facts about the keeping of hens."

PEAT AS A FUEL

The increasing cost of coal in the Colony and the increasing difficulty in procuring supplies of wood for fuel, as well as the desirability of husbanding our supplies of forest growth so that they may be turned to commercial account in the manufacture of lumber, pulp and paper emphasizes the importance of procuring a cheap, local substitute for use as fuel; and such a substitute would be supplied in the case of peat, if our people could be induced to cut it and employ it for this purpose. Preliminary investigations by Mr. Downey and others had determined conclusively the existence of enormous deposits of peat in the Colony, and it was also known that a number of these had been utilized on a small scale in past years, and, in some cases, even more recently, for burning, but the aim of the Board was to endeavour, if possible, to induce the people everywhere around the Island to avail themselves of this excellent natural product now lying idle, in order that they might use it in the fashion suggested, thereby saving the heavy cost which the purchase of coal involved and the serious labor and hardship of procuring wood for fuel in the fall and winter.

PEAT-CUTTERS ENGAGED

Accordingly, as soon as the spring opened, the services of four experienced peat cutters from Ireland were obtained, and they were sent to sections of the Island where peat bogs were conveniently located, near settlements which could utilize that product for fuel, and undertook demonstrations for the benefit of the residents in the cutting, drying and stocking of peat for fuel. These peat cutters continued their work all through the summer and up until the autumn, visiting the following places for the periods stated, choosing the most likely peat bogs, and placing themselves at the disposal of the people in order that the latter might gain the greatest benefit from this experiment. The result has been decidedly successful, the utilization of the peat having appealed very strongly to the residents of these places; and there seems no reason to doubt that the use of this material as a

substitute for wood or coal, for purposes of fuel, will spread rapidly in the near future, and that to those especially who reside in sectious where there is no forest growth within easy reach, the demonstration of how peat can be employed for such purposes will mean great things to them.

The following is a statement of the work of the peat cutters—

Places Worked	Days
Torbay Road, St. Johns' East	20
Petty Harbor	14
Maddock's Cove	7
Kelligrews	19
Holyrood	3
Conception Harbor	3
Brigus	2
Bay Roberts	3
Spaniard's Bay	3
Wesleyville	4
Newtown	5
Cape Freels	2
Pound Cove	2
Brookfield	3
Pool's Island	1
Greenspond	2
Bonavista	17
Muddy Brook	3
Elliston	2
King's Cove	5
Broad Cove	1
Catalina	1
Flower's Marsh	1
Hant's Harbor	2
Trepassey	21
St. Mary's	14
Branch	2
St. Bride's	6
Tosselo	2
Patrick's Cove	4
Point Verde	4
Harbor Grace	2
Carbonear	2
Victoria Village	1
Renews	14
Witless Bay	6
Cape Broyle	3
Ferryland	3
Tor's Cove	2

The reports of these peat cutters are as follows—

September 6th, 1910.

Hon. S. D. Blandford,
Minister Agriculture & Mines.

Sir—I beg to report that in accordance with my contract with your Government to instruct residents of this Island in the preparation of peat fuel, I, on my arrival here on May 17th, proceeded to cut peat in William's Bog, on the Torbay Road, that I worked there about twenty days, and in conjunction with three other peat cutters, prepared and partially dried about thirty tons fuel. This was all appropriated and used by the people of the vicinity.

From William's Bog I proceeded to Petty Harbor, and cut peat there for three days, and then proceeded to Harbor Grace, where I remained five days From Harbor Grace and Carbonear and Victoria Village, I proceeded to Renews, where I remained two weeks. From Renews I proceeded to Witless Bay, where I worked for six days, and proceeded to Cape Broyle and remained there three days, and proceeded to Ferryland and cut there for three days also. I then went to Tor's Cove and cut there for two days, and then went to Trinity Bay and cut at Hant's Harbor for three days. From Hant's Harbor I returned to St. John's, the term of my engagement having expired, and the season too far advanced to warrant further cutting.

At some of the before mentioned places the peat is of better quality than at others but in all the quality of the peat is fully equal to that in Ireland and will make a good quality of fuel.

I am convinced that many of the men who worked with me this season—residents of the different localities—are sufficiently competent to instruct others now.

I have the honour to be,
Sir,
Your obedient servant,
EDWARD BOURKE.

September 6th, 1910.

Hon. S. D. Blandford,
Minister Agriculture & Mines.

Sir—My time of engagement as a peat cutting instructor having expired, I beg to submit the following report of my work.

On my arrival here on May 17th I began cutting peat fuel at William's Marsh, on Torbay Road, and worked there for twenty days. I then proceeded to Wesleyville and worked there two days, thence to Newtown for two days, thence to Cape Freels for two days, thence to Pool's Island for five days. From there I went to Greenspond for two days, and thence to Brookfield for two days. I then went to Round Cove for two days. Other time was given to the "making" of the peat in these places.

From Pound Cove I returned to St. John's and proceeded to Trepassey, where I cut peat in different places for three weeks, and then went to St. Mary's for two weeks. From St. Mary's I went to Branch and worked there for two days, and then went to St. Bride's for six days, and thence proceeded to Tosselo for five days. From there I went to St. Patrick's Cove for four days, and then went to Point Verde for four days.

From Point Verde I returned to St. John's, the season being too far advanced to continue cutting with the hope of drying the peat into fuel this season, as the advent of even slight frosts would debar this.

At every place I found the residents most interested in the work and desirous to acquire the method of cutting.

The peat is fully equal to Irish peat and will make a good fuel if properly dried.

I am, Sir, your obedient servant,

DENIS CARR.

September 6th, 1910.

Hon. S. D. Blandford,
Minister Agriculture & Mines.

Sir—I beg to report that on my arrival here as a peat cutting instructor on May 17th, I started work at William's Bog, on Torbay Road, for a period of twenty days—cutting and partially drying sufficient peat to make about thirty tons dried fuel.

From there I went to Wesleyville and worked there four days, then I went to Newtown for five days, then to Cape Freels for two days, thence to Round Cove for two days, and thence to Brookfield for three days. Thence I went to Pool's Island for one day, and then proceeded to Greenspond for two days. I then crossed to Bonavista and cut there for seventeen days. I then went to Muddy Brook for three days, and thence to Elliston for two days. From there I went to King's Cove for five days, and then went to Broad Cove for one day. From there I proceeded to Catalina for one day, and thence to Flower's March for one day.

I then returned to St. John's and went to Petty Harbor for two days, and then went to Trinity Bay and worked three days at Hant's Harbor, and then returned to St. John's, my engagement having run out its time.

I found the people everywhere very anxious to learn the method of preparing peat for fuel, and my experience in Ireland warrants my stating that the peat here is fully equal to the Irish peat, and that if properly cut and dried will make excellent fuel.

I am, Sir, yours obediently,

JEREMIAH RYAN.

September 6th, 1910.

Hon. S. D. Blandford,
Minister Agriculture & Mines.

Sir—I have the honor to report that my term of engagement as a peat cutting instructor has expired, and to submit the following summary of my work, viz—

I arrived here on May 17th, and proceeded to prepare peat fuel on Torbay Road for about twenty days, and then proceeded to Petty Harbor and cut peat there for two weeks, and went thence to Maddox Cove and worked there seven days.

From the latter place I went to Kelligrews and cut peat there for nineteen days, and then went to Holyrood and cut for three days, and then went to Conception Harbor for three days, from whence I went to Brigus and cut for two days, and then went to Bay Roberts for three days. I also cut at Spaniard's Bay for three days and returned to St. John's.

A considerable amount of time was lost in cutting and drying owing to the continuous rains.

I found the peat in all those places to be fully equal to Irish peat and am confident it will make good fuel if properly dried.

I have the honour to be,
Sir,
Your obedient servant,
JEREMIAH HUGHES.

TESTIMONY AS TO RESULTS

Opinions respecting the use of this peat as fuel are as follows—

Mr. Thomas Sutton, of Trepassey, writing on December 20th, says—"About 60 tons of peat were cut at Trepassey and outlying settlements and used as fuel by the residents. They consider it an excellent article for fuel, and purpose cutting sufficient peat during the coming year to last six or seven months."

Mr. Charles Power, writing from Brigus, under date of December 21st, says—"About 23 tons of peat-fuel were cut here. In the opinion of the people, it is of excellent quality, and those who have made it intend cutting all they possibly can next season."

Rev. John Walsh, of Renews, writing on December 15th, says—"About half the people of this parish cut more or less peat last season. The quantity ranged right along (mostly 500 to 1,000) from 100 to 3,000 briquettes per family. The nuns and myself had each about the latter. The peat was burned by the residents and, when thoroughly dried, was considered as pleasant as wood or coal. For myself, I may say that I intend cutting peat the coming year, and I have put the question to the people, and they have said—'Yes, undoubtedly,' also. You should note that there was not time for a fair trial last season. We barely got the art, as all the men were at the fishery (June 24th) when work was started here. Peat should be cut early in April, or the end of May, or before the fishing comes on. A regular plan of draining bogs should be begun, and the face of the cut turned towards a drain. The tendency is for all to cut a hole, and then, before the peat is reached, there is an overflow of water and the work has to be discontinued. The people should be encouraged (maybe helped) to build houses for storing the dry peat. Under existing circumstances they have no place to store peat, and, of course, no place to keep it for winter use. Unless the peat is dry and is kept as dry as fire-brick, it is no use as fuel."

Dr. Hogan, Magistrate, St. Mary's, writing on December 8th, says—"About eight tons of peat were cut here. The people believe it will eventually be used extensively as fuel, and intend cutting sufficient next spring to supply themselves for the following summer and winter."

Rev. Fr. Renouf, of Trepassey, writing on December 12th, says—"All the peat cut here was used, and if there had been twice the quantity cut it would all have been used. The Irishman gave me a day's cutting, and I used it in a Gothic grate and furnace. I find that in both cases it gives better heat than coal, either hard or soft. The drawback is that it burns too quickly and leaves too much ashes. I think quite a number will use it in future, especially at St. Shott's, where the residents have been obliged to use it for a number of years."

Mr. Leo Hart, of King's Cove, writing on December 9th, says—"Some people tried it and found it very good. Amongst a number who have used it and found it satisfactory are Revs. S. A. Dawson and J. Scully and others. Some of our people got a little to test it, but owing to having plenty of wood they did not cut it extensively, but a number of fishermen are thinking of cutting it in the spring to burn next fall when wood will be getting scarce."

Mr. C. C. Pittman, J.P., Lamaline, writing on December 15th, says—'Quite a lot of peat was cut last season, but the quantity I cannot state accurately. It makes exceptionally good fuel. I am of opinion that it will be cut to a large extent next season."

Mr. J. T. Young, St. Bride's, writing on January 16th, says—"About ten lots of peat were taken out by Carr and men in this locality. This fuel was burned by about twenty residents in their homes, and they consider it superior to wood as fuel, and almost equal to coal. A greater number of residents in this locality intend cutting peat for fuel the coming spring. There is abundance of it in close reach, and as it is not easy to obtain firewood, I believe all will use peat fuel in the near future."

Rev. Dr. Murphy, Bonavista, says—"Enough peat to supply about twenty or thirty families was cut here last season. It was burned by residents and proved satisfactory. The people intend to engage in cutting it extensively the coming year. The peat cutter, Ryan, arrived too late in the season. It was the harvest time with the fishermen here. They will all cut a supply in May next. All are delighted with the solution of the fuel problem. There is an abundance of splendid peat here. We are burning in our grates and furnaces the peat prepared last August and find that it gives splendid heat."

Mr. Thomas Devine, of King's Cove, says—"I consider that the money is well spent that is employed for the introducing of this peat fuel experiment, and gradually, as the firewood becomes scarcer, the peat will be more largely used."

Mr. J. S. Rowsell, Bonavista, says—"The general opinion is that the peat is good fuel. All the people are sorry they have not cut it more extensively. I imagine that nearly every family will attempt to have some stored up next winter."

Mr. Robert Granter, of Greenspond, says—"Quite a number of people experimented in cutting peat the past summer. Some stocked quite a lot, and all of those who tried it stated that they believe it equally as good as coal, or better. The people will cut as much as they can next summer."

Mr. M. J. Murray, of St. Lawrence, writing on December 6th, says—"When the Government peat cutter was at St. Lawrence, I was authorized to wire the Government requesting that he be instructed to come on here when

his work was finished there, but he had completed and passed down before my message reached the Department. However, I may tell you that our people are very much interested in peat, and have been cutting and drying it for years in small quantities. They use it for fuel on all occasions and speak of it in the highest terms. I have no doubt that if they were instructed in the method of putting it up and preparing it for fuel, that it would soon become an indispensable article with them. I should say that about ten tons were cut and dried the past season."

Mr. G. A. Moulton, of Carbonear, says—"Rev. Fr. McCarthy told me recently that he had about seventy cartloads hauled to him last summer and found the quality, the word he used, 'excellent.' There are a great many others, too, that cut small quantities, and from all that I can learn they were well satisfied with its use."

Mr. Robert Granter, of Greenspond, says—"About two tons were cut here. Those who used it say that it is as good as coal or better. The people will cut as much as they can next summer."

Rev. A. G. Bayly, of Bonavista, writing on December 9th, says—"About twenty people put in a sufficient supply of peat to last them till slide hauling. It was burned. There is a general feeling that it burns too quickly and is unsuitable for winter fuel. I should not imagine that there would be a great rush on peat next year. I understand, however, that as a summer fuel it will be a great success, as it is good for baking. It may be that the stoves are unsuitable, or that the supply cut was not genuine peat."

CANADA'S PROGRESS WITH PEAT PROBLEM

In considering the possibilities of the utilization of peat for fuel, it is of interest to note that Dr. Eugene Haanel, Director of Mines at Ottawa, in a recent publication, entitled "The Fuel Supply of the Central Provinces of Canada and Its Economic Use," announces, as the result of an investigation made by his department, that a successful commercial process for the manufactuae of peat for fuel has been established. A peat fuel plant, such as is used in Sweden and Russia, for the manufacture of air-dried, machine-made peat has been erected on three thousand acres of peat bog, with an average depth of eight feet, which the department purchased near the village of Alfred, in Ontario, about midway between Montreal and Ottawa. During the last season of fifty days, about 1,600 tons of peat fuel were manufactured; and he estimates that, allowing one hundred and ten days to the season, it could be manufactured at a cost of $1.50 per ton on the field; while 600 tons sold in Ottawa last fall gave so much satisfaction that the department was besieged by telegrams asking for carloads of it. In Russia, he says, there are 1,300 such plants as that at Alfred, and they produced 4,000,000 tons of fuel in 1902, with a yearly increase since then of nearly 200,000 tons. The fuel manufactured, he states, is especially adapted for grates, cooking stoves and

wood stoves; and for the grate it is far superior to cannel coal, possessing many advantages, such as burning with a clear luminous flame, without needing to be poked, without ejecting burning particles into the room, or without leaving any unburnt material, soiling the hands or covering the back of the grate with a thick layer of soot. Its one disadvantage is its great bulk. He says that the manufacture of this peat at Alfred has made it evident that the same system could be operated on bogs near villages or by groups of farmers who own peat lands and who want a cheap and excellent substitute for the high-price coal, which they are now obliged to purchase. The cost of the machinery, including the duty and freight on engine, peat machine, car and rails is $7,500.

THE COLONY'S PEAT CONTRACT

The Board understands that the Government has effected a contract with an English industrial corporation for the establishment of factories in this Colony for the production of peat fuel by mechanical process. From what can be learned regarding this matter, it appears that the method employed is what is known as the wet carbonizing process, by which the peat pulp, in a semi-fluid form, is pumped through retorts, heated from the outside, the arrangement being a recuperative one, so that most of the heat used to obtain the carbonizing temperature is recuperated, and after the pulp has been carbonized there is no difficulty in taking the water from the peat coal. As the peat comes from the water press, it is in much the same condition as ordinary lignite, and is then conveyed to a briquetting plant, where it is finally dried by the waste heat from the plant and is formed into blocks. These constitute a very clean and convenient form of fuel, are handy and smokeless, burn with a long bright flame, leave an ash free from clinker, and are also impervious to water. There are two distinct advantages to note in this porcess, namely—(a) That the peat can be carbonized as it is taken from the bog; and (b) That this operation can be carried on expeditiously and continuously all the year round. The peat, it is asserted, can be made ready as a fuel within one hour after having been excavated; and, compared with air dried peat, this wet carbonizing process has the advantage of increasing the calorific value of the fuel, resulting in a compact substance which, in its finished condition, contains practically no moisture. Air dried peat, on the contrary, is very bulky, containing twenty to twenty-five per cent. of moisture and is consequently of lower calorific value. The lower grading of air dried peat has created the impression in many quarters that peat generally is an inferior fuel, whereas it is the imperfect method of preparing it which has hitherto made it so. It is assented that, based upon the experience of production upon a medium scale, and by utilizing its bi-product, the most important of which is nitrogen, in the form of sulphate of ammonia, which is of great value as a powerful fertilizer, the cost of production of peat by this process is very much less than that of a quantity of bituminous coal yielding the same degree of heat; and if these conten-

tions can be maintained, there seems no reason to doubt that the Colony will derive a very great advantage from the establishment of a peat fuel manufactory in Newfoundland.

THE AGRICULTURAL EXHIBITION

The Agricultural Exhibition organized by the Board was held in the Curling Rink at St. John's in the week October 30-November 5, 1910, in conjunction with the Manufacturers' Exhibition, which was held in the Prince of Wales' Rink adjoining during the same period. The combined exhibition was officially opened by His Excellency the Governor, and proved an unqualified success in every respect. It is estimated that no fewer than 60,000 people visited these two buildings during the week, and displays were held before an average of 10,000 a day; a great many coming from different parts of the Colony, as well as from its environs, for the purpose. The Agricultural Exhibition elicited exhibits showing food stuffs from every district in the Island, as well as displays of various articles associated with such expositions, and usually the handiwork of farmers' families. The Board offered prizes to the value of $3,500, and was gratified to observe that prizes were gained by several of the outport districts in competition with St. John's.

OPPORTUNITIES FOR EXHIBITORS

All exhibitors were afforded the opportunity of selling their exhibits to the country for the use of the public institutions; and this they did in many cases. Cheap rates were given by the railroad and steamship companies for the transmission of exhibits, and the cost of the carriage of all these was also paid by the Government, so that every facility was afforded to those desirous of exhibiting, and every possible step was also taken to induce the greatest number to participate in the display and to secure for all interested in agricultural advance the most conclusive testimony of the progress the Colony was making in this direction. The official opening took place on the afternoon of October 30, and addresses were made by His Excellency the Governor, Hon. Sir Edward Morris, Mr. J. H. Monroe, President of the Manufacturers' Association, and by the undersigned, as Minister of Agriculture and Mines. Lady Williams graciously consented to press the electric key which operated the scheme of illumination for the two buildings and signified that the Exhibition was formally inaugurated.

AN ADMIRABLE OBJECT-LESSON

The Board feels satisfied that the Exhibition was an object lesson to all who witnessed it, not alone as to the agricultural and manufacturing possibilities of the Colony, but also as a stimulus to people of every class and condition to labor more zealously in their chosen avocation, and especially to combine with their other pursuits that of the cultivation of the soil, to however small an extent. The conversion of any considerable section of our people into a farming population will necessarily not be accomplished

in a month or a year, but there is no reason why every man who has an area of ground at his disposal should not raise enough vegetables and roots for his own consumption, and thereby keep in his pocket the money he has at present to pay for these articles obtained from outside the Colony; while the surplus farm stock of the people everywhere round the Island ought certainly be profitably marketable in St. John's and other industrial centres where the people have not the opportunity to grow these articles themselves. In the Agricultural Exhibition, the sections of the building were devoted to displays from all the districts in the Island, and comparisons were therefore possible—very creditably indeed to the smaller districts and those wherein the greatest physical difficulties are encountered in carrying on this occupation, and highly satisfactory as regards every portion of the Colony.

POULTRY AND MACHINERY DISPLAYS

It may not be amiss to observe that exhibits of needle work, lace, embroideries and woollen goods were made, and won high praise from all who saw them; while displays of drawing and other art work were likewise highly creditable. Owing to the difficulties of transporting live stock from the outports, the exhibits of these, except from the sections of the Colony near St. John's, were comparatively few, but nearly a thousand head of poultry were shown, splendid displays of farm animals from the city districts and vicinity were to be seen, and in the collection of potatoes, turnips, cabbage, hay, oats and other products, every portion of the Island was represented. Some excellent examples of peat, in the form of briquettes, cut and dried at different places in the Island, were displayed, and a convincing evidence was thus afforded of the possibilities of using this material as a domestic fuel, convenient and inexpensive.

At the Exhibition a display of the latest agricultural machinery suitable to the Colony was made, and evoked much interest; and a threshing machine was operated all the time, showing how the threshing of oats is carried on. The assembling of these articles, it was felt, would be of great service to visitors from the outports, where the majority of these appliances are not in general use; and it is expected that the result will be to witness in the near future the importation of many of these by outport agricultural societies on the co-operative plan.

OPINIONS OF THE JUDGES

The Board was fortunate in being able to secure the services, as judges of the Agricultural Exhibition, of Dr. Standish, of the Truro Agricultural College, and Mr. J. S. Moore, of the Department of Agriculture at Ottawa. These gentlemen came to the Colony at considerable personal inconvenience in order to assist the Board, as far as possible, by making the awards and reporting on the display; and the Board feels that it should put on record its appreciation of the valuable services rendered by these gentlemen in the performance of the responsible tasks they undertook.

JUDGING THE VARIOUS EXHIBITS

The Board was influenced in its choice of these Canadian gentlemen for judges by the consideration of this suggestion in Dr. Robertson's report—"I think you could continue to improve your agriculture by developing still further what you have begun through agricultural societies. We have found in Canada that agricultural societies are an effective means of attaining the improvement of farming methods and of awakening further interest in further developments. Every man is doing a common good when he helps on farming. It is a good thing for you to have agricultural exhibitions, and I would advise strongly the choice of only capable and efficient judges of the exhibits, and to have them explain the reasons why they award the prizes. In Canada we are following this plan, and the judge states the reasons which prompted his decisions, and the points of merit in each case on which his decisions were based. That makes the exhibitions educational as well as stimulating.

The Board were, however, fortunate enough to secure the valuable services of the following local authorities to undertake the judging of the exhibits—Needle work: Miss Clatney, Miss Seymour, Miss Bremner and Mr. Stick; Poultry: Mr. J. R. Goodison; School Prizes: Mr. Garriock; Peat: Messrs. Wilson and Carr.

The thanks of the Board are due to all of these ladies and gentlemen for their very great kindness in undertaking these duties; and the Board desires to place upon record here its appreciation of the very valuable services rendered by them.

OPINIONS OF CANADIAN EXPERTS

It will, we feel sure, be of interest to all interested in agriculture to learn how the Exhibition impressed these Canadian experts who came to the Colony to undertake the judging of the exhibits, and their statements are appended hereto—

Dr. Standish said—"I was more than surprised that Newfoundland could produce such excellent exhibits as are on view. Not for some time have I seen such cabbage, turnips and potatoes. There is no doubt that Newfoundland is rich in soil suitable for the growth of these crops. The hay exhibit was equal to any I have seen in some of the Provinces of Canada; and the show in general was superior and better arranged than I have ever before witnessed in this class."

Mr. Moore said—"I was greatly surprised and delighted with the results. I have been present at eight county and provincial exhibitions, and the conditions here compare very favorably; in fact, Newfoundland is not behind any of them. The root crops especially were equal, if not superior, to those

exhibited in these places, and yet they can still be improved here, this being notably true of potatoes. I think the poultry exhibit superior to any I have seen in any county show in Canada. The dairy stock in the selection of pure bred Holsteins, Ayrshires, Jerseys, etc., and also in the other live stock exhibited shows that a good start has been made."

TOTAL OF EXHIBITS SHOWN

About 2,500 different exhibits were shown in produce, fruit, etc., alone, and in addition to this there were shown over 1,000 pieces of needle work, knitted work, hooked mats and similar examples o fhandicraft. The latter display contained some splendid examples in both fancy and plain shawls, and included an excellent assortment of knitted underwear, homespun, (including a suit of clothing woven at Dr. Grenfell's establishment at St. Anthony), woolen cloths and rugs, coats and fancy work, drawn thread work, hand-sewn garments, basket work, etc. The fruit display was excellent, and some splendid varieties of apples were shown, as well as equally fine damsons, plums and pears, all grown in this Colony. There was also an orange tree, with the fruit in various stages of ripening, a lemon plant bearing lemons of large sizes, and tomatoes on the plant, ripe and unripe. There was a choice exhibit, also, of preserved pickles and fruits, wild and cultivated, and the butter display—in tubs, blocks and prints—was large and admirable.

SPLENDID SHOWING BY OUTPORTS

The Board also feels that special reference should be made in recognition of the very general participation by the outports in this Exhibition, and the excellent displays made by the outport exhibitors. They contributed very greatly to the success of the event, perhaps more so than anything else, because the people of this city and vicinity are familiar, from the smaller exhibitions held in the past, with what can be produced in the Districts of St. John's East and West, but it was a very agreeable surprise to them and to the whole of those who saw the Exhibition, that the outports were able to make so admirable a showing. The Board feel confident that future exhibitions will show a very notable advance in the number and in the volume of exhibits as a result of the mutually advantageous demonstration of our agricultural capabilities, which this affair provided.

VALUE OF OUTPORT PRIZES

A specially gratifying circumstance connected with the outport displays is that the aggregate of prizes won by the outports was eighty, valued at $383, and by St. John's, ninety-four, valued at $425, for cereal and root crops, eggs, butter, fruits and needlework, etc. Notable successes by the outports were that Seal Cove, in White Bay, won all three prizes for the Colony for Early, Jersey and Wakefield cabbages; Harbor Grace won all three prizes for the Colony for Purple Aberdeen turnips; Change Islands won four prizes for exhibits of eggs; Ferryland won several prizes for

butter; and Salmonier, Harbor Main, Crabbes, Catalina and Salmon Cove (T.B.) also won prizes. This is a very creditable result, in view of the fact that St. John's and the West Coast are regarded as our most promising agricultural sections. Of course, the difficulty of shipping live stock from the outports made any extensive participation by them in this feature of the Exhibition impracticable.

MARKET PLACE IN ST. JOHN'S

The Board thinks that the time has come when the St. John's Municipal Council should be invited to avail (if prepared to do so) of the provision of $10,000, set aside twelve years ago for the construction of a market in the city, or that some other scheme may be devised by the Municipal authorities for attaining the same end. This market should not alone be made available for people in the city to buy and sell, but matters should be so arranged that it would be possible for outport producers of farm stuffs to be able to make sales there with a minimum of inconvenience and expense.

LOWER FREIGHTS FOR FOODSTUFFS

A gratifying circumstance in connection with the policy of agricultural advance is the marked increase in the quantity of domestic farm products handled by local transportation agencies, the railroad and coastal steam services, and from a statement kindly supplied by the Reid Newfoundland Company's freight department it would appear that for 1908 the November and December grand total of farm produce carried was 914,600 pounds; 1909, 1,118,130 pounds; and 1910, 1,438,510 pounds. This shows an increase of 22 per cent. in 1909 over 1908, and an increase of 27 per cent. in 1910 over 1909, or a total of practically 50 per cent., an increase of one-half in the quantity of this class of freight carried in the short space of two years.

This is attributable to the movement inaugurated by the Hon. Prime Minister shortly after the present Government took office, by which, on his representations, the several transportation agencies agreed to a uniform freight rate for locally produced vegetables from any one point to any other point in the Island of Newfoundland, of twenty-five cents per barrel. No better object lesson can be desired, as to the possibilities of agriculture, because if it is possible within two brief years to increase by one-half the amount of agricultural products carried over the railway line, it shows that there is an immense market available, and that it only requires energy and enterprise for this market to be developed to a still greater extent.

It should be stated that the coastal steam services of Messrs. Bowring Brothers and Crosbie & Company also co-operated with the Government by putting these rates in effect; and they report a gratifying increase in their carriage of these commodities. The Board is strongly of opinion that the benefits of this policy would be still further enhanced if some agency

could be provided in St. John's by which outport producers of farm stuffs might be enabled to sell them at terms as advantageous as imported produce is now marketed.

THE MODEL FARM

The farm in the environs of St. John's used as an experimental station or, as it is more commonly known, "The Model Farm," represents a problem that has occasioned the Board much concern. On the Board assuming office, this place was found to be the headquarters for a number of male animals, used for the purpose of propogation, but after carefully studying all aspects of the subject, the conclusion was realized that the returns therefrom were hopelessly inadequate and not commensurate with the expenditure involved. For instance, the services of the stallions kept in the stables there were only requisitioned a comparatively few times during the season, and these costly animals, representing a large outlay, were neither yielding the Government anything financially, nor were they contributing at all scarcely towards the purpose for which they were maintained.

These animals have now been removed from the place and distributed to societies throughout the Island, and the Board has recommended that the property be got rid of in the most advantageous manner possible. It is quite true that the purchase of this property involved a large outlay by a previous Government, but, in the opinion of the Board, the continued maintenance of the establishment there is simply a case of throwing good money after bad. The property cannot be maintained for less than $2,400 a year, and the Board is of the opinion that the wiser course would be to either use the place for some other public purpose, in which connection the buildings now thereon might be used as outhouses, etc., or else that the premises be leased to some enterprising farmer for a term of years, and thus enable the Colony to secure some return on the investment, without having to face the certain loss involved by the annual outlay that is inevitable at present.

FARM ECONOMIES

Among other subjects to which the Board has given attention during the past year is that of promoting farm economies, for in farming, as in every other occupation, the effecting of economies will contribute very largely to the well being of the individual engaged therein. We are too prone at present to extoll manufacture and trade as the only forms of progressive activity and to regard our wealth as being built upon these. This is an entirely erroneous notion, yet we are slow to learn that the tillage of the soil is the natural and most desirable occupation for man, to which every other is subsidiary and to which all else must in the end yield. The establishment of a new industry, or the discovery of a new mine, is heralded enthusiastically, although neither can add a tithe to the country's wealth, compared with the possibilities of material advantage which would result from some slight improvements in farming methods.

Now that a concerted effort is being made to promote agricultural development in this Island, the time seems most opportune to grapple with this aspect of the problem. In farming at present people everywhere are satisfied with a small yield at the expense of the most rapid deterioration of the soil. Our present tillage here produces only a fraction of what the land might yield without losing an atom of its fertility. It has been stated by competent authorities that we could double the product from our tilled areas to-day by some slight improvements, and the Board is moving in the direction of bringing about such a result.

THE MATTER OF FERTILIZERS

As the Board is now working to induce our people to utilize most fully the cleared land that already exists, the question of utilizing the refuse of our fisheries for fertilizing purposes is naturally one of the first to suggest itself. Everywhere one hears the complaint that the lack of adequate and inexpensive fertilizers is one of the greatest drawbacks to husbandry in this Island. The Board has procured samples of guano from local manufacturers and sent them to MacDonald College and to the Canadian Department of Agriculture for analysis, and it is hoped, by co-operation with the pioneers in this infant industry, to greatly enlarge its scope and bring within the reach of everybody the opportunity of securing cheap fertilizer.

FARM IMPLEMENTS FOR OUTPORTS

The Board is also endeavouring to promote the co-operative principle among the outport societies, with a view to the latter procuring machinery and appliances which can be used by the members in turn, thereby relieving individuals of the heavy cost which the obtaining of these items of equipment for themselves would entail, besides being a heavy charge on the small acreage which might be farmed. It will scarcely be disputed that if agriculture is to make any strides in this Colony, it must eventually attain this result by development, so far as possible, along modern lines, and that every labor-saving device and every mechanical agency which can be provided without unduly burdening other individuals of communities will contribute its quota to the attaining of this result.

INCREASING THE FARMING POPULATION

The desirability of increasing the number engaged in the prosecution of agriculture amongst us cannot be too strongly emphasized. The fisheries may fail utterly, and men who go to Labrador, the Grand Banks or among the inshore ledges may utterly fail to secure any adequate return for their labor, but it is rarely that anyone engaged in mixed farming on the lines practised in this Colony finds himself lacking in the sufficiency of crops and to ensure him a livelihood if he practices his avocation as to the existence of a market for farm stuffs, industriously and intelligently. There is no question as to this in this Colony. The market admittedly exists. The

figures of import attest this. It is, therefore, only a question how this market is to be supplied; and it can be supplied in two ways, first, by so improving agricultural methods as to greatly increase the output by those at present engaged in the business; and, second, by inducing more people to live on the land and so increase our product in that way, if at all possible, to make more farmers, to induce more people to devote their whole time to the cultivation of the land, and the better the results we achieve in this direction the more substantial and certain will be the future of agriculture amongst us.

UTILIZING EDUCATIONAL AGENCIES

Wherever it is possible to secure or to fill the position, the Secretary of every agricultural society must be, in accordance with the terms of the Act, a school teacher in the centre where the society is formed; and his remuneration is fixed at $20 per annum. This accomplishes a three-fold purpose; it makes the Secretary an active worker for the Society; it provides the society with an official well equipped for his duties; and it encourages him to interest his pupils in the movement, so that the maximum of advantage is thereby gained for all concerned.

AGRICULTURAL SCHOLARSHIPS

In the autumn of last year an offer was made to the Hon. Prime Minister by a gentleman of means, who wishes to remain anonymous, of $5,000 for five years to send ten students annually to Canadian agricultural colleges to take courses which would enable them to undertake effectively the teaching of agriculture in the schools, on condition that a similar sum could be obtained from other parties in the country for the same object. The Board is as yet unaware whether this condition has been complied with, but trusts that it may be possible to find enough men of public spirit prepared to do their part towards the attainment of such an object as this.

DISTRIBUTION OF LITERATURE

At frequent intervals during the past nine months, agricultural literature was prepared by Mr. J. F. Downey, a member of the Board, and supplied to the newspapers throughout the Colony, and other literature, in the shape of pamphlets, was distributed to the societies. This work will be continued on a more extended scale during the current year, and the societies have also been provided with issues of Canadian farm publication; all with the idea of enabling the members of the societies and the whole public of the Colony to secure more enlightenment on the subject of agricultural progress and making the utmost use of their opportunities in this direction.

AGENCIES TO BE USED LATER

It is, perhaps, early yet to develop the aspect of agricultural progress which has shown itself so prominently in Canada, notably in Ontario, namely, the formation of Farmers' Institutes, for lectures and discussions, the read-

ing of agricultural papers and the dissemination of agricultural information generally, but the Board hopes that in a few years the progress in agricultural effort that is now being enterprised will have produced such results as to warrant the introduction of these features, which have to be postponed now in order that every dollar available may be put into improved stock and seeds.

TRAVELLING INSTRUCTORS

Within the near future it is hoped to be able to effect the employment of travelling agricultural instructors to go around the Island from place to place, confer with the people as to the methods of farming they have followed, and point out to them, by illustration and example, how improvements can be effected. On this point Dr. Robertson says—"We have found in Canada that travelling instructors are among the best of agricultural helps. You could apply with equal success, perhaps with greater relative success, that system and practice here. One man could cover this Colony, to some extent, in one year. The agricultural societies in the various districts might choose some capable farmer, have him instructed properly by occasional visits from a travelling instructor, and through the means of his crops interest and help his neighbors. You should also have illustration plots on farms, for these give a most practical and useful idea of how to farm most profitably. At stated time in the districts where they were located the travelling instructor could hold meetings, with the plots as his object lessons. If crop competitions could be arranged for the largest and best yield per acre, this would bring out healthy competition among the farmers and unquestionably improve their farming methods. A similar plan could be adopted with regard to gardens for smaller areas than one acre. I have seen some excellent gardens, creditable in many ways. But these might be improved by the plan of garden competitions, for yields per acre or yields on ever smaller areas than that."

BRITISH FARMING CORPORATION

The Government was also invited during the autumn to afford facilities for an English company, formed by R. V. Mostyn, to engage in agriculture in its various branches in the Deer Lake district. Mr. Mostyn and his associates are convinced that it is quite feasible to carry on farming and stock raising on a much more extensive scale than has been hitherto practised, by the providing of more ample capital than local agriculturists have been able to command; and the company has acquired a large tract of land in that vicinity and has undertaken preliminary steps towards extensive operations as soon as the spring opens.

DR. ROBERTSON'S VISIT

During last September, Dr. J. W. Robertson, C.M.G., the distinguished Canadian agriculturist, who had been Canadian Dairy Commissioner for many years; subsequently Principal of the MacDonald Agricultural College

at St. Anne de Bellevue, near Montreal; and has been for the past year or more President of the Canadian Royal Commission on Industrial Training and Technical Education, visited the Colony, at the invitation of the Hon. Prime Minister, and spent a fortnight here, during which time he made an exhaustive inspection of farms in the vicinity of St. John's; and also at Grand Falls, and on the West Coast, besides addressing public meetings in the city and in the midland town. He was most eulogistic of the country's agricultural possibilities, and of the work which the Government was doing in that direction, and he expressed himself as confident that there was a great industrial future before Newfoundland, both agriculturally and otherwise.

The Board feels that the Colony has great cause for thankfulness that a gentleman of Dr. Robertson's reputation and attainments could be induced to sacrifice from his other concerns the time required to make this visit, and especially that he should have been willing to do so without any charge to the Colony for his services. He has placed upon record, in an address of which a copy is appended hereto, his conclusions with respect to agricultural development in this Colony, and Your Excellency will, I feel sure, realize, from a perusal thereof, that the conclusions which he has reached are identical with those which have actuated the Board in the lines of policy it has inaugurated. Dr. Robertson was specially hopeful of the Colony being able to produce a much larger proportion of the food stuffs necessary for the support of its own people, and it was a profound satisfaction to all who came in contact with him to observe how enthusiastic he was regarding the future of farming in this Colony.

REDUCED IMPORTS ON FOODSTUFFS

The Board is encouraged to believe that the decided reduction in the following imports of food stuffs during the fiscal year 1909-10, as compared with those for 1908-09, as shown by the following comparative table, is due mainly to the advance made in agricultural development as a result of the policy inaugurated by the present Government, and the efforts made on its behalf to induce the people of the Colony to undertake a more extensive cultivation of the soil; and the Board feels confident that the same result, on a more decided scale, will be witnessed when the figures for the present fiscal year are available.

Articles	1908-09	1909-10	Decrease
Beans—lbs	728,665	534,479	194,186
Butter and Oleo—lbs	485,408	469,424	15,984
Buckwheat, meal flour, etc.—lbs.	7,264	5,232	2,032
Chocolate and Cocoa—lbs	80,902	68,609	12,833
Eggs—doz.	42,111	29,047	13,064
Fruit (dried)—lbs.	1,575,586	1,046,924	528,662

Articles	1908–09	1909–10	Decrease.
Lard (for butter mfrs.)	$144,185	$112,332	$51,853
Materials (for butter mfrs.) ...	$5,322	$3,447	$1,875
Pork—brls.	25,649	21,210	4,439
Rice—lbs.	645,120	567,190	77,930
Cabbage—lbs.	440,198	410,361	38,837
Potatoes—bushels	94,855	72,928	21,927
Turnips—bushels	14,099	12,393	1,706
Wool (unmfd.)	$2,210	$1,574	$637

The import of animals, on the other hand, has increased in all cases, except with regard to horses, as the following table shows—

	1908-09	1909-10		
Horses	348	271	Dec.	77
Oxen and Cows	2,959	2,816	Inc.	221
Sheep and Calves	2,154	2,327	Inc.	173
Pigs and Lambs	329	403	Inc.	74

The conclusion from these figures is that the import of horses, which the previous year showed an increase of 106, due to the Harmsworth Company importing a large number for logging in the woodlands, was now returning to a more normal condition—though these figures would represent an actual increase of 30, as compared with the year before last. The increase in the number of the other animals is, the Board thinks, attributable to the greater activity in farming operations and the import of these animals for use by the parties contemplating increased operations.

The import of hay in 1909-10 was 3,043 tons, as against 2,966 tons in 1908-09—an increase of 77 tons, but when the greatly enhanced number of farm animals imported this year and the previous year, notably of horses, is remembered, it will be seen that there must really have been a considerably increased quantity of hay grown or else the import of this article would have been very much larger. In the same way, the import of oats in 1909-10 was 397,145 bushels, as against 325,096 in 1908-09—an increase of 22,099 bushels, a circumstance due to the same conditions. The Board is very hopeful that as an outcome of the agricultural operations of the past season and the present, the import of both hay and oats will be seen to be considerably reduced when the next fiscal returns are tabled.

In conclusion, the Board desires to place upon record an expression of its thanks to Your Excellency and Lady Williams for your kindness in consenting to formally open the Agricultural Exhibition; to the Manufacturers' Association for its co-operation, with the exhibition of manufactures at the same time, which contributed so materially to the success of the combined display; to the Hon. Sidney Fisher, Minister of Agriculture of

Canada, for his personal efforts to assist the Board in its various undertakings; Dr. Gussow, Mr. Moore and Dr. Standish, of his department, for their undertakings on behalf of the agricultural movement in this Colony; the Dominion Department of Agriculture, the Provincial Departments and the MacDonald Agricultural College for their kind offers of assistance in various forms; Drs. Robertson and MacPhail for their visits to the Colony and their efforts to assist in the work under reference; Agent Harvey, of the Dominion Department of Marine and Fisheries at Halifax, for his services in securing and forwarding the Sable Island ponies to the Colony—all these helping materially in the work of the Board and towards the promotion of agricultural development in Newfoundland.

Respectfully submitted,

S. D. BLANDFORD,

Minister of Agriculture and Mines and President of the Newfoundland Agricultural Board.

Report of the Department of Marine and Fisheries for the Year 1910.

Report of the Department of Marine and Fisheries for the Year 1910.

Department of Marine and Fisheries,
St. John's, Newfoundland,
January, 1911.

To His Excellency SIR RALPH CHAMPNEYS WILLIAMS, *K.C.M.G., Etc., Governor and Commander-in-Chief in and over the Island of Newfoundland and its Dependencies.*

MAY IT PLEASE YOUR EXCELLENCY,—

In compliance with the provisions of Section 4 of the "Marine and Fisheries Act of 1898," I have the honour to submit herewith, for the information of Your Excellency and the Legislature of Newfoundland, the Thirteenth Annual Report of the Department of Marine and Fisheries for the past year, 1910.

I have the honour to be,
Your Excellency's most obedient servant,

A. W. PICCOTT,
Minister of Marine and Fisheries.

DEPARTMENT OF MARINE AND FISHERIES,

ST. JOHN'S, NEWFOUNDLAND.

Minister of Marine and Fisheries .....A. W. Piccott, M.H.A.
Deputy Minister of Marine and Fisheries.....A. C. Goodridge.
Secretary of Fisheries Board.....D. W. Prowse.
Commissioner of Fisheries.....J. O'Reilly, I.S.O.
Inspector of Lighthouses .....R. White.
Inspector of Marine Works .....W. P. Rogerson.
Inspector of Boilers and Assistant Examiner of Marine Engineers .....A. McLachlan.
Assistant Inspector of Boilers and Examiner of Marine Engineers .....D. Macfarlane.
Surveyor of Local Shipping.....A. Boyd.
Examiner of Masters and Mates and Harbor Master.....Ed. English.
Inspector of Pickled Fish .....P. J. Fitzgerald.
Assistant Commissioner of Fisheries.....J. H. Dee.

Fishery Board.

A. W. Piccott, Chairman
A. McDougall
M. P. Cashin
W. C. Job
W. Winsor
E. Grant
R. J. Devereux
D. W. Prowse, Secretary

Inland Fishery and Game Board.

A. W. Piccott, President
A. J. W. McNeilly
Thomas Winter
W. J. Carroll
F. McNamara
W. H. Bartlett
J. Penney
G. E. Motty
L. E. Keegan
J. R. Bennett
W. B. Sclater
T. Tompkins, St. George's
N. Fisher, Bay of Islands
Dr. Fitzgerald, St. Jacques
R. Mosdell, Port aux Basques
D. Sinnott, Placentia

Department of Marine and Fisheries.
St. John's, Newfoundland, Dec. 31, 1910.

To A. W. Piccott, Esq.,
Minister of Marine and Fisheries,

Sir—I have the honour to submit—as Deputy Minister—Report for the season ending December 31st, 1910. With this report are included those of the various sub-divisions of the department.

EXPENDITURE

The following are the expenditures under Summary Heads II., VIII., X. and Surplus Trust for the fiscal year ending June 30th, 1910, for the department—

Civil Government

Appropriation	$10,686.66
Expenditure	10,040.83
Expenditure less than Appropriation	$645.83

Lighthouses

Appropriation	$85,866.00
Expenditure	84,693.21
Expenditure less than Appropriation	$1,172.79

Marine and Fisheries

Appropriation	$162,769.39
Expenditure	155,519.03
Expenditure less than Appropriation	$7,250.36

Surplus Trust

Appropriation	$16,819.14
Expenditure	3,133.07
Expenditure less than Appropriation.....	$13,686.07

CODFISHERY

The total exports for the fiscal year ending June 30, 1910, show 1,502,269 quintals dried codfish, valued at $7,307,778, as compared with 1,732,387 quintals, valued at $7,398,536, for the corresponding period of 1909.

These figures show a decrease of 230,118 quintals, and a shortage in valuation of $90,758—the higher price which prevailed having helped out the deficit in the number of quintals.

The season's business opened very briskly.

The bankers and western boats were fully a month before the average time in commencing operations, and the Northern fleet started their voyage at a similarly advanced date. Unfortunately, owing to the absence of the fish, the latter were unable to profit, as they might have been expected to do, by this early opening of navigation.

The modes of shipment have remained as last year, with an increase in the number of casks shipped.

The prices paid locally were high, and well sustained throughout the season.

Owing to the competition which prevailed, adequate value was in far too many cases neither given nor received, and the quality sold and accepted has been of a much lower standard.

The progress made in the manufacturing of fish goods is gratifying, and is more fully referred to in the remarks on the Exhibition held in November—herewith attached.

The purchase of green fish has had some little effect on the stocks held at this date, and may assist beneficially in the realization of the present holdings.

The stocks of codfish on hand at this date are very considerably below the average, and it is to be hoped that this shortage may assist in making the realization a profitable one.

At the same time the high prices paid in the local market will have the effect of so raising the cost to the consumers abroad that there cannot be a very large margin of profit to be anticipated.

During the period mentioned, out of a total export of 1,502,269 quintals exported, 864,208 quintals went to the markets of the Mediterranean.

The following give the figures as compared with last year—

	1909	1910
Greece	65,202 quintals	89,708 quintals
Italy	380,762 quintals	253,542 quintals
Spain	280,311 quintals	199,662 quintals
Portugal	256,080 quintals	321,296 quintals

Brazil this season took 395,143 quintals, as compared with 382,180 quintals in 1909.

The remarks contained in last year's Report concerning the markets of the Mediterranean, apply with even more force to the season under review.

In th Brazilian markets trade has remained practically as before. Quite an appreciable quantity of Newfoundland fish has been sent by steam via New York.

There has been no further development of the markets south of Bahia.

The Scotch fish has been making progress in the southern markets, but so far has not interfered with the Newfoundland trade, as it has gone into competition with the Norwegian and Nova Scotia products.

There is a good opening in Brazil for boneless and skinless fish, if sufficiently advertised and placed in the hands of competent agents.

Conditions generally for our trade were better than in the preceding year, and the rise in the Brazilian rate of exchange helped the retailing of fish amongst the consumers.

I beg to call the attention of the Government to the necessity of governing the steam trawlers who have been operating in the past in the inshore waters of our coasts.

This has during the past few seasons been particularly noticeable in Bay St. George, where the banks have been devastated by this destructive method of fishing.

During the months of April and May, when the fish run in to spawn, immense damage has been done by certain French trawlers, who have not only captured a great quantity of mother fish, but have fished within the three-mile limit, and disregarded our Fishery Regulations as well as our Customs' Laws.

This is a serious matter and if such a fishery is permitted with impunity it will naturally increase, with corresponding and alarming destruction.

While in the past this has not been within our jurisdiction, the question of The Hague Arbitration has given us control over these waters, and prompt steps should be taken to enforce our rights and prevent a continuance of this destructive method of fishing in our territorial waters.

In this connection, I beg to call your attention to a report of Mr. Fitzgerald's on this subject.

This applies mostly to our territorial fisheries but, at the same time, the Grand Bank, Quero, St. Peter's Bank, the offshore banks, and all the deep sea fishing grounds are being depleted to an enormous extent—which, to date, has not been realized in the least.

The necessity for some international regulations, to protect and preserve these fisheries, is becoming yearly more urgent, and Newfoundland, which has always been chiefly interested, should take this matter up.

Canada has already made a move, and is seeking the co-operation of the nations interested to conserve the welfare of the deep sea fisheries.

These banks are the natural source and supply of all offshore and inshore fisheries, and the importance of such protection is not to be under-estimated.

LABRADOR

The opening of the fishing season on the Labrador this year was one of the earliest on record, commencing during the beginning of May.

The result of the fishery, however, may be regarded as one of the worst on record.

The following is a comparative statement of the fish exported from the coast for the past three seasons—

1908	288,836 quintals	Valued at $779.858
1909	168,692 quintals	Valued at $623,362
1910	81,368 quintals	Valued at $325,472

showing a decrease of 87,324 quintals as compared with 1909, and of 207,468 quintals as given in 1908.

The smallest export from the coast previously recorded was in the year 1859, which gave the figures as 116,451 quintals.

During this season there were 12,050 persons engaged in the Labrador fishery—a decrease of 2,938 as compared with 1909.

There were 1,126 schooners employed, of which 992 were floaters and 134 were freighters.

A conservative estimate gives the number of codtraps employed as 3,000.

Besides which there were some 750 Labrador liviers engaged, employing ten schooners and 150 traps.

From the accounts from the outports, it is estimated that some 178,560 quintals were brought home to Newfoundland—an amount far below previous years.

The price paid on the Labrador Coast varied from $3.50 to $4.00 per quintal, while in St. John's the prices ranged from $3.70 to $5.00 per quintal.

The catch of the Moravian Missioners, ex steamer Harmony (2,250 quintals), was sold in St. John's for $6.00 per quintal, and was purchased by a Spanish firm. This may be regarded as a record price.

There was no steam used in the prosecution of the fishery for this season.

Owing to the failure of the trap fishery, and on the recommendation of Captain Winsor, Fishery Commissioner, the Fishery Board decided to ask the Government to rescind the Section of Rule 63 of the Fishery Rules and Regulations dealing with the prohibition of trawls and bultows on the Labrador. This was done, and duly gazetted on the 16th of August.

The better prices which prevailed at home had some little effect in bringing up the deficit to those who were partially successful, while the labor provided by industrial and railway enterprises was of great assistance to many hundreds, whose lot would have been poor had they been dependent only on the results of this fishery.

Although good prices were paid in the local markets, the cure generally accepted was of an inferior quality, and it is noticeable that the cargo whose quality was most uniform and better all round fetched a record price in St. John's when sold at public auction.

Exports of Codfish, Salmon, Oil, etc., from Labrador, for Season 1910.

Date	Vessel's Name	Shippers	Port Cleared For	Quantity Qtls.	Cleared From	Value
Sept. 14	Kammerherre Shutt....	J. P. Jensen	Genoa.....	2,802	Griffin's Harbor.....	$11,208 00
23	Johanne.....	do	Genoa.....	2,568	Indian Tickle	10,272 00
				5,370		$21,480 00
Sept. 17	Dorothy	Franklin & Co.	Patras.....	3,112	Cape Harrison	$12,448 00
23	M. A. James	do	Genoa.....	3,366	Fishing Ships' Hr...	13,464 00
				6,478		$25,912 00
Sept. 15	Yrsa	P. Templeman	Leghorn.....	2,600	Indian Tickle.....	$10,400 00
28	Vigilant	do	Patras.....	2,836	Indian Tickle.....	11,344 00
				5,436		$21,744 00
Sept. 20	Clara	R. D. McRae	Patras.....	3,409	Grady.....	$13,636 00
Oct. 19	Kate	do	Gibraltar	3,320	Grady.....	13,280 00
				6,729		$26,916 00
Sept. 29	Laura.....	E. Kennedy	Gibraltar	3,240	Frenchman's Island	$12,960 00
Sept. 27	Mary Duff	W. Duff & Sons	Valencia.....	3,627	Indian Tickle.....	$14,508 00
Sept. 22	Svalen	J. W. Hiscock	Gibraltar	2,682	Smokey Tickle	$10,728 00
Oct. 21	Hannah.....	T. & J. Dunn	Valencia.....	2,570	Makkovik	$10,280 00
Sept. 24	David Morris	C. A. Jerrett	Malaga.....	1,953	Indian Harbor	$ 7,812 00

Sept. 23	Ideal	T. & M. Winter	Patras	3,142	Batteau	$12,568 00
19	Virginia	Ryan Bros.	Malaga	2,800	Webber's Harbor	$11,200 00
Oct. 6	Mary Lloyd	Baine, Johnston & Co	Valencia	3,800	Battle Harbor	$15,200 00
Sept. 2	S.S. Muranger	do	Barcelona	8,448	Battle Harbor	33,792 00
				12,248		$48,992 00
8	Rose	John T. Sheehan	Seville	2,400	Batteau	$ 9,600 00
8	E. Pritchard	John Rorke & Sons	Leghorn	3,500	Venison Island	$14,000 00
16	Maagen	P. J. Shea	Malaga	3,650	Bolter's Rcck	$14,600 00
17	Rosie	G. & M. Gosse	Exeter	2,523	Dark Tickle	$10,092 00
Oct. 1	Mona	Robert Reid	Halifax	1,300	Blanc Sablon	$ 5,200 00
Aug. 1	Una	do	Halifax	20	Blanc Sablon	80 00
6	Mona	do	Halifax	200	Blanc Sablon	800 00
				1,520		$ 6,080 00
18	Mildred	Job Bros. & Co.	Malaga	3,500	Blanc Sablon	$14,000 00
28	S.S. Alabama	do	Malaga	8,000	Blanc Sablon	32,000 00
				11,500		$46,000 00

EXPORTS FROM LABRADOR FOR SEASON 1910

[Continued]

RECAPITULATION FOR COUNTRIES

Gibraltar, for orders	9,242	quintals
Spain	40,748	quintals
Italy	14,836	quintals
Greece	12,499	quintals
United Kingdom	2,523	quintals
Canada	1,520	quintals
	81,368	quintals

COMPARATIVE STATEMENT

1909	168,692	quintals	$623,362.00
1910	81,368	quintals	325,472.00
Decrease for 1910	87,324	quintals	$297,890.00

SALMON

Hudson Bay Company—178 tierces, United Kingdom	$4,877.20
Hudson Bay Company—28 barrels, United Kingdom	306 60
Robert Reid—282 barrels, Canada	3,380.00
	$8,563.80

TROUT

Robert Reid—3 barrels, Canada	$18.00

HERRING

Robert Reid—4 barrels, Canada	$12.00

COD OIL

Robert Reid—4 tuns, Canada	$240.00

SEAL OIL

Hudson Bay Company—22 tuns, United Kingdom	$1,131.67

SEAL SKINS

Hudson Bay Company—1,106, United Kingdom	$595.20

FEATHERS

Hudson Bay Company—2,107 lbs., United Kingdom.....	$184.44

FURS

Hudson Bay Company—United Kingdom.....	$40,609.00

RECAPITULATION, 1910

Dry Codfish—81,368 quintals.....	$325,472.00
Salmon—178 tierces and 310 barrels.....	8,563.80
Trout—3 barrels	18.00
Herring—4 barrels	12.00
Cod Oil—4 tuns	240.00
Seal Oil—22 tuns	1,131.67
Seal Skins—1,106.....	595.20
Feathers—2,107 lbs.....	184.44
Furs.....	40,609.00
	$376,826.11

BANK FISHERY

The Bank fishery for 1910 was very successful, and the total exceeded that of 1909, which was considered a good year.

There were 101 Newfoundland bankers, aggregating 6,630 tons, and carrying 1,567 in crews.

The total catch amounted to 144,524 quintals dry fish, giving an average of 1,430 quintals per vessel, and 92 quintals per man.

The price was well maintained, and continued rising, which contributed greatly to the success of the voyage.

The pluck, perseverance and ability displayed are much to be commended, and the success which has attended this fishery is to be seen in the increased prosperity and well-being of the centres chiefly interested.

The following figures give a brief comparison—1907-8, 120,000 quintals; 1908-9, 131,452 quintals (95½ quintals per men); 1909-10, 144,524 quintals (92 quintals per man).

The results of the French, American, Canadian and Portuguese ventures were also good. The decrease in the number of American bankers fitted out for this fishery on the Newfoundland Banks is most noticeable. For 1904 the Newfoundland Government issued 75 bait licenses to Americans. This season there were only six vessels engaged in this fishery.

Return showing Number of Vessels Fitted Out in Newfoundland in the Year 1909–10 for the Bank Fishery.

Port Cleared From	No.	Ton'age	Crews of Men	Qtls. Dry Fish
Garnish	1	55	14	1,200
Burgeo	2	127	26	1,846
St. Lawrence	1	93	21	2,223
Marystown	3	130	34	2,056
Catalina	5	380	82	5,121
Ramea	2	119	28	2,650
Stone's Cove	5	300	73	6,750
Heart's Content	1	83	20	2,092
St. Jacques	2	144	35	3,395
Fortune	4	255	58	4,861
Harbor Breton	20	1,056	250	22,100
Grand Bank	26	1,959	462	42,983
Burin	16	938	238	24,627
Belleoram	13	991	226	22,510
	101	6,630	1,567	144,524

Average Catch per Vessel..... 1,430 quintals
Average Catch per Man..... 92 quintals

1909–1910..... 144,524 quintals
1908–1909..... 131,452 quintals

Increase 1909–1910..... 13,072 quintals

CULL

The necessity for a standardization of the cull of fish has been, if anything, more in evidence this season than probably ever before.

Owing to the keen competition, the cull has been merely an expression of opinion on the part of the purchaser as to what he chose to regard as value for the various grades.

The cullers who have been sworn in—of whom a few remain—and the men who have been acting as cullers, are only required to treat all comers on an equal footing, and had to accept the condition of affairs.

Up to the present time, despite the variety and quantity of recommendation which have been put forward, no common basis of agreement has been arrived at.

The question of developing the greatest intrinsic value of the products on economic principles, for the benefit of the country at large, has been lost sight of.

There is no doubt that the trade will have to give this matter serious and prompt consideration.

A standard could be adopted before the opening of the next season, and competent cullers sworn in to carry it out without prejudice.

If a standard for Merchantable fish only could be arrived at, it would be a step in the right direction, and other grades would eventually follow.

LOBSTER FISHERY

The returns for this fishery for the past season show an increase of 2,276 cases over the figures for 1909.

There were 2,081 licenses issued, as against 2,350 last year—a decrease of 269; and 1,451 less men were returned as engaged in the fishery.

The decrease in the number of men is probably owing to the falling off of the fishery for the seasons preceding 1910, and to the consequent engaging of the men in more remunerative employment.

This affected the younger generation, and may account in a small way for the improvement noticeable in the pack.

There has been quite an improvement in the size of the lobsters packed, which may be accounted for by the stricter enforcement of the eight-inch regulation, particularly in Fortune Bay, which has hitherto been the worst offender.

The prices paid in the local markets varied from $13.50 to $17.00 per case.

The chief causes of complaint this season from the lobsters dealers are (1) the mixing of No. 2 lobsters with No. 1 in the same package; and (2) the prevalence of "do-overs."

Every tin which has been re-processed at once becomes an inferior article, and, as such, should be kept separate.

It is bad enough when the re-processing takes place at once, but when, as is too often the case, these are kept over to the end of the season, a still more inferior article is sent out, with consequent loss and annoyance to trade.

The first can easily be overcome by better attention on the part of the packers. The remedy for the second is in the power of the dealers, who have the inspection in their own hands.

It is possible that the high prices prevalent this season were an incentive to fraud on the part of some of the sellers, but it must also be remembered that the buying agents were this year purchasing the lobsters talqual and without inspection.

While still convinced that a reasonable close season, and eventually the establishment of central packing houses, will be the most beneficial solution of the lobster industry, I am led to believe, from the reports of Messrs. Dee and Fitzgerald, herewith attached, that the majority of the lobster packers agree as to the condition of the fishery, and are desirous of improving same. Their recommendations are entirely opposed to a close season being created, but are practically unanimous in favoring the shortening of the season at present established.

The month of July, owing to the warmth of the water, the soft and spawn-bearing condition of the lobsters, produces the worst pack of the season.

This applies particularly to the South and West Coasts, and proportionately as one proceeds further north.

There is a growing desire on the part of the packers of the West Coast, and in the District of St. Barbe, to have single traps abolished.

These traps are not moored, but are placed singly in every nook and cranny along the shores, and are consequently taking a lot of lobsters, most of which are spawn bearing.

I beg to recommend that the Fishery Board give these matters their serious consideration.

The department has this season given particular attention to getting returns sent in from the packers.

I find that packers are inclined to be very casual, both in making up and sending in these returns; but considerable more accuracy has been obtained this year, and packers are asked to co-operate more fully with the department in the future.

The value of the lobsters exported for the fiscal year 1909 are returned at $343,619, while for the corresponding period of 1910 the figures given are $337,835.

I am surprised that so very few lobsters have been sent away under the Solling process of packing. Experiments made have proved most satisfactory, and the returns more than warrant a more extensive trial of this method.

Some attempt was made during 1910 to save and manufacture the shells, claws and bodies of the lobsters.

Considering the number taken during the season, and that the fish only was extracted, this, if developed, should prove a welcome addition to the lobster industry.

I append a copy of the returns.

Total Returns of the Lobster Fishery for the Year ending 1910.

District	Licenses	Men	Traps	Lobsters Caught	Cases Packed
Twillingate	208	378	10,281	248,319	1,240½
Fogo	59	148	5,146	109,968	670¼
Bonavista	92	224	6,081	139,842	970½
Trinity	27	45	1,540	27,645	150¼
Bay de Verde	6	7	259	5,085	36
Carbonear	2	2	120	1,090	5½
Harbor Grace	1	2	90	1,000	7
Port de Grave	2	4	195	1,600	13
Harbor Main	14	28	550	13,366	97
St. John's	2	2	70	2,000	19
Ferryland	1	1	35	820	6
Placentia and St. Mary's	414	921	37,144	971,433	4,090
Burin	65	126	5,288	135,443	603
Fortune Bay	311	683	28,586	967,885	3,206½
Burgeo and LaPoile	112	132	5,420	125,671	615½
St. George's	411	760	32,360	948,784	4,427½
St. Barbe	354	1021	55,999	2,201,948	8,444¼
	2081	4487	189,170	5,900,649	24,601¾

GREEN FISH

In last year's Report I mentioned the desirability of being able to dispose of fish—green—especially in the autumn months of the year.

This season, owing to the shortage of the catch and increased demand, we have had an opportunity to test this matter.

Some 30,000 quintals of green codfish were purchased from the West Coast and shipped to the American storage plants.

In some cases prospective catches for the winter fishery were also purchased. A small quantity was also bought up in some of the northern bays.

With the wonderful progress which has been made by the Americans in the putting up of fish and halibut, and with the markets which are arising for their consumption, it can only be a matter of time when the Newfoundland fisheries will have to be regularly drawn upon by these manufacturers in order to supply the demand.

While it is easier for the fishermen to so sell their fish, receiving prompter returns, and enabling them to engage in other pursuits at an earlier date, it must be remembered that they have no further interest in any way.

The cost of manufacture and the profits are distributed in a foreign country, and Newfoundlanders, unless they keep up with the march of progress, will continue to occupy the position of lookers-on, or producers of the raw material only.

The purchase of the quantity mentioned has already had its effect on the market for salt cod, both in St. John's and the outports; and as it increases —as undoubtedly it will—the time will not be far distant when salt cod, as now exported, will be for the few markets who cannot possibly do without it, and only then to be supplied at a price more profitable than that to be obtained by selling green or in its manufactured state.

There have been several proposals, emanating from English and American companies, on this subject before this department during the past season, and it would be a pity that in this project, appealing to outsiders as it does, Newfoundlanders should not be the pioneers in their own country, and in a business they should know well how to conduct with success.

HALIBUTING

During November, the enterprising firm of Penny & Sons, Ramea, had a fine 28 horsepower motor engine installed by the Angel Engineering Co. in one of their schooners. This will impart a speed of seven knots to the vessel.

It is the intention of the firm to send this ship halibuting during the winter season, and afterwards to prosecute the codfishery.

In view of other remarks in this Report, and as this is a practical attempt to prove the value of this fishery by Newfoundlanders, it is to be hoped that a large measure of success will meet their enterprise.

Considering the importance of this fishery in other countries, and the remunerative returns received from its prosecution, the largeness of the demand, and the increase of the distributing centres for the United States and Canada, it seems a pity that Newfoundlanders do not take advantage of it.

As pointed out in another part of this Report, no great investment is necessary, and it only requires the impetus of a few business men to make it one of the most important and paying of the different fishing ventures.

Halibut Grounds

The best known grounds which are availed of by the shore fishermen are those on the S. W. Coast, extending off shore from Ramea Island to Cape Anguille, worked by men from Ramea, Burgeo, Rose Blanche, Channel and Codroy.

The halibut are found in the inshore banks in twelve to fourteen fathoms or even less; in the offshore banks in thirty to forty fathoms.

Halibut are divided roughly into two classes—"Chicken" halibut being fish under 100 lbs., found mostly on the inshore grounds, and those over 100 lbs. in weight, found on offer grounds, and classed as "greys." The former are more appreciated, and are valued locally at from two to three cents per lb. higher.

These banks extend irregularly offshore from ten to fifteen miles, and are fished by some people in large boats called "jacks," ranging from ten to fifteen tons, and manned by three men.

These banks are also fished by American and Canadian bankers, particularly in the early spring. The Newfoundland bankers fishing at that season confine themselves to the codfishery, having at present not entered into competition with the former.

The American and Canadian bankers availing of these grounds are not many in number (say eight or ten), and only fish there in the early spring, when on their way to the deeper grounds in the Straits and off the Labrador Coast.

The halibut runs in from the deeper water grounds towards the shore in the early spring—May and June. This is particularly noticeable with regard to the smaller sized, known as "chicken" halibut.

The spawning season is in July and August, during which time the fishery is not prosecuted to any extent.

Bay St. George has also within its limits excellent halibut fishing grounds, particularly around St. George's Bank, in the mouth of the Bay; and "chicken" halibut, as well as large fish, are found fairly plentiful, in spring and summer, well inshore along the sandy bottom coast line.

The coast line from Cape Anguille around this Bay is all sandy, with twenty or thirty fathoms in the centre down to very shoal water, extending for a mile and a half off shore, and cargoes have been known to have been taken by Americans in the past.

This ground has not been regularly fished by Americans for the past six or seven years, but during this period an occasional cargo has been taken out.

Owing to the lack of a market, the shore fishermen do not take advantage of this industry, except for local consumption and an occasional demand from small shippers. They are at present not properly fitted to prosecute this fishery—their boats being the ordinary cod fishing boats, too small for halibut fishing any distance off shore.

From Cape George to Bay of Islands are found the best inshore halibut grounds, but these have not been exploited, and have only been availed of by an occasional American halibut catcher in the past.

From Cape George to Port au Port Light, a distance of some thirty miles, are stretches of shallow water with sandy bottom, where, during the season just past, halibut in great numbers—large and small—could be observed in from five to six fathoms of water.

During June and July it was possible for some half dozen schooners, equipped for halibut, to have secured cargoes on the grounds from Red Island to Port au Port light, within three miles of the shore.

There were no schooners there this season.

The local fishermen had no market to encourage them in prosecuting this fishery, and have frequently been handicapped in their cod fishing by the presence of these halibut. When taken ashore no value is placed on this fish, and, after supplying any local want, the balance has been left to rot.

From Port au Port to Bay of Islands halibut are also in evidence. This is a deep water ground, quite available to inshore boats, similar to those used at Burgeo, etc.

There is no local halibuting and so far this locality has only been used by Canadian and American bankers, who go over these sections on their season's cruise. As a consequence, no figures are available as to the quantities they take.

Extensive banks are also found off Bonne Bay, from fifteen to twenty miles offshore. These are largely fished by the American halibuters, who

are acquainted with the banks off this coast. This season one American is known to have taken her cargo there in three weeks, having previously landed her cod fishing gear at Bonne Bay.

Halibut grounds are found right through the Straits, wherever sandy bottoms are in evidence.

Halibut caught by the Americans is "fletched," i.e., cut into strips and salted.

Those for cold storage have the blood (which tends to sour the fish if allowed to remain) removed, and are packed in ice.

There are grounds off Baccalieu, on the East Coast, where halibut has been taken by our local bankers, but these, to date, have not been exploited to any extent.

These grounds can also be traced south to Cape Bollard banks, and there would seem to be no reason why an equally good halibut fishery cannot be conducted from the shore, in suitably equipped boats.

Halibut will take any of the bait fishes so readily obtainable in Newfoundland waters, and may also be caught on small codfish and bits of dogfish.

At Burgeo there is now a business under the control of the Lingan Fishing Co., Ltd. (Nova Scotia), under the management of Captain Schofield.

This concerns buys for cash from the local fishermen, paying 4c. per lb. for "chicken" halibut, and 3c. per lb. for "grey."

The fish is bought and cleaned, then packed in chopped ice in boxes, placed on board auxiliary schooners, and sent with all despatch to the cold storage at Portland, Maine, from where they are distributed to the various markets in the United States. Any fish spoiled in transit are fletched, and the price realized wholesale is about 18c. to 20c. for the best fresh, and 10c. per lb. for fletched.

The earlier shipments were made by way of Sydney and train, but this has been discontinued, owing to the high freight rates.

It appears that this Company, though registered in Nova Scotia, finds its chief market in the United States. Its owners are both Americans and Canadians.

The average realized by the Newfoundland fishermen is 3½c. per lb., and even at this price successful crews at Burgeo have made $130 a week for three men.

There is a quantity sent into St. John's during the winter season (for which I have no figures), which is sold by the retailers at from 8c. to 10c. per lb. This comes principally from Port aux Basques, and the local men there obtain as high as 5c. per lb.

The prices realized by the American bankers are regulated by supply and demand and realize—for fletched halibut—from 10c. to 12c. per lb.

Halibut obtained in the fall season command better prices in American markets—the big spring and summer supply of fish being disposed of.

The Lingan Company are pleased with results to date, and taking this into consideration, are likely to realize better results for the balance of their first year.

This demonstrates that similar ventures, supplying an outlet for our fishermen in other sections where halibut are obtainable, could be established with profit to all concerned.

Labrador

Sufficient data are not available to submit a comprehensive report of the extent and importance of our offshore halibut grounds on the eastern seaboard and Labrador; but it is clearly established, from information derived from the Gloucester halibut fishing fleet—many of which are captained by Newfoundlanders residing in Massachusetts—that the most extensive grounds are to be found running parallel with the coast of Labrador for a distance of some 450 miles, standing off the coast from 30 to 60 miles, and extending north from Bell Island to Cape Chidleigh.

Soundings and temperatures were taken by a Canadian Government cruiser (Ss Alert), on a voyage to Hudson Bay fourteen years ago, the records of which may possibly be had from Marine and Fisheries, Ottawa, and should be of interest.

Further, there is reason to believe that these banks and grounds also extend south, off our eastern sea coast, and evidently connect with the Newfoundland or Grand Bank.

This is shown from the halibut fishermen, who report catches taken over the Baccalieu (C. B.) ground, and also to N. E. and E. of Funk Islands, and on and off Bell Island (in the Straits) at varying distances.

The halibut taken in these waters are usually very large, running from 150 to 250 lbs., and generally taken in the deeper water over the edge of the banks, and are chiefly caught as soon after the opening of navigation as possible. These are, of course, all fletched.

These grounds, if exploited, will prove to be the best and most extensive in the North Atlantic.

Formerly Gloucester halibuters used to proceed to Greenland, but of late years the Newfoundland and Labrador grounds mentioned have been availed of instead.

The supply is large, as the cargoes annually going to Gloucester off these banks total some 18 to 20 vessels, with a rough valuation of $500,000.00.

Referring to paragraph as to fishing season (locally), the months of July and August are the spawning months, and the fish is naturally not as good.

There is nothing otherwise to prevent fishing all the year round.

SQUID

The export of squid for food purposes has made good progress during the past year, and some 300,000 lbs. have been shipped away. These find a ready and increasing market amongst the Chinese, and although this industry has only been in the initial stages for the past few seasons, the indications are such as to warrant its taking a prominent place among the exports of the fisheries.

The prices paid have been at six cents per pound, and, taking into consideration the amount of labor necessary to prepare them for market, the results to be obtained compare most favorably with any others to be derived from the fisheries.

Although the process is simple, too much care cannot be given to the proper preparation, and it is to be hoped that the necessary standard will be maintained

It is a matter of congratulation that such an income can be developed from a product which has hitherto been used only for bait and agricultural purposes.

HERRING

The remarks contained in last year's Report apply in practically the same way to that for the season just ended. A valuable report by Mr. Fitzgerald on the subject is appended.

There seems to be no adequate reason advanced why this very valuable adjunct to the products of our seas has been so neglected and allowed to lapse, as undoubtedly it has. Other fishing countries, with nothing like the advantages in quantity, quality and facilities for obtaining this fish, are producing the utmost value from their herring industry.

There is no doubt that, leaving aside the question of cold storage, the export of barreled herring could be increased to ten times its present value, and that there is reasonable room for expansion, with other modes and methods, to many times the value of the present output.

To encourage the packing and export of herring on a larger scale, it will be necessary to modify the restriction at present placed on the catching of these fish. This is a matter which can doubtless be easily arranged, and any practical proposition for the extension of this business should be encouraged.

TURBOT

This splendid fish is to be found in all the bays of Newfoundland, wherever deep water and muddy bottoms exist.

The bays of Trinity, Fortune, Hermitage, Bay du Nord and Bay D'Espoir alone can give an immense supply each year.

The turbot live in the mud at a depth of from 200 to 400 fathoms, and are caught on trawls.

They range in size from six to twenty pounds, and are at their best from the first of December to the end of March.

Owing to the herring being plentiful and in good demand in Fortune Bay, the turbot fishery was neglected last year.

During the winters of 1907, 1908 and 1909 there was quite a large quantity taken in Hermitage and Fortune Bays, and the fishery proved very remunerative.

On the local market the prices range from 6 to 9 cents wholesale, and from 10 to 12 retail.

There is a good and increasing demand in Canada and the United States all through the season. The St. John's demand is very strong, and its consumption could be trebled if cold storage facilities were better.

It is very evident that Newfoundlanders are not reaping anything like the values to be easily obtained from the products of their fisheries. Up to date most of the attention has been paid to dry salt cod. Cod has to be caught, cured and dried—processes which may occupy any period from six weeks to six months, being at all times subject to the fluctuations of the weather conditions.

This season, with a very high value of $6.50 for dried merchantable per quintal, but little is left to pay the cost of production, time and trouble in-

volved, and in no way can the value received compare with that to be obtained from the sale of turbot and halibut from the hook.

A glance at the following comparative statement will show how sadly behind hand Newfoundland has been in the development of other branches of her fisheries—

Value Exported

	1906-7	1907-8	1908-9	1909-10
Codroes	$5,024	$208	$2,046	$7,036
Caplin	1,900	127	707	1,625
Eels	12	15	18	15
Herring (smoked)	4	41	10	10
Salmon (fresh)	12,260	11,721	10,618	13,005
Salmon (pickled)	73,660	41,354	34,345	56,845
Smelts	827	2,962	2,314	4,264
Sounds and Tongues	81	229	242	306
Trout	8,008	10,611	9,456	10,262

CODROES

It is true that Newfoundland does not produce as great a quantity compared with some of its competitors, owing to the fact that as many mother fish—in proportion—are not taken, and that few, if any, result from the Labrador trap fishery.

Norway, with a fishery comparatively the same in volume, but with a bigger slaughter of the breeding fish, gets far better results, both individually and collectively, and it is evident that Newfoundlanders are not making the best of this industry, even if it is smaller.

It does not follow that because so few result from the Labrador traps and other fisheries, that codroes are not taken. As a matter of fact, a great quantity are annually taken and thrown overboard.

In Norway the codroe is salted and sent to France, where it is largely used for bait in the sardine fishery.

If this portion of our fishery were looked after properly, and developed by the fishermen, there is no reason why a yearly export of from $100,000 to $150,000 should not ensue, instead of the ridicuously small figures shown above.

During the recent Exhibition some very fine codroes were on view, put up and packed by Messrs. Fearn, under Board of Trade inspection. No finer article can be seen anywhere, and if this pack is maintained competition need not be feared.

One advantage of the shipment of codroes is that, if properly cured, they are not dependent on the current season for realization.

Codroes can be tinned with success, and readily fetch 36 cents per lb.

CAPLIN

If this little fish could be placed on the market fresh, there should easily be an enormous revenue obtainable, whereas to date it is used only for bait and agricultural purposes.

EELS

Eels are plentiful throughout Newfoundland waters, and have the advantage of breeding and living in waters which are pure and unpolluted by sewage, drainage or other impurities.

Their skins are easily cured, and afford most excellent thongs for snow-shoes, belting laces, razor strops and other purposes, where contraction and expansion are to be avoided.

Last year one of the near Canadian provinces reports that their valuation for eels had decreased by $12,000, and as their conditions are no better than ours, we are indeed making a poor showing with our export.

SMOKED HERRING

Considering the amount of herring—smoked and kippered—annually imported into Newfoundland, and knowing that the bulk has been caught in Newfoundland waters, carried to Canada and there manufactured, and afterwards sent back to Newfoundland, and sold at a profit for the benefit of outsiders, further comment is unnecessary.

SALMON

The size of salmon taken is yearly becoming smaller, and it is time for all fishermen interested to take some action to protect themselves for the years to come. The present mesh allowed by law is five inches. Even when a net is originally made to a five-inch mesh, owing to tanning and shrinkage when wet, this size is seldom maintained.

During the past season far too many salmon ranging at six pounds were captured, and as it is conceded that a six-pound salmon this season becomes a ten-pounder next year, the necessity for maintaining the legitimate mesh, or of even increasing it to six inches becomes very evident.

The fishermen of Newfoundland have always been to prone to disregard the value of their salmon rivers, both for the present and the future, and have never looked upon the proper preservation and care of their rivers in the right way.

They have too often stood aside and tolerated or permitted the use of illegitimate meshes, the netting and barring of rivers, and the depositing of offal and sawdust in the salmon haunts.

Too often one hears the remark that salmon rivers are being preserved for the sportsmen, and the fact is overlooked that, while the salmon bring the sportsmen to the country, and with them a certain indirect revenue, yet the rivers bring the salmon, which for years have meant a direct income far in excess of that ever to be derived from sportsmen.

The coasts of this country are so extensive that fishery wardens are not to be expected to guard and control all the rivers, and it is time that the common sense of each and every fisherman interested should lead him to help and assist in the safeguarding of this valuable asset for himself and those to follow him.

The Game and Inland Fisheries Board, established this year, is doing good work, and deserves the support and heartiest encouragement of the fishermen of the country, both individually and collectively.

They should always bear in mind the fact that as long as the salmon rivers are protected and cared for—it matters not by whom—they need have but little fear as to the deep sea salmon fisheries of Newfoundland. There are plenty of salmon, and to ensure the supply all that is necessary is strict attention to their rivers, and to assist the salmon, rather than the short-sighted policy which pays for the time being, and allows the future welfare of this industry to look after itself.

SMELTS

Nova Scotia shows last year an increase in the value of her smelt fishing of $16,000.00.

Cape Breton, our nearest neighbor, shows for the same period an increased valuation for smelts of $3,000.00.

The average total export from Newfoundland during the past four years only gives $2,600.00 per annum, or considerably less than the increase last year in Cape Breton, and one-sixth of the increased valuation for one year in Nova Scotia.

Mr. O'Reilly, in his report, mentions the fact that Captain Forward, of Burgeo, representing an American firm, was engaged in the export of smelts at Sandy Point. They are packed in ice in flour barrels, with good markets in Boston, New York and Montreal.

Bay St. George, Port au Port and some of our northern bays are well supplied with these delicious fish, but up to date little or no advantage has been taken of them.

SOUNDS AND TONGUES

The sound of the cod is not in any way utilized as it might be, in fact very little of this delicious article of fish food is put up, even for local consumption.

Those that are packed are sent to the St. John's markets in ten pound tubs, and find a ready sale, ex craft, with a demand far exceeding the supply.

With the high prices prevailing for cod, the housekeeper finds them most economical, as well as a pleasing change.

From the standpoint of a fishery product, when it is considered that each quintal of cod averages 5 lbs. of sounds and tongues and other parts, all equally excellent, it will be seen that some 7,000,000 lbs. are yearly not taken advantage of. This, at the low rate of five cents, represents annually another $350,000.00

Some of this can find a market in the Island—in St. John's as well as the other growing centres of industry.

At present but little account is taken as to the quantity of fish used by the fishermen for home consumption.

This is chiefly confined to cod and herring.

Hitherto but very few fishermen have ever thought of putting away any other fishes for their private use.

They are, therefore, not getting the best out of their fisheries, by providing themselves with a variety which must on many occasions be most acceptable.

It is only a question of time when the demand created inland by the development of industrial concerns will have to be taken into consideration.

These two matters can be taken up together, and be gone into with profit to the fishermen, and be a welcome addition to the food problem of the country.

Such development is to-day not anything like as difficult a proposition as it has been in the past.

Ice can easily be obtained throughout Newfoundland, and with the advantages afforded by the Solling process of wrapping and keeping, the various kinds of fish could be distributed to the nearer markets of the neighbouring countries and inland, with mutual gain and benefit.

This should appeal to the fishermen of the South and West Coasts, particularly during the winter season. They can use Placentia and Port aux Basques as distributing points.

Some remarks having arising as to the chemicals used in the Solling paper, I take this opportunity to publish the following letter from Messrs. Chas. Morgan & Co., London—

> "The only softening that is used is Chloride of Mag-
> "nesia. This is the same salt as in sea-water, and there is
> "absolutely nothing injurious in the paper."

They also add that the paper could be eaten, and the only result would be of a cleansing character to the body.

BYE PRODUCTS

In other countries every ounce of the fish refuse is used up in the manufacture of glue, artificial manures, bone fertilizers and guano.

The North of Spain provides a market for fish jowls and heads, which are dried and exported from Norway.

It may not be generally known that a fine isinglass can be produced from ling sounds, which is used for clarifying beer, and for which a market is offering.

The dogfish has been a greater pest this season than usual.

Besides the destruction wrought by these fish, the damage to the fishery has been yearly increasing, owing to the carelessness of the fishermen in allowing the carcasses to be thrown overboard to rot on the grounds.

No better way of disposing of this nuisance can be found than the establishment of a few small guano plants which, with the other refuse, could easily find remunerative employment.

Reduction works in Nova Scotia and New Brunswick were running during the past season with much success, producing oil and fertilizers.

The oil extracted is smooth and in good demand for machinery—especially the finer kinds—and finds a ready market at about 28 cents a gallon.

The fertilizers are rich in nitrogen and phosphate, showing some 11 per cent. of the former, and about 8 to 10 per cent. of the latter. The farmers are availing of it at from $20 to $30 a ton, and an increasing demand shows that a satisfactory fertilizer can be produced.

The following is a very conservative estimate of the value of the bait fishes, etc., used in the Island of Newfoundland for one year—

100 local bank fishing vessels, with 6 dories each, would require 6 dory loads of herring bait, at $12 per dory load, at $1.00 per barrel, $7,200; 3 baitings would be	$21,600
Value of herring used in the prosecution of the shore fishery as bait	648,000
Value of herring used for food purposes	44,196
Value of 3 squid baitings for local banking vessels, say 20,000 squid, at 20 cents per hundred, $40.00	12,000
Value of squid bait used in the prosecution of the shore fishery	369,000
Value of squid bait sold to 100 Canadian bank fishing vessels. Each vessel would take 25,600, at 20 cents per hundred, $51.20 each vessel; 3 baitings	15,360
Value of caplin bait for 100 local bankers, 6 dory loads of caplin, at $4,00, $24.00; 3 baiting at least	7,200
Value of caplin bait sold to 100 Canadian fishing vessels with 8 dories, and would require 8 dory loads of caplin, at $4.00, or $32.00	9,600
Value of caplin bait used in the prosecution of the shore fishery	216,000
Codfish used for local consumption by 44,196 families, say 1¼ qtls. each family, would be 55,245 qtls., at $4.00	220,980
Mussels, clams and other shell fish used as bait	4,000
	$1,577,936

The total products from all branches of the fisheries for 1910 were $9,578,984, as compared with $9,346,246 in 1909. To this must be added the low estimate of $1,500,000 for home consumption, making a total of $11,078,984

Taking the figures for exports, it will be found that cod represents, in round numbers, seven-ninths of the total value. To this might, in a very few years, by added at least another $2,500,000 annually, if the income possible from the above mentioned products, now lying fallow, was taken in hand and developed.

The argument as to lack of markets, which formerly held good, has practically ceased to exist, and the increased demand everywhere for fish foods should at least warrant some better attempts in the very near future.

REFINED COD LIVER OIL

Medicinal cod liver oil is one of our great resources that must be developed to a larger extent in the near future.

The following statement of the quantity manufactured in Norway during the past few years, compared with our exports in Newfoundland, will show where we stand—

Steam Refined Medicinal Cod Liver Oil

Norway Manufactured

1908	1,429,450	gallons
1909	1,227,075	gallons
1910	999,375	gallons

Newfoundland Manufactured

1903-4	191,403	gallons
1904-5	114,506	gallons
1905-6	59,781	gallons
1906-7	51,547	gallons
1907-8	48,015	gallons
1908-9	93,780	gallons

It will be readily seen that we are not in this business at all compared with Norway.

During the year 1903 we made nearly 200,000 gallons, but what is that compared with Norway's production of nearly one and a half million gallons in the spring of the year 1908?

The real facts connected with the trade are that during the years 1903-4 there was a great shortage in the production of oil in Norway, owing to bad fisheries and the very poor condition of the fish, which curtailed the yield of oil from the livers to an abnormal extent.

During the years 1908-9 there was a large production of oil in Norway, owing to bumper fisheries and an excellent yield of oil from the livers, with the result that the price of oil was reduced to below the cost of production; but it stimulated the demand from all quarters, and it is pleasing to note that this enormous quantity of oil produced in Norway has all gone into consumption.

During the past year (1910) the quantity of refined cod liver oil manufactured in Norway has been reduced by 20 per cent. from the previous year, caused by the poorer condition of the fish and possibly by the unremunerative returns of the two previous yars.

In consequence of this, prices have advanced this year and values are now on a paying basis, and it is to be hoped that Newfoundland manufacturers will give more attention to this business next season.

As a view for comparison and also to show what possibilities there are in this business for Newfoundland, we give the following statistics of our exports of common cod oil, reckoned in gallons—

Common Cod Oil

Newfoundland Manufactured

1903-4	852,736 gallons
1904-5	526,592 gallons
1905-6	1,220,774 gallons
1906-7	1,047,040 gallons
1907-8	1,225,984 gallons
1908-9	1,329,920 gallons

While it would be a practical impossibility to manufacture all of this oil for medicinal use, still we should aim to capture a far larger share of the medicinal cod liver oil business than we do now.

A surprising fact in this comparison is that Norway was able to manufacture in 1908 a larger quantity of refined cod liver oil than our total production of refined and common cod oil during any of the past seven years. This would show that our fishermen do not take proper care of all the cod livers obtainable in Newfoundland, and that the rendering of oil from the livers by decomposition, as the fishermen do now, does not yield yearly the quantity of oil that can be produced when the oil is refined by steam.

The small steam boiler shown by W. A. Munn in the recent Manufacturers' Exhibition is the most approved economical means to render the oil from the livers of the codfish. Our most experienced manufacturers have condemned their old plants, and are now working with this new process.

I strongly urge the great importance of this industry to the special notice of the trade, and would suggest to them the expediency of procuring the services of an expert in the manufacture of cod liver oil, who would visit all the factories around our coast, and instruct our refiners in the most approved way to manufacture the very finest quality of oil.

This would certainly assist us to raise the standard of our oil and therefore increase its value.

It is possible to get many testimonials of the very highest character from our merchants working at this business, and I firmly believe that, if scientifically cared for, the quality of our oil will surpass anything that Norway can produce.

I would also suggest that every cod liver oil factory should be licensed, similar to lobster factories.

This would give an expert instructor a chance to enforce proper rules, and see that his instructions were carried out, or else he would have the license cancelled.

The prices paid for cod oil during the past season have ranged from $68 to $105 per tun on the local market. This high price has made the record for a great number of years, but is practically due to local reasons only.

The cod liver oil values have varied from fifty to fifty-five cents per gallon

SEAL OIL

Owing to the greater measure of success which attended the seal fishery, the exports were in excess of 1909.

There were 4,484 tuns exported, as compared with 3,392 tuns the previous year, showing an increase of 1,092 tuns.

The realization of this product gave satisfactory result to those interested.

For the same reason the export of seal skins shows an increase, the figures being 315,584 for 1910, as against 285,892 for 1909—a gain of 29,692 skins. These were sent to the United States and Great Britain in about the same proportions as last year, and the returnes were remunerative.

REPORT OF NEWFOUNDLAND STEAM SEALING FLEET—Sailed March 12, 1910.—Gulf Fleet Sailed March 10.

Arrived	Steamers	Captains	Nett Tons	Men	Total Seals	Gross Weight				Nett Weight				Nett Value	Men's Share	Sailed from
						Tons	Cwt.	Qrs.	Lbs.	Tons	Cwt.	Qrs.	Lbs.			
Mar. 26	Viking	Wm. Bartlett	276	189	23,754	461	2	0	20	445	5	0	9	$39,831.44	$69.87	Channel
28	Harlaw	J. A. Farquhar	267	130	12,890	256	3	2	12	247	5	2	25	22,113.57	56.70	Channel
28	Southern Cross	John Clarke	325	172	23,009	442	2	3	9	426	2	2	19	38,228.23	73.35	Channel
April 1	Algerine	Noah Bishop	233	161	18,345	393	14	0	14	381	4	3	14	34,174.39	70.32	Wesleyville
1	Florizel	Ab. Kean	1980	203	49,069	1048	11	0	19	1014	19	1	26	90,800.19	148.36	St. John's
4	Newfoundland	Jacob Kean	568	203	23,128	528	4	2	27	512	5	0	27	45,753.99	75.13	Pool's Island
6	Eagle	Joseph Kean	418	203	29,651	629	5	1	19	609	2	3	24	54,323.35	88.76	Pool's Island
6	Bellaventure	Job Knee	466	203	35,816	796	19	0	22	770	14	3	9	68,430.81	111.81	St. John's
19	Bonaventure	John Parsons	446	203	18,584	400	19	1	24	388	1	1	4	34,598.67	56.53	St. John's
20	Labrador	Bax. Barbour	256	135	3,683	168	14	3	7	151	11	1	12	10,583.87	25.93	Channel
25	Beothic	Geo. Barbour	471	203	32,029	755	1	1	24	723	10	2	25	62,313.99	101.81	St. John's
25	Eric	Job Kean	461	186	6,701	173	17	0	13	163	13	0	17	13,135.61	23.42	Pool's Island
27	Kite	Wm. Carroll	190	89	4,337	136	1	0	14	122	17	0	9	8,619 80	31.92	Channel
29	Neptune	Alph. Barbour	465	203	9,610	329	16	2	26	296	18	1	24	21,457.43	35.06	Pool's Island
May 1	Adventure	Hy. Dawe	829	203	10,578	280	7	0	4	263	3	0	21	21,119.61	34.50	St. John's
2	Bloodhound	Jacob Winsor	314	175	8,674	216	9	0	6	203	17	2	17	16,781.48	31.78	Wesleyville
3	Ranger	S. R. Winsor	353	165	5,780	163	19	3	23	152	6	2	20	11,672.23	23.43	Pool's Island
3	Aurora	Dan. Green	386	186	10,162	221	7	3	5	212	6	2	9	18,359.90	32.72	Pool's Island
3	Diana	Jos. Blandford	290	152	7,549	225	3	3	18	208	0	2	24	15,710.76	34.23	Pool's Island
			8994	3364	333,349	7628	1	2	26	7293	7	2	27	$628,009.32		

Price of Seals per cwt.: Young Harps, $4.50; Young Hoods, $4.50; Bedlamers, $3.70; Old Harps, $3.30; Old Hoods, $3.30.

		tuns	cwt.	qrs.	lbs.		tuns	cwt.	qrs.	lbs.	
1910—Total of Seals 333,349	Gross Weight	7,628	1	2	26	Nett Weight	7,293	7	2	27	Nett Value $628,009.32
1909—Total of Seals 269,302		5,776	4	1	9		5,459	9	1	25	458,020.45
Increase 64,047		1,851	17	1	17		1,833	18	1	2	$169,988.87

Manufactured by	Total Seals	Nett Weight	Nett Value.
Job Bros. & Co., Ltd	164,904	tons—3,590 6 2 4	$305,365.91
Bowring Bros., Ltd	142,406	2,961 14 0 13	259,894.10
Baine Johnston & Co	31,683	630 0 1 8	55,009.71

NOTES.—S.S. Iceland, Captain Edwin Kean, was lost on March 30th, 30 miles E.N.E. of the Funks, having on board at the time, 4,500 seals. The crew boarded the S.S. Eagle, Capt. Joseph Kean, and afterwards were transferred to the S.S. Florizel, Capt. Abraham Kean, and brought to port.

Capt. Wm. Bartlett, of the S.S. Viking, struck the seals on the 15th of March, 30 miles N.W. of Bryan Island, almost in the middle of the Gulf.

The main patch of harp seals was struck by the Northern fleet on St. Patrick's Day, 76 miles S.E. by E. of the Northern Groais Island.

WHALE OIL

Owing to the decrease in the outfit for this fishery, and to the loss of one of the whaling steamers during thefishing season, the results are not as good, as will be seen from the following statement.

The price of whale oil has been higher than for some years and was well maintained throughout the year, with every probability of so continuing for the coming season.

WHALE FISHERY

Factory.	Whales.	Quality.	Oil, Gallons.	Guano Tons.	Bone Cwt.
Cape Charles	33	31 Finbacks 2 Humpbacks	67,292	.....	54½
Cape Broyle	1	1 Finback	647	.....	2½
Hawk's Harbor	33	3 Sulphur 12 Humpbacks 18 Finbacks	29,000	48	80
Balena	16	8 Sulphur 6 Finbacks 2 Humpbacks	19,099	44½	30
Snook's Arm	60	55 Finbacks 3 Humpbacks 2 Sulphur	71,680	177¾	70
Dublin Cove	5	2 Sulphur 1 Humpback 2 Finbacks	4,788	17	7
Trinity	123	1 Sulphur 20 Humpbacks 102 Finbacks	108,864	112	110
Hawk's Bay	13	3 Sulphur 10 Finbacks	14,400	29	69
Harbor Grace	17	16 Finbacks 1 Humpback	16,200	51	1¾
Rose au Rue	83	54 Finbacks 15 Humpbacks 14 Sulphur	84,861	139	140½
	384		416,831	618¼	559¾

As compared with

1907	481	496,862	1037½	1136½
1908	396	420,846	507½	532½
1909	518	518,749	938½	657¾

EXHIBITION

Through the courtesy of the Directors of the Manufacturers' Exhibition, this Department was granted a space at the Prince's Rink during the Exhibition held in November.

It was decided to place our space at the disposal of any interested in the products of the sea, and to this end advertisement were published in the various papers.

As there has been a marked advance recently in the various processes of putting up fish, it was hoped to make some of these a feature of the exhibit, and the result was fully up to expectations.

Not only were the general public astonished at the pleasing appearance of the various articles, but the fact was brought home by occular demonstration that such processes are actually being carried out in St. John's and the outports by Newfoundlanders themselves.

The various housekeepers and others interested in the purchase (retail) of different fishes had a practical demonstration which should lead them to encourage home industries, and no longer allow themselves to patronize the importation of fish put up no more successfully in other countries.

The improvement on the ordinary shore cured Merchantable, exhibited by Messrs. Fearn under Board of Trade requirements, was most noticeable. If the Board carries out this policy it will be a step in the right direction and conducive to better results in the markets of the Mediterranean.

At the same time the contrast between the ordinary shore Merchantable, as mentioned above, and the fish put up and prepared by Clouston and Chetwynd, gave a practical idea of the former fish in comparison with its competitors in the markets abroad.

That this comparison is not exaggerated can be borne out by anyone acquainted with the markets, and it is earnestly hoped that the demonstration may have its effect.

The exhibit showed, without a shadow of doubt, that Newfoundland cod—than which there is no better afloat—can be handled and cured and placed on the market in such a way that it need fear no competitors anywhere

During the whole week fresh salmon and cod were on exhibition, done up in the Solling paper.

Notwithstanding the heat of the building and the warm atmospheric conditions, these fish proved to be in perfect order when, at the close, they were taken out, cooked and eaten.

This may be regarded as a severe test, and showed the value of the process in no uncertain way.

One of the exhibits most interesting to the fishermen was that of fresh squid dried for bait purposes.

These squid have been sun-dried by a simple process easily available by any fisherman, and as the squid itself contains sufficient preserving properties, it will remain as dried until required.

They were also shown watered and ready for use as bait.

The advantage of being able at all times to have a supply of fresh squid bait need not be discussed here; but this exhibit showed that there should be no possible excuse in the future for being without it.

All that is wanted on the part of the fishermen is a practical adoption of the method.

The supply of squid is unlimited; the process of drying them fresh is quite simple; when dried and put away they take up very little space, and all that is necessary is to provide each season a supply for the coming year.

Bankers and fishermen generally should for the future be independent of salted or frozen squid.

There is no necessity under this simple process for expensive cold storages. If thoroughly dried and loosely packed in a dry atmosphere, they should easily last from season to season.

Another process for the preservation of fresh squid, herring or caplin baits was shown.

This is liquid preparation, and has the advantage of preserving the bait whole, retaining the pips and oils so essential for the purpose, and at the same time does not destroy the color of the bait.

This process has been practically demonstrated for over twenty years, particularly on the coasts of Labrador, and should be more universally availed of.

I regret that the proprietors of the process for curing squid for food purposes could not see their way to making a small exhibit, as this industry shows a marked progress, and is becoming a permanent and increasing addition to our exports.

During the preparation for the exhibition I purposed getting some Newfoundland bloater and kippered herrings, put up in this country, for comparison with the imported article.

While I was able to purchase hundreds of boxes of imported herrings from the various grocers, I was unable to procure in St. John's a single package of locally-prepared kippers or bloaters.

One whole space was placed at the disposal of Mr. Clouston, who spared no pains to give an exhibit most creditable to his enterprise and intelligence.

It comprised a variety of methods, all of which are running to-day, and are rapidly becoming commercially successful.

Smoked cod, in 30 and 100-lb. boxes, were shown. This is meeting with appreciation to such an extent that Mr. Clouston is unable to supply the demands in Canada and the United States.

Shredded cod in 24-lb. tins and in 1 and ½-lb. cartons.

Boneless cod in 30-lb. boxes.

Stripped cod in 30-lb. boxes were also to be seen.

Cod cured by the indoor method, which can be carried on regardless of weather conditions, compared most favorably with the best sun-dried article.

Codfish glue in casks and bottles, and fish fertilizer in 100-lb. sacks (all manufactured by Mr. Clouston), were on view.

Fish skin leather is also produced, but up to the present this is in the experimental stages.

A very fine exhibit of cod liver oil attracted much attention.

Mr. Clouston puts up dried squid for bait, and keeps on hand a supply which should be of practical use to the fishermen, should they avail of it during the coming season.

Mr. Clouston's exhibition was decidedly a success, and it is hoped that he may receive ample encouragement to go ahead and prosper.

Chetwynd's boneless and skinless cod, "Seagull" brand, was one of the features of the exhibit, being well put up and most attractive. It was most favorably commented on by all, and received marked attention.

Mr. Chetwynd regretted that he was unable at the time to forward samples of his salmon.

The exhibit also contained samples of tinned lobster, "Encore" brand, by G. M. Barr; smoked caplin, by W. P. Lake; tinned salmon, "Red Cross" brand, by T. J. Edens; tinned codfish steak, by the Newfoundland Fresh Fish Packing Co.; steam smoked caplin, in cartons, from Codroy; tinned cod steak, "Dory" brand, by H. J. Earle; smoked caplin, in cartons; by E. Simmonds, Bristol's Hope; bottled mussels, by T. J. Dunn, Harbor Grace; cod liver oil, by W. A. Munn; samples of whale, seal and cod oils, by Job Bros. & Co.; seal skin leather, by Thompson's process; codroes, properly packed, by Messrs. Fearn; Labrador cured cod; Labrador herrings; samples of shore cured cod from the various districts; pickled salmon; Scotch cured herring, and the usual display of models, photographs, whale and seal exhibits.

A very interesting exhibition was made by the Inland Game Board, who showed a large selection of the game and other birds, caribou heads and live salmon and trout.

All the seals, birds and caribou were set up by W. H. Ewing, a St. John's taxidermist, who is to be congratulated on his skill and artistic display.

The exhibit, on the whole, considering the short notice, was a success, and was generally the most modern and up-to-date exposition of Newfoundland fish products ever got together in St. John's.

SCIENTIFIC

The necessity for more scientific knowledge as to our fisheries is becoming yearly more apparent.

The lack of scientific data concerning the habits, propagation and migration of the cod is astounding in a country whose chief asset and constant boast is the revenue derived from its fisheries.

The propagation of lobsters, either by artificial or natural means, would result in an increased income in a short time were this matter taken up and dealt with by a scientist.

At present practical information on this subject is only obtainable from the perusal of American and Canadian blue books, based on local conditions in Canada or the States, which may or may not be applicable to those of Newfoundland waters.

Valuable fishing grounds are known to exist, but no charting has been done, and no fishing has been undertaken.

Fishermen whose season is short and whose annual income is derived from the few months of the summer can hardly be expected to explore the Atlantic on the chance of striking a bank.

To obviate the present condition of affairs, the establishment of a Fishery Bureau, with a properly qualified scientist in charge, is necessary, and sufficient funds should be placed at its disposal for the purpose named.

I am aware that such an attempt has been made in the past, and that better progress might have been obtained. The results obtained from Mr. Neilsen's investigations are to be seen in many directions to-day, and are not appreciated even now as they will be in the future.

This failure is chiefly due to the fact that the whole undertaking was inaugurated and financed by the Government of the day, and thus became a target for political abuse, which ultimately led to its abandonment.

The trade of the country having no financial interest in the subject, as well as holding different views on the matter, were content to allow the experiment to lapse.

It is a matter which concerns the whole fishery interests of Newfoundland trade, and as such some contribution should be made by the trade towards its re-establishment, maintenance and management.

This should not be confined to St. John's merchants alone, as has been too often the case in past contributions, but be distributed over the whole Island.

The Board of Trade and the Government should co-operate and nominate their own representatives, and both being equally interested in and working for the same objects, practical and beneficial results should soon be forthcoming.

Matters in connection with the fishery exports and products have reached such a condition that it is a case of "Wake up, Newfoundland!"

The Government has been willing and has demonstrated in various ways its desire to assist practically the development and exploitation of the products of the fisheries.

The commercial success of any venture, new or otherwise, is a matter for the trade, and must be developed by the trade on business lines.

That this is not being done is very evident.

There are many reasons to be advanced why things are remaining in the same old conditions as have practically always obtained in the history of the fisheries of Newfoundland; but the fact remains that the old conservative methods require to be shaken up and modernized.

The capital already invested in the fisheries is immense, but, without disturbing or lowering the value of this investment, it could be diverted and used to greater advantage than is at present being done.

Salt Fish

What is required to-day is the retention of existing markets, rather than the opening of new markets for salt cod.

It is not practical to suppose that Newfoundland fish, which is being forced out of its present markets, owing largely to its present cure, can, as such, be any more acceptable in new markets.

Other competitors are beating the Newfoundland article by their improved methods, better handling, intelligent and intimate business relations with the purchasers, and their anxiety to please the customer in every way.

As an instance, they can pack their fish in boxes, nicely packed and finished off with white salt, and make it an attractive article of food to the purchasers—both wholesale and retail.

They can quote to arrive as required—Extra Large, Large, Medium and Small—giving the price per kilo, and the number of fish contained in each box for each size.

They are constantly asking for and acting upon suggestions from their consumers.

Newfoundland fish is either sent in bulk—as it was centuries ago—or in casks.

In both cases, when exposed for sale side by side with these competitors, it cannot compare in looks, and while it may be a better food, the most attractive article gains the day.

The Newfoundland trade know this, yet no attempt has been made to compete in this way. No extra investment on their part would be necessary.

At this end the faults of the cure, and the production of an article which might easily be better, are practically of their own creating, and are maintained by their own actions.

It is useless for the merchants to circularize the fishermen, asking for better attention in the handling and curing of fish, and then stultify themselves by competing one against the other when purchasing from the fishermen, buying talqual, regardless of damp, giving bonuses, paying freight, and generally by their own actions putting a premium on poorer fish and encouraging a lower standard.

Such a policy is suicidal, is admitted to be so, but no combined action is taken to remedy matters.

Herring

The herring fishery for pickled fish has been allowed to lapse.

It is well known that herring can be sold in the United States and Canada at a fine profit, and that the market is very large and ready to do business.

It is merely a question of packing to suit the requirements of the consumer, but of late years little if any attempt has been made in this direction.

The markets of Russia, Poland and Greece are still untouched by Newfoundland herring.

The herring fishery, with its various methods, could be made to rival the codfishery in value in a very few years; but such development is a matter for the trade to take up.

Halibut

This fish can be taken practically all the year round on our coasts, with a ready market at all times.

The Newfoundland bankers have paid off their crews for the codfishery, and the sharemen of the American halibuters are receiving three times the money for their season's wages.

It is reasonable to suppose that this is a profitable venture for the owners, but there are no Newfoundland vessels engaged in this venture.

No extra investment need be made to turn a Newfoundland banker into a halibut catcher.

Lobsters

The condition of this branch of the fisheries is capable of improvement.

Lobsters, which formerly were worth $4, are to-day worth $16, and the incentive to fraud is increased as the value rises.

While merchants are satisfied to allow their agents to purchase lobsters talqual and without inspection—as was done this season—they must accept the result as well as the blame.

No amount of Governmental rules and regulations can do as much good as one season's combined action on the part of the lobster dealers.

Similar remarks apply to the other branches of the fisheries.

The success of our competitors has been in the education of their fishermen and fish dealers.

This has been taken up and developed yearly by their Governments, on scientific lines.

In Newfoundland there are no statistics as to temperature of water and its effect on the fish on the various grounds at different seasons.

There are no scientific data available, and no scientist is attached to the Fisheries Board.

For the sounding and exploration of new banks and grounds we are dependent on the survey ship Elinor.

No reason can be given for the failure of the Labrador fishery, beyond the theories advanced by the fishermen themselves.

There are banks known to exist off the East Coast of Newfoundland, which are unexplored and not fished.

It is possible that this season the fish which did not reach the Labrador waters might have been found on these banks, and might have been availed of had any data been on hand as to the time and seasons during which the fish frequent them.

The Norwegian Government is in a position to publish information concerning their grounds, the time the fish are there, and the depth of water in which they lie.

They are able to publish a weekly statement showing the actual catch of their fisheries during their season.

The Newfoundland Fisheries Board is unworkable as at present constituted, and when it does meet devotes its attention only to the making or unmaking of fishery rules.

They have no fund to use and the only knowledge they have is that which has been obtained by the members as fishermen or business men.

These remarks can be enlarged on, but sufficient is shown to demonstrate the necessity of waking up all round.

FISHERY EXPORTS

	Brls.	Value
Caplin (Dried)—		
United Kingdom	279	$523
Canada	431	645
United States	49	99
B. W. Indies	35	35
Spain	24	48
Holland	1	2
St. Pierre	181	273
	1,000	$1,625
Caplin (Fresh)—		
Canada		$1
Caplin (Smoked)—		
Canada		$55
United States		21
B. W. Indies		2
		$78
Codroes—	Brls.	
United Kingdom	421	$2,155
Canada	300	1,414
United States	171	834
France	462	2,633
	1,354	$7,036
Eels—		
United States	5	$15
Fish (Boneless)—		
Canada		$2,863
United States		53
Brazil		176
		$3,092
Fish (Canned)—	Cases	
United Kingdom	5	$23
Canada	937	4,755

United States	145	713
Brazil	2	10
Portugal	38	100
	1,127	$5,601

Fish (Dried Cod)—	Qtls.	
United Kingdom	25,755	$108,826
Canada	85,938	367,659
B. W. Indies	93,885	413,902
Malta	3,951	16,244
United States	8,565	40,741
A. W. Indies	18,508	89,467
Panama	760	3,206
Argentine Republic	109	600
Algeria	140	1,020
Columbia	124	669
Costa Rica	847	4,437
Greece	89,708	372,566
Brazil	395,143	2,100,428
Italy	253,542	1,192,341
Spain	199,662	882,263
Portugal	321,296	1,691,545
Madeira	4,336	21,864
	1,502,269	$7,307,778

Fish (Fresh)—	Lbs.	
Canada	122,270	$5,987
United States	5,100	119
St. Pierre	400	9
	127,770	$6,115

Fish (Pickled)—	Qtls.	
Canada	3,055	$8,877
United States	3,278	6,437
	6,333	$15,314

Haddock (Fresh)—		
Canada		$108

Haddock (Salted)—	Qtls.	
Canada	514	$1,789
United States	120	502
B. W. Indies	488	1,941
Portugal	643	1,970

Spain	289	836
Italy	314	1,067
A. W. Indies	12	60
	2,380	$8,165

Halibut (Fresh)—

	Lbs.	
United Kingdom	130	$12
Canada	139,634	6,827
United States	125,423	5,107
	265,187	$11,946

Hake—

	Qtls.	
Canada	13	30
United States	9	80
Portugal	10	140
	32	$250

Herring (Bulk)—

Canada	1,900	$4,750
United States	57,075	88,664
	58,975	$93,414

Herring (Fresh)—

Canada	$103

Herring (Frozen)—

	Brls.	
Canada	4,589	$9,148
United States	19,130	43,093
	23,719	$52,241

Herring (Pickled)—

United Kingdom	4,201	$15,001
Canada	27,300	66,633
United States	13,414	36,868
B. W. Indies	10,713	34,679
A. W. Indies	801	3,033
Germany	102	363
Columbia	3	10
	56,534	$156,587

Herring (Smoked)—

Canada	$10

Ling—		Brls.	
	Canada	244	$976
	B. W. Indies	152	496
	A. W. Indies	88	264
	Portugal	30	92
	Italy	656	2,064
	Spain	136	322
		1,306	$4,214
Pollock—		Qtls.	
	B. W. Indies	48	$184
	Spain	35	70
		83	$254
Lobsters (Preserved)—		Cases	
	United Kingdom	6,387	$83,370
	Canada	2,211	27,411
	United States	155	1,880
	Germany	15,512	203,442
	Belgium	750	9,180
	Holland	925	11,162
	Brazil	1	14
	Gibraltar	1	13
	Denmark	105	1,300
	Malta	1	12
	Portugal	2	26
	St. Pierre	2	25
		26,058	$337,835
Oil (Cod)—		Tuns	
	United Kingdom	2,132	$153,659
	Canada	409	29,999
	United States	2,135	154,139
	Australia	146	10,571
	Germany	17	1,260
	France	17	1,698
	Austria	9	663
	Greece	8	560
		4,877	$352,549
Oil (Cod Liver)—		Gals.	
	United Kingdom	12,083	$5,316
	Canada	10,241	6,772

United States	17,908	12,901
Australia	3,450	1,000
A. W. Indies	125	75
Italy	500	400
	44,307	$26,464
Oil (Seal)—	Tuns	
United Kingdom	3,752	$322,261
Canada	181	16,767
United States	238	23,583
Germany	637	59,002
Belgium	424	38,201
	5,232	$459,814
Oil (Shark)—		
United Kingdom		$10
Oil (Whale)—	Tuns	
United Kingdom	1,836	$133,456
Canada	126	9,492
United States	44	3,672
Greece	9	720
	2,016	$147,340
Salmon (Fresh)—	Lbs.	
United Kingdom	400	$40
Canada	136,603	11,344
United States	24,928	1,621
	161,931	$13,005
Salmon (Pickled)—	Trcs.	
United Kingdom	1,529	$37,420
Canada	1,087	10,075
B. W. Indies	188	3,274
United States	30	564
Panama	30	522
Italy	93	2,077
Greece	54	1,470
Malta	58	1,368
Columbia	4	60
Portugal	1	15
	3,074	$56,845

Salmon (Preserved)—	Cases.	
United Kingdom	3	$15
Canada	44	234
United States	5	30
Brazil	2	13
St. Pierre	6	30
Portugal	2	10
	62	$332
Salmon (Smoked)—		
Canada		$7
United States		7
Sealskins—	No.	
United Kingdom	179,699	$212,126
Canada	23	28
United States	192,782	248,066
	372,504	$460,220
Smelts—		
Canada		$559
United States		3,705
		$4,264
Sounds and Tongues—		
Canada		$263
United States		17
B. W. Indies		16
Portugal		10
		$306
Squid—		
Canada		$1,182
United States		15
		$1,197
Trout—	Brls.	
Canada	1,279	$8,346
United States	82	637
B. W. Indies	7	39
Panama	5	30

Malta	30	200
Germany	10	70
Sweden	100	800
Denmark	10	70
Italy	10	70
	1,533	$10,262

Turbot (Fresh)—

Canada	$162

Turbot (Salted)—

	Brls.	
Canada	570	$3,258

Whale Bone—

	Tons	
United Kingdom	53	$4,476
Canada	701	8,406
France	5	450
	759	$13,323

Whale Fertilizer—

Canada	$13,332
United States	10
	$13,333

Whale Meat—

United Kingdom	$7
United States	2
	9

Whale Skins—

	No.	
United Kingdom	10	$50

The thanks of the department are due to Captain Woollcombe, R. N., commanding H.M.S. Brilliant, for a copy of his Fishery Report for 1910.

The Department had again the pleasure of a visit from Mr. Webber, Assistant Director of the Canadian Meteorological Service, who rendered valuable assistance, and whose genuine interest in our service is greatly appreciated.

The Department desires to acknowledge the receipt of charts from Captain Coombs, R.N., commanding H. M. surveying ship Elinor, showing the shoal area in the Gulf of St. Lawrence and Hawk's Bay to St. Genevieve Bay, corrected to October, 1910.

In conclusion, I have again much pleasure in referring to the efficient manner in which the staff of the Department has carried out its duties during the past year.

I have the honour to be, Sir,

Your obedient servant,

ALAN GOODRIDGE,

Deputy Minister.

LIGHTHOUSE REPORT

Department of Marine and Fisheries,

St. John's, Newfoundland,

December 31st, 1910.

A. W. Piccott, Esquire,

Minister of Marine and Fisheries.

Sir—I have the honour to submit herewith my report on the Lighthouse Service of this Colony for the year ended December 31st, 1910.

New Light Stations have been completed at the undernamed places and put in operation during this year, viz—

Grassy Island, Bay of Exploits
Lower Sandy Point, Bay of Exploits
Peckford's Island
Musgrave Harbor
Ragged Island
Old Perlican Island

New Fog Alarms have been installed at

Fort Point, Trinity
Cape Spear

The following named Old Stations will be refitted with new Optical Apparatus in the coming spring, to bring them up to the standard of power of our newer lights—

Cann Island
Fort Point
Ragg's Island
Burnt Point
King's Cove

Baccalieu (Western End)
Western Bay
Fort Amherst
Cape St. Francis
Cape Spear
Lamaline
Isle aux Morts
Lobster Cove Head
Red Bay
St. Anthony
Jackson's Arm
Western Cove

Preliminary work for the construction of new stations has been done at Sergeant's Cove Head, Upper Black Island, Cabbage Harbor Head, Mill Point—all in Exploits Bay.

Generally speaking, the work of the past year is shown in the following summary, outside of the routine work of supplying the service with annual requirements—

Gull Island—A new winch and boom.

Little Bay Island—A boom and derrick.

Burnt Point—Machinery of fog alarm overhauled and periods changed.

Musgrave Harbor—Leading lights established.

Peckford's Island—New station completed and light installed

Cape Bonavista—Carpentry repairs effected to station.

Green Island, Catalina—Fog alarm plant put in good running order, and periods adjusted.

Fort Point, Trinity—A new fog alarm station constructed and plant installed.

Old Perlican Island—A new light station, keeper's dwelling and tower built, and light installed.

Baccalieu Island—Old landing wharf renewed, with landing appliances.

Baccalieu Fog Alarm—A new fly-wheel supplied for engine.

Cape Spear—A new fog alarm plant installed, new roofs put to coal and oil stores and other repairs made to the station.

Ferryland Head—Repairs to keeper's dwelling and covered passageway.

Iron Island—Concrete steps leading to tower have been made.

Dodding Head—Coal and oil stores have been repaired.

Lamaline—Roof of keeper's dwelling repaired.

Green Island, Fortune Bay—New mast and boom supplied and repairs made to tramway; fog alarm machinery adjusted and put in good running order.

Long Point, Port au Port—Concrete wall built around base of tower.

Rose Blanche Fog Alarm—Machinery put in good condition; appliances fitted for the better running of the plant.

Channel Head Fog Alarm—Machinery put in good running order and means supplied for its better working.

Sergeant's Cove Head—Preliminary work done for the building of an ocean light station.

Upper Black Island—Work for a new station commenced.

Cabbage Harbor Head and Mill Point—Preliminary work for erection of light stations done at both places.

Grassy Island and Lower Sandy Point—Light stations established at both places.

Harbor Grace Island—Addition to dwelling built for the assistant keeper.

I had the honour to submit to you recently a chart showing the existing light and fog alarm stations on this coast, and then suggested other places which call for safeguards to mariners. The construction of stations at these latter places would complete a system of lights which should prove satisfactory and ample for some years to come.

Applications are often made for "fishing" or small lights, to be placed at fishing settlements. It is respectfully submitted that in cases where such lights are permitted to be used, an uniformity in character be maintained, so that any possible confliction with advertised coast lights may be avoided.

Appended hereto is a list of light and fog alarm stations now in operation in this service.

I have the honour to be, Sir,

Your obedient servant,

R. WHITE,

Inspector of Lighthouses.

NEWFOUNDLAND LIGHTS AND FOG ALARMS

Gull Island, 1888—Geo. Ridout, Geo. Morey
Nipper's Harbor, 1901—T. Starks
South End Long Island, 1904—Sam Short
Little Bay Islands, 1908—Ed. Paddock
Leading Tickles, 1908—Hy. Andrews
Fortune Harbor, 1908—Wm. Lyver
Grassey Island, 1910
Lower Sandy Point, 1910
Exploits Harbor Buoys, 1907
St. Michael's Head, 1904—E. Budden
Exploits Pilot Station, 1908
Long Point, Toulinguet, 1876—R. S. Roberts, J. H. Preston
Wharf Light, Toulinguet, 1885—James Hodder
Bacahlao, 1894—Ed. Hussey
Herring Neck, 1909—Hy. Mills
Fogo Harbor, 1908—M. Waterman
South End Change Island, 1901—Thomas Elliott
Stag Harbor Tickle Buoys, 1905—Mark Penny
Burnt Point, S. C. B., 1905—Alf. Randell
Cann Island, 1874—Enos Penny
Brooks Point, Fogo Island, 1905—Nat Brett
Tilton Harbor, 1902—P. Broaders
Offer Wadham Island, 1858—J. Pomeroy
Peckford's Island, 1910—E. Whiteway
Penguin Island, 1890—Esau Gillingham
Musgrave Harbor Leading Lights, 1910
Cabot Island, 1880—John Sainsbury
Puffin Island, 1873—Joseph Butler
Little Denier, 1888—Hy. Squires
King's Cove Head, 1893—P. Batterton
Squarry Head, 1905—Thomas Abbott
Cape Bonavista, 1843—F. White, S. Meffling.
Green Island, Catalina, 1857—A. Stone, John House.
Ragged Island, 1910—L. Gardner
Fort Point Light, 1873—Ab. Rowe
Fort Point Alarm, 1910—Thomas Pike
Random Head, 1895—Hy. Cooper
Heart's Content, 1901—Robert Piercey
Hant's Harbor, 1881—W. Cooper
Old Perlican, 1910—S. Cram
Baccalieu Island Light, 1859—F. Ryan
Baccalieu Island Alarm, 1906—Wm. Cranford
Western Bay Point, 1901—Ed. Butt
Carbonear Island, 1878—Hy. Forward

Harbor Grace Island, 1836—T. Sheppard
Harbor Grace Beacon, 1850—M. Martin
Green Point, Bay Roberts, 1883—Robert Lear
Brigus North Head, 1885—S. S. Wilcox
Salmon Cove Point, 1908—Wm. Kennedy
Cape St. Francis Light, 1876, and Cape St. Francis Alarm, 1877—W. Noseworthy and T. Hudson
Fort Amherst Light, 1813, and Fort Amherst Alarm, 1909—A. Sheppard
St. John's Leading Lights—John Cleary
Cape Spear Light, 1835, and Cape Spear Alarm, 1878—James Cantwell and William Cantwell
Bay Bulls, 1908—Thomas Williams
Ferryland Head, 1871—J. W. Costello
Powell's Head Light, 1902, and Powell's Head Alarm, 1907—J. Devereux
Cape Pine, 1851—G. Hewitt
Point La Haye, 1883—John Mooney
Cape St. Mary's, 1860—P. Houlihan
Point Verde, 1876—T. Croucher
Point Latine, 1904—F. Foran
Long Island, P. B., 1903—Philip Power
Marticot Island, 1909—P. J. Brown
Iron Island, 1904—Ed. Francis
Dodding Head, Burin, 1856—John Darby
Lamaline, 1879—William Cochrane
Green Island, Fortune, Light, 1909, and Green Island, Fortune, Alarm, 1908—R. Forsey
Brunette, 1865—M. Sparrow
Grand Bank, 1890—R. C. Forsey
Garnish, 1885—W. Reeves
Belleoram, 1873—R. Jensen
Rocky Point, 1873—A. Jensen
Sagona Fog Gun—M. Bungay
Pass Island, 1879—T. Gaulton
Gaultois, 1885—J. House
St. Jacques, 1905—T. Burke
Ramea, 1902—J. Cheffey
Boar Island, 1874—E. Dicks
Ireland Island, 1886—F. Reid
Rose Blanche Light and Alarm, 1904—J. Garcin
Rose Blanche Point Light, 1873—Bruce Cook
Isle aux Morts, 1902—J. Sartin
Channel Head Light, 1875, and Channel Head Alarm, 1906—E. Pike
Port aux Basques Leading Lights, 1897—M. Varley
Sandy Point, 1883—M. C. Messervey
Port au Port, 1909—Paul Ancoin
Frenchman's Head, 1901—John Hayes

Lobster Cove Head, 1897—William Young
Cove Head, 1901—Jesse Payne
Kepple Island, 1901—C. Pike
Red Bay, 1906—J. Yetman
St. Anthony, 1906—P. Patey
Inglee, 1906—N. Gillard
Jackson's Arm, 1906—George Head
Western Cove, 1906—H. T. Robinson
Seal Cove, 1906—J. Pierce
Double Island, Battle Harbor, 1905—William Belbin
White Point, 1905—Samuel Norman
Cape North, 1909—Ken. Carter
Pack's Harbor, 1909—Pat O'Toole
Cut Throat, 1909—R. Abbott

LIGHTHOUSES EQUIPPED WITH INTERATIONAL CODE SIGNALS

Gull Island, Cape John
Bacahloa Island, N. D. B.
Penguin Island
Cape Bonavista
Cape Spear
Ferryland Head
Cape Pine
Dodding Head
Brunette
Boar Island
Lobster Cove Head
Indian Tickle
Pack's Harbor
Long Point, Twillingate
Wadham Island
Cabot Island
Green Island, Catalina
Cape St. Francis
Bay Bulls
Cape St. Mary's
Green Island, Fortune
Pass Island
Channel Head
Double Island
Cape North
Cut Throat

BOILER INSPECTORS' REPORT

St. John's, December 31st, 1910.

Sir—We have the honour to submit our Report on the Inspection of Boilers during the year 1910.

Inspection of Steam Boilers

Visits of inspection	353
Internal and external inspection	280
Hydraulic tests applied	54
Hydrostatic tests applied	7

Results of These Visits

Boilers condemned as unsafe	6
Boilers found imperfect	18
Boilers made in the Colony	8
Boilers (came under notice) imported	6
Notices of inspection served	217
Certificates issued	291
Fees for inspection during the year	$3,231.00

We have to record a serious boiler explosion, which occurred during the year at Bay de Verde. The boiler was owned by Thomas Moore, and was used in the manufacture of cod liver oil.

On investigation, it was found that the safety valve had become gagged, so allowing a high pressure to accumulate beyond the strength of the boiler.

Acting under further instructions, we are including all boilers working under steam pressure for any purpose in our annual inspection.

Although due notice was given in the public press in regard to reporting locality and ownership of cod-boilers, not one-third of the owners have reported.

Our services were also required to investigate into the cause of the motor-boat explosion at St. George's.

Although not under our supervision, we would call attention to the need of exercising great care in handling boats fitted with internal combustion engines, using gasolene or kerosene, and also to the class of men who are allowed to run these boats.

The new "Regulations" as to inspection of boilers will shortly be in print; various changes and additions have been made to bring our Rules up-to-date.

One of the new Rules reads—"The Boiler certificate of inspection is to be displayed in a prominent place in the engine or boiler room."

There have been cases met with where the man who attends the boiler was ignorant as to the pressure allowed by the Inspector; the certificate having been thrown aside when received.

We would call attention to the indifference shown by a number of boiler owners in allowing anyone to look after the boiler, whether qualified or not—often a boy just out of school would be found in charge. This state of affairs will be remedied by the Fireman's Act, which calls for a licensed attendant at such work.

We had occasion to caution several boiler owners, whom we found had added weight to the safety valve, so carrying a pressure in excess of that allowed by the Inspector.

The reason given in each case being that the safety valve was leaky, and they did not allow the pressure to rise too high, overlooking the fact of it being possible to carry a dangerous pressure.

In conclusion, we would bring to your notice the increased expenses incurred in the inspection of cod boilers, according to your instructions.

These boilers are, as a rule, located in out-of-the-way places, clear of the lines followed on our annual inspection, and in overtaking this work our travelling expenses will be considerably increased.

We have the honour to be, Sir,

Your obedient servants,

A. McLACHLAN,

D. M. MACFARLANE,

Boiler Inspectors.

A. W. Piccott, Esquire,

Minister of Marine and Fisheries.

ENGINEERS' EXAMINATIONS

St. John's, December 31st, 1910.

Sir—We have the honour to submit our Report on the Examination of Engineers for Certificates of Competency during the year 1910.

Candidates for examination	2
Passed Second Class	1
Failed Second Class	1

Getting matters into working order caused a delay in starting the examinations, the first candidate being examined in November.

Examination papers and forms used are those set by the Imperial Board of Trade, and our regulations having been approved by them, makes the Newfoundland Certificates of the same force and value as those issued in the United Kingdom.

We have the honour to be, Sir,

Your obedient servants,

D. M. MACFARLANE,

A. McLACHLAN,

Engineer Examiners.

A. W. Piccott, Esquire,
Minister of Marine and Fisheries.

TECHNICAL SCHOOL

St. John's, January 31st, 1911.

Dear Sir—In presenting my Report for 1910 of the Technical Drawing Class established by the Government I have to inform you that the class has been in session twice a week regularly for nine months of that time, viz., from January to June, and again from October to December, inclusive.

Twenty-five students have been admitted, as follows—12 engineers and mechanics, 5 house painters, 3 printers, 1 mason, 2 jewellers, 1 plumber and 1 carpenter.

All were very regular in attendance whilst in the class and showed a desire to benefit by the instruction.

The course of instruction included mostly the necessary Freehand, Model and Perspective, required by all; Machine and Architectural Drawing and Geometry, for mechanics, carpenters, etc.; Lettering, Color Studies, Drawing for Reproduction, by printers, jewellers and painters.

The committee have, since my last Report, found it necessary to engage the services of another new master after June last, viz., Mr. Frank Miller, G.R.D.S. He possesses the full certificate of an art teacher. He is also a properly trained teacher under the English Board of Education, with fifteen years' experience on H.M.S. Worcester (the Royal Training College for Naval Cadets), and the Grammar School, Birmingham. He is thus, the committee believe, well qualified for general art instruction, and for the more special technical work needed for our art school. Art teachers now seldom possess the double qualification, as their course of training has been altered of late years.

If he can be retained in this country, he will also be a further acquisition to the community, as he is the only teacher now in the profession here who can properly prepare engineers for all branches of the Board of Trade examinations recently instituted here. He has already, a few weeks ago, successfully passed his first candidate for these engineering examinations, and others will shortly be ready.

You will thus see that the Art Society has done its best to provide a thoroughly capable man for the post.

I have the honour to be, Sir,

Yours faithfully,

J. W. NICHOLS,
Hon. Secretary School of Art.

MARINE SCHOOL

St. John's, January 3rd, 1910.

A. W. Piccott, Esquire,
Minister of Marine and Fisheries.

Sir—I have the honour to inform you that fifteen nautical pupils registered at the Academy during the past year.

Eleven went up for examination, and eight were succesesful.

I have the honour to be, Sir,

Your obedient servant,

F. J. DOYLE.

HARBOR MASTER'S REPORT

Harbor Master's Office,
St. John's, Newfoundland,
December 31st, 1910.

A. W. Piccott, Esquire,
Minister of Marine and Fisheries.

Sir—I have the honour to report, for the information of the Department, that during the year 1910, from the 1st of January to the 31st of December, the number of foreign-going ships entered at the port of St. John's numbered 227 steamship and 204 sailing vessels.

I have also to report that six masters, one only mate and two second mates received Certificates of Competency during the year, and beg to enclose herewith a list of their names.

The steamer Fiona has been employed by the Government on various services, and is at present employed on fishery protection service on the West Coast.

Since my last report on the pilotage system, a motor boat has been purchased by the Commissioners, at the request of the Government, and has done excellent work the past season.

It is anticipated that better results will follow during the present year, as further improvements in the present system is under consideration by the Commissioners.

I have the honour to be, Sir,
Your obedient servant,

(Sgd.) EDWARD ENGLISH.

Certificates of Competency, Issued During the Year 1910.

No of Certificate.	Name.	Grade.	Date and Place of Birth.		Date of Issue
			Date.	Place.	
356	Charles W. Green	O.C.	1878	St. John's, Nfld.....	Feb. 21, 1910
357	William Joseph Connors.....	2nd M. S.S.	1884	Placentia, Nfld.....	Mar. 31, 1910
358	Calvin David Kenny	O. M. S.S.	1886	Sheet Harbor, N.S	April 21, 1910
359	Ludvig Bermeister.	2nd M. S.S.	1884	Marstal, Denmark	June 9, 1910
360	Conrad Bernhard Knudsen ..	O. M. S.S.	1859	Bergen, Norway	July 21, 1910
361	Lorenzo Stevenson.....	O.C.	1884	St. John's, Nfld.....	Oct. 6, 1910
362	John Edward Tucker.....	O.C.	1882	Harbor Grace, Nfld	Oct. 6, 1910
363	Enock Falk.....	O.C.	1884	Schonland, Norway.....	Dec. 16, 1910

PILOTS AND PILOTAGE

During the year 1910 there were entered at the following ports—

Botwood.—Twenty steamers, of 34,188 tons, and two sailing ships, of 2,510 tons, thirteen of which were British, eight Norwegian and one United States.

This is the first season for the Pilot Commission for this port, and at present there are four pilots who meet incoming steamers from the pilot station on Long Point of Exploits Island.

The commissioners, recognizing the growing importance of Botwood as a shipping centre, are considering the purchase of a motor boat for the improvement of their service.

Bell Island—There were engaged in the ore carrying service from this island thirty-four steamers, aggregating 52,039 tons, which were entered and cleared every month during the past season.

Lewisporte—Four steamers, with a tonnage of 5,975, were cleared from this port during 1910.

Tilt Cove—From this port fourteen steamers, of 19,632 tons, and three sailing vessels, of 261 tons, were cleared with cargo from June to December.

BOUNTIES ON SHIPS

St. John's, Newfoundland,
January 12th, 1911.

A. W. Piccott, Esquire,
Minister of Marine and Fisheries.

Sir—I have to report, for the information of the Government, upon the working of "The Act for the Encouragement of Shipbuilding" during the year ending December 31st, 1910, as follows—

Twenty-four vessels, aggregating 1,058 tons, have been surveyed for bounty, one vessel only being found unsuitable, and one has been returned to the builder for additions.

Of the twenty-two vessels which received bounty, aggregating 983 tons, seven were built under survey, and received $8 per ton (less fees), amounting to $4,526.70. Nine vessels, representing 270 tons, received $5 per ton (less fees) being $1,323. Six vessels, representing 148 tons, received $4 per ton (less fees), or $487.20.

The percentage of tonnage actually receiving bounty has been 95.5 per cent., and by including the vessel now being made eligible, will make it 96.3 per cent., which I think is satisfactory. Whereas, for the year 1909, the vessels found eligible for bounty amounted to 87 per cent., showing clearly that the vessels are better complying with the requirements of the Act. Also, the average value of the bounty per ton is $6.50 in 1910, against $5.50 in 1909, and $4.12 in 1908—all of which shows an improved condition.

No vessels have, however, been built as yet for the highest bounty under the Act, viz, $10 per ton for vessels built to class by Lloyd's Register.

In addition to the above bounty vessels, there have been 112 vessels of all kinds surveyed during the year, as follows—

Thirty steamers holding a class in Lloyd's Register, 14 of which were examined in dry dock, 6 being repaired after damage. Also, 42 unclassed steamers have been surveyed, 24 of which were examined in dry dock, 3 being repaired after damage. Also, 9 foreign-going sailing vessels have been surveyed, 5 of which were examined in dry dock, and 1 reclassed.

In addition to these, 31 local schooners have been surveyed in dry dock, and many of these have been repaired and overhauled for small damage and wear and tear.

I am, Sir,
Your obedient servant,

A. BOYD,
Government and Lloyd's Surveyor, Newfoundland.

FISHERIES PROTECTION SERVICE

Report of the Fisheries Protection Service of Newfoundland for the year 1910, by Joseph O'Reilly, J.P., I.S.O., Commissioner on board Ss Fiona

A. W. Piccott, Esquire,
Minister of Marine and Fisheries.

Sir—I have the honour to report on the work of the Fisheries Protection Service under my charge during the past season.

The steamer Fiona was put into commission on the 13th of April; Captain English was instructed to tow the dredge Lynx from Ferryland to Red Island Placentia Bay. I joined the Fiona at Placentia, and from there we went to Oderin and took Magistrate McGrath on board, as we had several matters in Fortune Bay and along the coast that required the services of a magistrate to adjudicate on. This course was necessary, as Mr. Way, the Stipendiary Magistrate at Harbor Breton, was away at St. John's. We called at Burin, and from there we went to Belleoram, where a case of smuggling was prosecuted before the magistrate. We called at several harbors around Fortune Bay, and saw that the fishermen, who were using seines to take herring for bait purposes, were strictly conforming to the Fishery Regulations. We had no complaints of any violations.

On Thursday, April 21st, we called at Harbor Breton, and while there the master of the bank fishing vessel Excelda made complaint against six members of his crew for desertion. The case was of considerable importance to the trade and fishing interests, and was gone into fully by Magistrate McGrath. Four of the men were convicted, and sentenced to sixty days' imprisonment in Harbor Breton jail. The others agreed to go on board, and the captain being willing, they were allowed to go on board and carry out their agreement.

From Harbor Breton we proceeded to Pushthrough, and took the Sub-Collector, Mr. Camp, on board, and from there we went to Ship Cove, where a case for breach of the Customs Laws was adjudicated on by Magistrate McGrath. We also called at Pass Island, where four cases for breaches of the Customs were heard before the magistrate. There was also complaint made against two residents of the island for a violation of the Deer Preservation Act. The case was fully proved, but there were extenuating circumstances which the magistrate took into consideration. No fine was imposed.

On April 24th I received instructions to proceed to Bay of Islands. We landed Magistrate McGrath at St. Jacques, and left for Bay of Islands, calling

at several harbors along the coast. At Bay of Islands we had several prosecutions for violations of the Customs Laws of the Colony.

On the 5th of May we were on our way to Bonne Bay. There was a strong breeze blowing from the S. E., and in the offing we saw a vessel flying signals of distress. We steamed out to her and found that it was the schooner Cedelia, owned by Emmanuel Pike, of Channel, on her way to Bartlett's Harbor with outfits and supplies for the lobster factory. There were forty men and one woman on board. The Captain (Scott) told us that he carried away his foremast in the gale, and that his schooner was helpless, and with all those people on board he was in a bad way, and asked to be towed to Lark Harbor. Captain English readily consented, and we towed the schooner back to Lark Harbor and anchored her there.

While at Lark Harbor several of the fishermen made complaint against Captain Paul Revert, of the barque President, of St. Malo, France, for allowing his men to set their trawls across and fouling the gear of the local fishermen. The French fishermen generally set their trawls out from the land and across the tide, and they claim that their gear fishes better that way, and that they always take more fish than the local fishermen, who nearly always set their trawls up and down the coast, directly opposite to the Frenchmen, hence the trouble. I saw Captain Revert, who at once made arrangements with his men and had the cause of complaint remedied. There was no trouble afterwards.

On May 6th we left Lark Harbor for Bonne Bay, and while at this place we had considerable Customs work to attend to. We called at Bay of Islands on our way out the Gulf, and then at Little Port, where the barque President and another small fishing boat from St. Pierre were moored for fishing purposes. The crew of the President were working four cod traps at this place, but codfish was scarce. This vessel afterwards went to St. John's Island, and from there to St. Piere, at which port she would arrive about the first week in July, and would then fit out for a trip to the Grand Banks.

We left Little Port on May 11th, and called at Port au Port and Sandy Point. The spring herring fishery was commencing; the fish were abundant, but the prospect of marketing them to advantage was poor. The salmon fishery had just opened, and some fair catches were reported from the outside net fishermen. Those fish were sold fresh, and packed in ice, and sent to the American and Canadian markets, where fairly remunerative prices were realized. Some cases for violations of the Customs Laws were inquired into. Complaint was made against a resident of Sandy Point for smuggling, and he was convicted before Magistrate McDonald, and fined.

We left Sandy Point on May 13th, and called at Codroy, Channel and Rose-Blanche, where we anchored for the night.

The winter and spring codfishery all along this South Coast has been good. The fishermen along this coast, from Cape LaHune to Burnt Island, complained strongly about the regulation prohibiting the use of bultows inside the three-mile limit, and said that every season they have suffered great loss by not being allowed to use their bultows on the inside grounds. The fishermen from Burnt Island to Channel are not in favor of using bultows, because, owing to the formation of the coast line, the water runs deep to within less than three miles of the shore, and in consequence there is little or no room for bultow fishing along this part of the coast. The fishermen mostly use hand lines. Petitions were signed by the fishermen of Rose Blanche, and forwarded to the Department of Marine and Fisheries. I made a special report on the matter myself, and forwarded it to the Department. Some temporary measure was given, and the people were allowed to use trawls inside. On August 30th, a notice was published in the Royal Gazette cancelling the public notice of a previous date permitting the use of bultows. By this notice the use of bultows inside the three-mile limit was again prohibited in accordance with the Fishery Regulations.

On Saturday, May 14th, we left Rose Blanche, and called at Burgeo, Harbor Breton and St. Jacques, and from there we went to St. Pierre on special business. After leaving St. Pierre we went to Placentia, and while there I received a telegram to come on to St. John's, as I was wanted to go to The Hague, re the North Atlantic Fisheries Arbitration, which was soon about to open there. I did not join the ship again until the 14th of September.

BAIT

There was abundance of herring during the spring in Fortune Bay, Connaigre Bay and Placentia Bay. There was no difficulty for our vessels to secure all the herring bait that they required, and at reasonable prices. The regulation prohibiting the use of seines for hauling herring in the spring months except for bait purposes is giving entire satisfaction. This regulation should be made apply to the whole island. There is a regulation now in force which prohibits the use of seines for taking herring for any purposes on that part of the coast extending from Cape LaHune, west and north, to Cape John. This regulation causes great loss and injury to our fishermen during the months of May, June and July. Besides the resident population on this coast there is a large fleet of boats and schooners from Fortune and Placentia Bays that go down the Straits every spring and fish about Port Saunders, Port au Choix, St. John's Island and Ferrolle, and they have to get herring bait along the coast at the different harbors. All this large number of fishermen complain of the great loss and hardship they have suffered by their not being allowed to use seines for the purpose of taking bait. I have been told that many violations of these regulations take place every

spring. It often happens that herring are plentiful in many of those shoal water harbors and won't mesh in the nets, and they can only be taken with seines or traps. I strongly recommend that this section of the regulations be amended, and that the use of seines for taking herring bona fide as bait during the months of April, May, June and July be allowed, and thus make the regulation uniform for the whole.

Schedule Showing the Number of United States' Fishing Vessels that called at Ports in Newfoundland during the past Season, either Seeking Bait on the "Treaty" Coast, or in for Shelter, Wood or Water.

Name of Vessel.	Master.	Port called at	Purpose called for.
Fannie Smith	J. Bonia	R. Blanche	In for shelter.
Selma	C. Colsen		
Arethusa	C. Morrissey		
Preceptor	F. Upshell		
Senator Gardner	V. Nelson		
Hazel R. Hines	F. Morrissey		
Romance	W. Corkum		Seeking bait.
Hazel R. Hines	F. Morrissey		
Rowena	McDonald		
Senator Gardner	V. Nelson	Burgeo.	Seeking sq'd bait
Cynthia	J. Thomas		
Venessa	W. Firth		
Arabia	W. Walsh		
Esperanto	F. E. Enslow		
Monitor	J. McKay		
Fannie E. Present	Thomas Dervey		
Thomas S. Gorton	Wm. Thomas		
Richard	M. Suminer		
Judique	J. B. Anderson		
Onata	Henry Larkin		
James W. Parker	George Tuff		
Rex	John Grady		
Bohemia	O. Seeley		
Susan and Mary	A. Hubbard		
Lena and Maud	R. Smith		
Moorunan	H. Quinlan		
Effie M. Pryor	E. Pryor		
Lucania	Martin Walsh		
Manhassett	Wm Horely		
Raymah	F. J. Hogan		
Pontiac	E. Nickerson		
Mabel D. Hines	S. Hines		
Stiletto	R. Cameron		
Conqueror	R. Griffin		
T. Roosevelt	W. Morrissey		
Ingomar	H. Wild		
Arethusa	Jas. Wise		
R. H. Smith	W. T. Corkum		
Elma E. Gray	M. E. Cruser		
Lizzie M. Stanley	George Nelson		
Mystery	D. McCoush		
Morning Star	F. Dicker		
Mildred Robinson.	Louis Devine		
Georgie Parker	V. O'Neil		
Mary F. Curtis	H. W. Curtis		
Lucinda J. Lowell	W. Larkin		
Hazel R. Hines	Fred Morrissey		
Cavilear	R. Porper		
Smuggler	E. LaBlanc		
Massachusetts	Fred Upshell		
Tacoma	A. Nickerson		
Dictator	J. Thompson		
Patrician	W. Farmer		
Romance	W. Corkum		
Senator Gardner	V Nelson	Cape Broyle	For water
Mable D. Hines	S. Hines		
Arkona	Newman Wharton		
Hiram Lowell	John Cross		Water & repairs.
Elector	D. Ryder	St. Lawrence	Shelter.
Maxine Elliott	P. Shea		

Schedule Showing the Number of Canadian Fishing Vessels calling at Ports in Newfoundland, for Bait, during the past Season.

Name of Vessel.	Tons	Men	Port of Registry	Port called at
Alice Gertrude	81	17	Lunenburg.	St. Lawrence
Muriel M. Young	99	19		
Yukon	97	17		Burin
Revenue	99	20		
Oregon	99	17		
Alma Nelson	99	20		
Juanita	100	17		
Palatia	95	18		
Golden Bell	79	18		
Una A. Saunders	99	20		
Edith Marguerite	99	19		
Arcadia	91	18		
Parana	99	18		
Nicola	99	18		
Annie M W	98	17		
Itaska	99	20		
Henry L. Montague	96	20		
Mattawa	97	17		
Earl Grey	97	18		
Assurance	98	19		
Beatrice S. Mack	99	20		
Cecil L. Beck	93	18		
Mariner	99	17		
Russell H. Pentz	99	18		
Bernard C	105	18		
Percival S. Parks	109	20		
Ronald S. Smith	100	17		
Lila D. Young	99	18		
Tasmania	99	17		
Grace Darling	99	17		
Mayola	119	20		
Colonia	99	17		
Madiera	99	17		
Campania	90	17		
Hazel L. Ritcey	92	17		
Coronation	98	18		
Roma	99	17		
Aldine	99	18		
Saratoga	92	17		
Elva Blanche	79	18		
Minnie Dell	98	17		
Flo. F. Madder	99	17		
E. V. Miller	99	20		
Transvaal	79	17		
Juanita	100	17		
Grace Darling	99	17		
Clintonia	99	17		
A. Mildred	99	17		
Grace Darling	99	17		
Emma H	99	17		
Helen C. Morse	98	19		St. Mary's.
J. A. McLean	80	18		
Frank H. Adams	94	20		Ferryland.
Carrie L. Hirtle	99	20		
Eva June	93	17		
Havana	99	18		
Edith Marguerite	99	19		
Yukon	97	17		
H. L. Montague	96	20		
Arcadia	91	18		
Campania	90	18		
Percival Parks	109	20		
Nichola	99	18		

Schedule Showing the Number of Canadian Fishing Vessels calling at Ports in Newfoundland, for Bait, during the past Season.—(concluded).

Name of Vessel.	Tons	Men	Port of Registry	Port called at
Mattawa	99	18	Lunenburg	Ferryland.
Russell H. Pentz	99	18		
Aldine	99	18		
Watauga	99	18		
N. A. Saunders	99	18		Cape Broyle.
Lucania	99	17		
Gladys B. Smith	100	21		
Frank H. Adams	94	20		
Hawanee	99	21		
Carrie L. Hirtle	99	20		
Ambition	100	19		
Montana	84	17		
Warren G. Winters	95	17		
Defender	98	18		
Alexandra	93	17		
Elsie N. Walters	98	18		
Yamaska	99	17		
Hiwatha	99	17		
Clintonia	96	19		
Annie L. Spindler	95	20		
Euriel B. Walters	98	17		
Uramus	99	17		
Douglas Adams	99	17		
Juanita	100	17		
Assurance	99	20		
Oregon	99	18		
Itaska	99	20		
Earl Grey	97	15		
Alice Gertrude	81	17		
Mattawa	97	17		
Palatia	95	18		
Beatrice Mack	99	20		
Winnifred	99	20		
Revenue	99	20		
Moran	99	20		
Ethel	99	18		
Annie M. W	98	17		
Earl V. S	99	17		
Lila D. Young	99	18		
Tasmania	99	17		
Saratoga	92	17		
Colonia	99	17		
Roma	99	17		
Buontt	105	18		
Mayola	119	20		
Hazel L. Ritcey	92	17		
Ronald G. Smith	100	17		
Cecil L. Beck	93	18		
Una A. Saunders	99	20		
Henry L. Montague	96	20		
Helen C. Morris	98	15		
Mamie Dell	98	17		
Coronation	98	18		
Elva Blanche	79	18		
Maderia	99	17		
Flo. F. Madder	99	17		
Acadia	92	18		
Muriel M. Young	99	20		
Evlyn V. Miller	99	20		
Transvaal	99	15		
J. A. McLean	80	15		
Mariner	99	17		
Edith Marguerite	99	19		

I joined the Fiona at Placentia on September 14th, and cruised along the South Coast, calling at Burin, St. Lawrence, Lamaline, Lories and St. Pierre. On September 19th the Fiona was ordered to St. John's, and from there she went north.

I again went on board the Fiona on October 11th. We left St. John's at 10 a.m., and called at Bay Bulls, Ferryland and Trepassey, and many other harbors along the coast to Port aux Basques. We had several cases for breaches of the Customs Laws and Fishery Regulations enquired into and settled. We went from Port aux Basques to Codroy, and while there I held an enquiry re Customs matters at that place. A special report was made to the Customs Department. We then went back to LaPoile Bay to inquire into complaints made against some of the fishermen, who were charged with violating the Fishery Regulations. On enquiry, I found that those people did not wilfully violate the law, and that their using bultows inside the three-mile limit was caused by the confusion of the two Public Notices that were issued. The one allowing the use of trawls the people did not get, but the second notice, prohibiting the use of them, many of them knew nothing about until they were notified by the constable, when they at once complied with the law.

On Monday, October 24th, the Premier came on board the steamer Fiona at Port aux Basques, and visited Isle au Mort, Burnt Island and Rose Blanche. A public meeting was held at Rose Blanche, and the people brought forward and made known to the Premier the great hardship and loss it was to them not to be able to use bultows inside the three-mile limit. This Regulation has since been changed, and bultows are now allowed to be used from Cape LaHune to Burnt Islands.

On October 26th we were directed to call at Burgeo, as it was reported that two Gloucester vessels had arrived at that place. Captain J. Bonia and Captain Dominic stated that they were going to purchase a cargo of squid, and freeze them on board their vessels by artificial process They made application to the Fisheries Department, asking for permission to purchase squid. It was not granted. When I arrived at Burgeo, the Sub-Collector (Cunningham) informed me that the masters of the Gloucester vessels had abandoned the project of freezing squid, and had left for Bonne Bay to get a load of herring.

WINTER HERRING FISHERY

On the first day of November we left Connoire Bay for Bay of Islands, and anchored at Lark Harbor at 2 a.m. We went up to Birchy Cove next day. There was only one American vessel there (the Garfield), and she had been there since early in the season. None of the regular trading fleet of Gloucester vessels had arrived. We attended to several Customs matters

at Curling and left for Bonne Bay on the 3rd. Some of the Gloucester trading fleet had arrived here. The schooner Atlanta was about loaded. Herring were fairly plentiful.

We left Bone Bay on the 4th for down the Straits. We called at Port Saunders, St. John's Island, St. Barbe, Current Island, Anchor Point and Flower's Cove. We had several cases for breaches of the Customs laws. They were principally in connection with goods that were jettisoned from the Prinz Oscar. The cases were all settled without bringing the matters into court. The people all paid the duty on the goods, as well as the salvage on the property saved. The arrangement for salvage was made by the Assistant Collector, Mr. H. W. LeMessurier, who was at the scene of the stranding in July, and was an equitable one. The salvors, with few exceptions, were all satisfied, and the underwriters' interests were conserved.

We returned to Bay of Islands on November 10th. Several Gloucester vessels had arrived and obtained their licenses, enabling them to purchase and export herring for food purposes. Trade competition is sometimes very keen amongst the agents and masters of those vessels, and the man who is the smartest generally gets the earliest cargoes to market. In the early part of the season it is generally bulk herring that is required. The most of the salt bulk herring are taken to Gloucester, where they are smoked.

On Monday, November 28th, we went to Sandy Point, Bay St. George. Several Customs matters were attended to. A special report was made by me at the time and forwarded to the Customs. When at Sandy Point I met a Captain Forward, who was representing the Neil Fish Company, Boston. Mr. Forward has four smelt traps and some thirty or forty smelt nets. Those nets are about 16 fathoms long, 6 feet deep, and are made of Sea Island cotton thread. The mesh is small, and the thread very fine. Mr. M. Messervey is engaged in the venture with Captain Forward, who has taken the store and premises of Mr. Messervey to carry on his work. There was fairly good fishing while we were there. The smelts are packed in ice and sent forward in flour barrels. They are mostly shipped to New York and Boston.

We returned to Bay of Islands on December 3rd. Left again for Bonne Bay on the 7th. Herring were then abundant at this place, with little sale for them, and in consequence large quantities had been dumped overboard, sometimes on the fishing ground. There were no Harbor or Sanitary Commissioners at Bonne Bay. I telegraphed the Minister of Marine and Fisheries at St. John's, advising him that the destruction of herring was considerable, and the pollution of the fishing grounds imminent, unless immediate action was taken. The Minister acted promptly, and appointed the following as Harbor and Sanitary Commissioners—Thomas Wilton, William Fogarty and Richard Kanes. There were no complaints after the Commissioners were appointed. There were no complaints of nets being stolen. Good order prevailed during the greater part of the season.

In December complaint was made to me that the cooks on board some of the Gloucester trading vessels were smuggling, and that liquor was being sold amongst the fishermen. We searched several of the vessels, and had five prosecutions for smuggling liquor, tobacco and dry goods. I do not think that the masters of the vessels knew anything about the cooks selling this liquor to the fishermen.

There was not much loss of nets or gear reported, as the weather was fine until late in December. We issued licenses to a number of fishermen who applied on board the Fiona. Licenses were also issued at Curling, Woods' Island, Lark Harbor and Bonne Bay, enabling the fishermen to catch and take herring. Eighty-five American vessels took out licenses to purchase and export cargoes of herring. Two Canadian and four local vessels also took licenses to purchase and export . There were no United States vessels engaged in fishing. They all came as traders, and did not exercise the liberty of fishing as conferred on them by the Convention of 1818. Herring were not plentiful at Bay of Islands, and it took a long time for them to get cargoes.

Schedule showing the Number of Gloucester Vessels that came to Bay of Islands and Bonne Bay, and took Herring Cargoes, during the season, and the cargoes that each vessel took away.

Name of Vessel.	Brls. Bulk.	Brls. Pickled.	Brls. Frozen.	Port Cleared For.
Atlanta	1050	150		Gloucester
Fannie A. Smith		100	900	Frozen artificially
Mystery	1190	160		Gloucester.
S. P. Willard	1250	150		
Helen G. Wells	725	112		
Oregon	1350	100		
Atlanta (2nd trip)	1000	150		
Maxine Elliott	1300	100		
Governor Russell	1300	100		
Essex	1200	80		
Mystery (2nd trip)	1300	80		
Precilla Smith	1300	100		
Annie M. Parker	1700	130		
T. M. Nicholson	1500	135		
Miranda	1100	100		
Ella King	185,000 lbs. codfish		5,000 lbs. halibut, 20 tuns codoil.	
Alice R. Lawson	1400	100		Gloucester
Smuggler	1300	100		
Independence	1800	100		
Indiana	1400	75		
Sylvania	1500	100		
Saladin	1345	130		
Rob Roy	1120	85		
Lottie G. Merchant	1300	100		
Jennie B. Hogdon	710	140		
Harry A. Nickerson		100	1000	
Smuggler		100	1000	
Ellen C. Burke		300	175,000 lbs. green fish.	
Georgie Campbell	1350	75		Gloucester.
Miranda		700	125	
Corsair		100	1000	
Ellen G. Wells (2nd trip)	1000	100		
Madonna	1200	80		

Schedule showing the Number of Gloucester Vessels that came to Bay of Islands and Bonne Bay, and took Herring Cargoes, during the season, and the cargoes that each vessel took away.

(Concluded.)

Name of Vessel.	Brls. Bulk.	Brls. Pickled.	Brls. Frozen.	Port Cleared For.
Elizabeth N.	1500	100	.....	
Blanche	1300	100	.....	
Oreole	.....	50	1100	
Flirt	1300	100	.....	
Minnie M. Cook	700	.....	200	Halifax
Arcadia	1263	64	.....	Gloucester
Olga	.....	400	100,000 lbs. codfish	
Athlete	530	184	400	Gloucester
Meteor	900	70	70	
Strathcona	100	70	650	Halifax
Lizzie Griffen	550	110	260	Gloucester
Gossip	1400	.....	.....	
Fannie Smith (2nd trip)	250	70	800	
Arethusa	350	140	950	
Judique	1100	100	300	
Norma	500	140	375	Gloucester
Ralph L. Hall	1000	100	380	
Arkona	200	150	375	
Effie M. Prior	.....	.....	340	
Arthur James	1400	50	.....	
J. R. Bradley	1114	245	300	
Maxine Elliott (2nd trip)—no cargo.				
H. W. Goodwin	400	70	400	
Avalon	.....	40	800	
J. J. Flaherty	700	40	900	
W. Mathison	1000	100	400	
Precilla Smith (2nd trip)—ballast for Burin				
Pearl Eveline—ballast for Harbor Breton				
Saladin	.....	30	350	
Gladiator	500	100	250	
Alert	.....	.....	700	
Indiana (2nd trip)	.....	.....	400	
Tattler	600	100	375	
Monarch	.....	130	750	
Lena and Maud	.....	140	300	
Premier	.. ...	15	700	
Sylvania (2nd trip)	.....	20	200	
Aloha	600	80	550	
Earl V. S.	.....	65	425	Lunenburg
Theodore Roosevelt	350	100	100	Gloucester
Alice R. Lawson (2nd trip)	.....	10	460	
S. P. Willard (2nd trip)	.....	.....	500	
Dauntless	675	400	900	
Clintonia	.....	.....	400	
Crofton McLeod (Local)—Abandoned voyage				
Veda McKeown	.....	100	475	100,000 lbs. g. fish
Constellation—Frozen in ice at Brake's Point, Humber Arm	.....	50	100	Gloucester
Maxine Elliott (2nd trip)—No cargo				
Thomas Cromwell	200	50	700	
Bohemia	.....	100	300	
Athlone (Local)—Abandoned voyage				
Massachusetts	.....	125	491	
Annie M. Parker	520	100	350	
Senator Gardner—Rose Blanche, in ballast				
Hiram Lowell	600	100	600	
Lucinda J. Lowell	.....	.....	600	
Essex—Port aux Basques, in ballast.				
	54,292	8,540	24,001	

At Bonne Bay herring were abundant until near about the end of the season, when they became scarce. Some four or five vessels had to leave without cargoes.

The season closed about January 23rd. The weather was stormy and cold. After the first week in January ice formed in the Humber and in the Arms. All the frozen herring taken away this season were in splendid condition. There were no herring wasted, as the weather was most suitable for freezing them. The Harbor and Sanitary Commissioners attended to their part of the work, and saw that there was no ballast or rubbish thrown into the water that would be injurious to the fishery.

At about the close of the fishery the Fiona was kept busy. We conveyed numbers of fishermen from place to place, and to their homes at Woods' Island, Lark Harbor and up the Humber. At one time there were four vessels frozen in the ice in the Humber, and two at Middle Arm. We went to their assistance and cut them out of the ice.

Mr. A. B. Alexander, of the Department of Commerce and Labor, Fishery Bureau, Washington, was at Curling and Bonne Bay from early in November until January 23rd, when he left. There was no American cruiser. Mr. Alexander boarded at Mrs. Webber's Hotel.

I am submitting a comparative statement of the quantities of herring purchased and exported from Bay of Islands and Bonne Bay during the past five years, as follows—

1906

71,962 barrels of Salt Bulk Herring
15,114 barrels of Pickled Herring
29,160 barrels of Frozen Herring

116,236 barrels, valued at $452,144.00

1907

66,318 barrels of Salt Bulk Herring
25,492 barrels of Pickled Herring
50,830 barrels of Frozen Herring

142,640 barrels, valued at $357,094.00

1908

27,813 barrels of Salt Bulk Herring
11,734 barrels of Pickled Herring
25,320 barrels of Frozen Herring

64,867 barrels, valued at $178,522.00

1909

59,890 barrels of Salt Bulk Herring
7,052 barrels of Pickled Herring
17,570 barrels of Frozen Herring

84,512 barrels, valued at $218,698.00

1910

54,292 barrels of Salt Bulk Herring
8,540 barrels of Pickled Herring
24,001 barrels of Frozen Herring

86,833 barrels, valued at $269,039.00

I have the honour to be, Sir,

Your obedient servant,

JOSEPH O'REILLY,

Commissioner Fisheries.

LOBSTER FISHERY REPORT

St. John's, December 31st, 1910.

Sir—I have the honour to submit my report on the Lobster Fishery for the year 1910, now ending.

In accordance with your instructions, I left St. John's by the steamer Portia on May 4th, and landed at St. Mary's; from there visiting Mall Bay, River Head, Mosquito Island, Admiral's Beach, Mussel Pond and thence on to Salmonier; also the Tickle, John's Pond and North Harbor.

In all I visited 25 of 28 factories in that bay, and found all with their licenses, the factories clean, and the pots I examined in conformity with the law.

As lobster fishing is not done to any extent on this section of the coast, the ground is not over-fished, consequently a good size lobster is obtainable. The average per case at all these places was 190 lobsters, which is a good showing. Fishing is not continued to the end of the season, as all take to the codfishery at the beginning of the caplin on about the middle of June.

The people are beginning to realize the necessity of the preservation of this industry; but do not take kindly to a general close down period.

On the 14th I came to Placentia, and connecting with the steamer Argyle, I went to Petit Fort, Burnt Island, S. E. Bight, Paradise, Great and Little Bonas.

On this section of the coast the fishery is engaged in by a great many of the fishermen, as also at Presque, Isle Valen, Merasheen and their surrounding settlements. The fishing grounds in these ports are out on the front, exposed to the rough waters of the bay. Together with the fact that the fishermen do not follow up the lobsters to the end of the season, but take to the codfishery in June, when the caplin come to the land, therefore, like St. Mary's Bay, the ground is not over-fished, and good lobsters are caught, giving an average of 210 to the case. This condition also prevails around the shore and around the islands in the western end of the district, viz., Baine Harbor and Oderin.

Returning to Placentia, I went in the Bay and visited Ship Harbor, Iona, Red Island, Mussel Harbor, Harbor Buffett, Haystack, Spencer's Cove and North Harbor . In all these places lobster poaching was being carried on on a large scale, although individually small. The lobsters were much smaller, but the factories and their surroundings were clean, and a general desire on the part of the packer to excel in pack.

Proceeding, I visited Sound Island, Woody Island, Barron Island, Brewley, Tack's Beach, Besset's Harbor and Merry Harbor. Along this section the ground has been for years over-fished continuously, as at Harbor Island, Davis' Cove, Burgeo, Butt's Hole, Chalice, Chandler and Darby Harbor, in Paradise Sound. The average in all these places in the Bay would be about 260 lobsters to the case, although in some places the case requires a little more.

The general conditions in Placentia Bay are fairly good, with a desire all over the district for the preservation and propagation of this valuable industry.

I then went to Come-by-Chance, Arnold's Cove and LaManche. On this side the lobster was even more plentiful than in the inside reaches, but at the time of my visit, people were taking to cod, caplin having struck in.

A strange feature of Placentia Bay is that its coast fishery has been left without a warden, and particularly in the Bay, where at least 300 of the 414 licenses are held, and 20,000 of the 37,154 pots are used.

I returned to St. John's on June 10th, before going to Fortune Bay.

On the 14th I was sent to Harbor Grace, re a dispute between the fishermen of the island, over the setting of a codtrap on the shoals, which I have already reported.

On the 21st I left St. John's to connect with the Glencoe at Placentia for Belleoram, Fortune Bay; thence in the Bay by the steamer Othar part way, then by dories. I visited all the settlements between Belleoram and Fox Cove where lobster packing was being done. Returning to Belleoram, I visited all the harbors between St. Jacques and Harbor Breton, also Connaigre and Hermitage Bays.

Fortune Bay has the distinction of being the first lobster packing centre in this Colony, and has been continuously fished for about thirty-five years, without any protection for the lobsters or enforcement of the fishery laws applicable to this particular branch of it, so much so that in recent years it became evident that some stringent measures had to be taken to keep this valuable industry from becoming a thing of the past. However, since the Rules and Regulations have been enforced, conditions have improved, and under fair supervision this branch of the fishery bids fair to become once again one of Fortune Bay's greatest earning powers.

From Garnish I proceeded to Mortier Bay, Rock Harbor, Jean de Bay and Burin. This district has about 65 packers, located principally at the eastern end. The lobsters caught are of a good size, 224 making the case. The ground is not over-fished, being done on the outside, and in rough weather. The factories here are all cleanly kept, with a desire for good pack. Like Placentia District, lobster fishing being done only in May and early in June, then all abandon it for the cod.

From Burin I proceeded to Burgeo and LaPoile District. At Pushthrough I met the warden of the eastern section of that district, Mr. John Camp. He told me that he had just returned from his work, and that the fishery was practically over on that part of the coast.

I continued on to Rose Blanche, visiting the factories, or as many of them as I could reach. I found all with their licenses, and most of the factories clean and wholesome. A few, however, needed, attention; but after pointing out to the owners the defects in their factories and appointments, they readily saw the consequences and hastened to remedy the evil. There are but 112 licenses issued from this district, with such a long coast line. The lobsters are large, showing an average of 204 to the case. The pots used are all according to law, and there is no reason why a better lobster fishery should not be done on this coast. After visiting Burnt Island, Isle aux Mortes and Channel, I found the fishermen favorable to a shorter season, but they did not take kindly to a general close down for any period.

Proceeding to St. George's, I found that Mr. P. J. Fitzgerald, Inspector of Pickled Fish, had been instructed to visit the lobster factories, and had done so. I went on to Bay of Islands, where I found the lobster fishery was over. I returned to St. John's on the 6th of August.

There is much complaint by the shippers of lobsters on account of packers mixing do-overs with No. 1 lobsters, thereby causing much loss to themselves and inconvenience and loss to the shipper and the trade generally.

As I went along the coast I obtained the opinions of the packers and other fishermen, as well as those of the business men, on the future of the lobster fishery. All were of the opinion that something should be done to protect and foster the industry, but none of them, particularly the fishermen, would take kindly to the general close down period. They contend that if the season were shortened to the 1st of July, instead of the 24th, as at present, much would be done towards the preservation of the fishery, as the most of the damage is done in July month, when the lobsters are in close to the land spawning and shelling, the fish is soft and in many cases not fit to pack. The shortening of the fishery would be the means of getting many of the young men away from that fishery and at something more profitable to themselves.

After twenty years' experience, I am of the opinion that a close down period for any length of time would not have the desired effect, but would cause much hardship and loss to the fishermen, as well as to the trade in general.

There has been employed at this fishery the past season 4,487 men and boys, using 189,170 traps, catching 5,901,249 lobsters, and packing 24,601½ cases, representing, at $15 per case, $369,018.75 to a class of men and boys who, in the majority of cases, are physically unfit for the other fisheries of the Colony. Many of them are past the age of activity, while others have not come to the age of manhood.

There were 285 licenses less issued this year than the previous, and 1,451 men less employed, and 39,985 traps less used; 457,969 more lobsters caught, and 2,267½ more cases packed, as compared with 1909. This shows a marked improvement in this branch of the fishery for the year 1910.

I would strongly suggest the advisability of shortening the lobster fishing season to the 1st instead of the 24th of July, on the South and West Coasts, and proportionately so in the other sections of the Island where this fishery is carried on; the present Rules and Regulations properly enforced, by placing the coast wardens under systematic supervision. A system of propagation may be instituted whereby the producing lobster would be assisted in maturing and depositing her spawn. This could best be done by fencing with fine wire netting some of the many suitable coves in each of the bays where the fishery is extensively carried on; by providing means of collecting from the fishermen any spawn-bearing lobsters they may catch, by motor boats, properly fitted with tanks, conveying them to these pounds.

Keep and feed them there until after the close of the season, then liberate them, thus enabling such of them as had not cast their fry in the pounds to hatch their eggs in conformity with the strict methods of nature.

I shall take the liberty to outline roughly what might be done, and is within the range of possibility.

If we take Placentia Bay as an example: In that district there were caught and packed the past season 971,433 lobsters. Of this number we will take three per cent. of them as productive and spawn-bearing, which would mean 29,142 capable of yielding 5,000 eggs each, or 145,710,000 in all; and if only the small proportion of three per cent. came to maturity, it would mean to Placentia Bay alone 4,371,300 lobsters hatched in the one season, equal to the aggregate catch of four years at 4,500 cases each year; or 18,000 cases, at this year's current price of $15 per case, would make a round total of $264,000 for a comparatively small expenditure.

This can be applied with equal force to every lobster packing centre in the country, if worked out properly, and in five years would bring this fishery up to at least four times its present value.

Placentia and Fortune Bays have been continuously fished for the past thirty-five years, without any protection or assistance, consequently the lobsters are both scarce and small compared with the districts of St. George's and St. Barbe, which have not been worked for half that period, and where the lobsters are larger and far more plentiful, as will be seen by the returns printed on Page 21 of this Report.

The following estimate of costs and result in the four districts where the largest portion of our lobster fishery is carried on will be well worth considering—

Cost of Hatchery in Placentia Bay

1,000 yards wire netting, 13 cents yard	$130.00
Lumber, nails and labor	100.00
Motor boat, 45 days, $10 per day	450.00
Competent man, 2 months, $50 a month	100.00
29,000 lobsters, 3 cents each	870.00
Allowing for incidentals	200.00
	$1,850.00

Result of One Year's Work, 1910

Three per cent. of 771,433 (last year's catch) as productive, or 29,142, at a yield of 5,000 eggs each, 145,710,000, 3 per cent. of which should come to maturity, or 4,371,300, equal to 18,000 cases. Value, according to 1910 prices ($15 a case), $264,000.00.

Cost of Hatchery, Fortune Bay

1,000 yards netting, 13 cents yard	$130.00
Lumber, nails and labor	100.00
Motor boat, 45 days, $10 per day	450.00
Competent man, 2 months, $50 per month	100.00
Two per cent. of catch, 19,000, 3 cents	570.00
Incidentals	200.00
	$1,550.00

Result of One Year's Work

Two per cent. of 967,885, or 19,357 spawn-bearing or productive lobsters, at 5,000, 96,785,000, 3 per cent. of which should come to maturity, or 2,903,550, equal to 9,516 cases, at 1910 prices, $142,740.00.

St. George's District

2,000 yards netting, 13 cents per yard	$260.00
Labor, lumber and nails	200.00
Two motor boats, 30 days, $10 per day each	600.00
Three per cent. of catch, 28,493, 3 cents	850.79
Two men's wages, 2 months, $50 a month each	200.00
Incidentals to cost	200.00
	$2,301.79

Result

28,493 productive lobsters, at 5,000 eggs each, equal 142,465,000. At 3 per cent. coming to maturity, 4,373,950 lobsters, equal to 13,108 cases. At 1910 prices ($15 per case), a round total of $196,620.00.

St. Barbe District

St. Barbe District caught and packed 2,201,984 lobsters during the past season, 3 per cent. of which would be 66,085 spawn-bearing or productive lobsters. Multiplied by 5,000, would give 330,290,000, 3 per cent. of which should come to maturity, or 9,908,700 lobsters hatched, equal to 34,000 cases of packed lobsters. At 1910 average price ($15 per case), would give the round total of $510,000.00.

The same means being used as in the other districts, but it may be a little more expensive, and possibly run up to about $4,000.

Comparison of the different districts, four in all, as the principal packing centres—

Placentia Bay	$1,850.00	$264,000.00
Fortune Bay	1,550.00	142,740.00

St. George's	2,310.00	196,620.00
St. Barbe	4,000.00	510,000.00
	$9,710.00	$1,113,360.00

This statement may seem out of all proportion, but it is a very low estimate of the productive powers of the lobster.

Fishery experts tell us, and there is not a shadow of a doubt about their being correct, that a 9-inch lobster is capable of casting 5,000 eggs; that a 10 to 12-inch lobster will yield from 10,000 to 20,000; and a 12 to 14-inch lobster will go to 40,000 particles of lobster spawn.

Five thousand is, therefore, a very low estimate of production, as is also three per cent. of it coming to maturity.

Herring

Herring were fairly plentiful in Placentia and Fortune Bays this season, therefore no inconvenience had been caused to the Western fishing fleet, either at Cape St. Mary's or on the Grand Banks, for a bait supply. There was very little barring done. In a few cases, however, it became necessary for the seine men to moor their seines, and one case came under my notice when a seine was moored four or five days in the North-east Arm of Placentia. It was a mass of herring spawn when taken up.

At Sound Island, in Placentia Bay, herring are being packed in the summer months, which causes a great destruction, especially in the months of June and July—this being the principal spawning time of the herring in Southern Placentia and Fortune Bays.

The herring usually go up the arms and inside reaches at this season, to the shoal water and muddy bottom, for the purpose of casting their spawn, according to the strict order of nature. When taken in this condition they are in a very unhealthy state. So, when barreled and salted, they turn dark and become very dry and unpalatable, because at this season they have lost their natural oily substance, and must of necessity become a very undesirable article of food. This has a detrimental effect on the consuming centres, apart from the wilful destruction of this valuable fishery.

I would respectfully suggest the advisability of prohibiting the taking of herring in any of the Southern Bays during the months of June and July—except for bait supply only.

For the past ten or twelve years herring have been a complete blank on the South and West Coasts of this Colony, and particularly so in Fortune

and Placentia Bays, where the demand has been the greatest, causing the loss of hundreds of thousands of dollars to the fishermen and trade in general for want of bait of some sort.

When a fleet of fifty or sixty banking vessels fitted out in March or early in April, with crews ranging in number from ten to twenty men, would scarcely get a baiting for the season, the loss must have been great indeed, and every condition of the fishing interest inshore, as well as deep sea, was hung up in the same way—lobster as well as cod—for want of bait.

However, as the herring are returning to our Southern Bays, every care should be taken that the old abuses and wilful destruction will not be practised. This can best be done by not allowing the taking of quantities of herring without a visible means of disposing of them, and not allowing herring to be dumped overboard indiscriminately, polluting the waters around the coast.

The law governing the seining of herring at the present time is not at all workable, and likely at any time to cause trouble and confusion if carried out to the letter; because if a crew haul, say, fifty or one hundred barrels of herring, they must first see how they can dispose of them to best advantage. They are compelled, therefore, to moor their seine for the time being, thereby becoming guilty of a violation of the law. If a crew haul fifty barrels of herring, and there is demand at $2 per barrel, but they cannot remove them owing to conditions over which they have no control—the law saying: "Seines must not be barred"—the result must be damaging.

A time limit in such cases would be beneficial.

Cod Fishery

The codtrap fishery along the South and West Coasts has not been up to the average of 1909, while at a few places, particularly from Merasheen to Paradise, on the west side of Placentia Bay, it was exceptionally good.

This method of fishing is becoming more in evidence every year, with the result that a systematic process of destruction of small codfish is going on every day, for a period of two months each year, all over the vast coasts of Newfoundland and Labrador. This wanton destruction has not yet been realized, but will have to be in the near future.

The present law allows a 3½-inch mesh. When being knitted by the people themselves, it is nothing over the size. When it passes through the process of tanning, it shrinks, and each year the twine becomes smaller, until the mesh is about 3⅛-inch. This size mesh is able to take every small fish, millions of them too small to split; but they are destroyed, nevertheless.

I would respectfully suggest to you and your Board the advisability of making minimum size four inches for all codtrap walls, with two years' notice for the working out of the old and undersized twine now in use. In this way neither loss nor inconvenience would be caused to the present holders of small mesh traps.

I have the honour to be, Sir,
Your obedient servant,

(Signed) J. H. DEE.

A. W. Piccott, Esquire,
Minister of Marine and Fisheries.

LABRADOR REPORT

St. John's, Newfoundland,
December 31st, 1910.

A. W. Piccott, Esquire,
Minister of Marine and Fisheries.

Sir—I left St. John's on the 11th day of June on the steamer Ingraham, and proceeded direct to Blanc Sablon, Straits of Belle Isle, Canadian Labrador

On arrival I was acquainted by the fishery officer there that there was quite a dispute between two fishermen in connection with a trap berth—one man being a native of the Labrador and the other a Newfoundland fisherman. William Penny, of Carbonear, made complaint to me that John Vigus, a native of the Labrador, had taken his codtrap berth. After fully investigating this matter, I found that John Vigus had thoroughly ignored Sections 48 and 63 of the Fishery Rules and Regulations. This case showed a wilful disregard of the law on the part of Vigus.

On arrival at said place, on June 15th, I found that the fish had just struck in, and that there had been a few fish caught in traps, being the first for the season.

I then proceeded to Greenley Island, in order to investigate a complaint made by the fishery officer that the bankers were splitting fish on the fishing grounds. Upon investigation, I found that the accused parties had used these grounds, and others as well, splitting fish whenever it suited them to do so. I may say that in the vicinity of Blanc Sablon, Greenley Island and Forteau a good deal of splitting has been done on the fishing grounds during the past number of years, contrary to Section 52 of the Fishery Rules and Regulations.

Although no fish had been trapped up to June 15th, I found one trawler (five in crew), who had been using trawls, had secured, up to that date, two hundred quintals of fish. After settling a trap berth dispute at Greenley Island, I left for Forteau.

On arrival at Forteau, a native of the Labrador complained to me that a Newfoundland fisherman had set a codtrap where he (the native) was then using a seal net. Upon investigation, I found that the plaintiff had no seal net in the water whatever, but had a seal net frame in the water, in order to hold the berth for another fisherman, who had not arrived on the coast up to that date. I wish to draw your attention to this matter, as quite a number of cases came under my notice where those seal net frames were kept in the water in the month of June, in order to prevent codtraps being set.

On June 17th I left Forteau and arrived at Lance au Loup at 8.40 a.m. At this place a native fisherman complained to me that traps were being used there with as small a mesh as three inches in the walls, and upon investigation I found that not only did the defendants have traps of three-inch mesh, but also the plaintiff.

I left Lance au Loup on the 17th, and arrived at West St. Modiste at 2 p.m., and, after settling two trap berth disputes, I proceeded to East St. Modiste, arriving there two hours later. Here I found the natives in great confusion over a petition that had been forwarded to the Legislature last winter, which asked that trawling be prohibited within three miles of the land. On perusing the Fishery Rules, I found that a mistake had been made in the naming of a certain point, which caused the indignation over the matter. I found that these people were very much against the use of trawls. I may say that the people of East Modiste were more than pleased to find that the fishery boat had called, which gave them a chance to find out what the Fishery Rules were. I was told by the fishermen that it was the first time a fishery boat had ever called there to attend to their wants and to acquaint them of any changes in the Rules.

I left East St. Modiste on June 18th, and arrived at Red Bay at 11.30 p.m. There being no fishermen fishing there, I proceeded immediately to Carroll's Cove, and on arrival there found fish very plentiful. Two boats on this date jigged four barrels each. I tried one fishery case here, it being a dispute between two native fishermen with reference to salmon nets holding trap berths.

I then proceeded to Barge Bay, where I was informed that a boat had never entered before on fishery business. After settling two trap berth disputes, and distributing some copies of the Fishery Rules, I left for Chateau, arriving there at 10.30 a.m. on the 19th of June. On my arrival, com-

plaint was made to me by one William Hicks that James Harris had set his trap within forty fathoms of his. Ordered William Hicks to remove his trap to the distance of seventy fathoms.

I found fishermen belonging to Bonne Bay, Newfoundland, using trawls within the three-mile limit. I referred them to Section 63 of the Fishery Rules, and charged them that if ever caught again they would receive the full penalty of the law.

We then left for Middle Sound, and arrived there at 8 p.m. on the 20th. Mr. Soper's agent, of Carbonear, made complaint to me that Edward Murphy and Edward Morgan, two schooner-owners, fishing from their schooners, had taken his two trap berths.

After making enquiries, I found that Mr. Soper owned the island by grant, and he claims that he can prevent our fishermen from setting their traps from the island. I informed him that he was in no way to interfere with Messrs. Murphy and Morgan. I also informed him that any man could set a trap from the island. At this place I found herring very numerous and of an unusually large size. I was told by the natives that it was the first time these herring had made their appearance in such a large quantity for quite a number of years.

I left Middle Sound at 2.30 a.m., and proceeded to Cape Charles. On arrival, James Fancey complained to me that one trap was occupying two berths. After personally examining into this matter, I found that, according to the Fishery Rules, I could not interfere in the matter. I wish to state here that this question of one trap taking up two berths should be fully discussed at the first meeting of the Fisheries Board, as it has caused quite a number of disputes, and prevents many fishermen from securing a trip of fish.

I left Cape Charles on June 21st for Battle Harbor, and arrived at the latter place at 1 p.m., where we spent a day taking coal on board. After coaling, we left for Fox Harbor. Fish being very scarce here, the fishermen had no traps in the water. I tried two trap berth disputes, and then left for Spare Harbor, where we arrived at 9 p.m., and remained all night.

On June 22nd my attention was called to the fact that the fishermen's traps were of a smaller mesh than the 3½ inch allowed by law. I was, however, unable to do anything in the matter, as I fully recognized the great inconvenience it would be to the fishermen to cause them to remove the small mesh from their traps, as it was in the height of the fishing season, and if the law were enforced I may say that one-half of our fishermen on the Labrador Coast would have to take up their traps and give up the voyage.

I then left Spare Harbor for Cape St. Michael's, and after three hours' delay settling minor disputes with reference to codtraps and salmon nets we left for Occasional Harbor, where we arrived at 10 p.m. While here the next morning (23rd) several people complained to me that their fishery gear had been stolen while they were in Newfoundland during the winter. I fully investigated the matter, but could find no tidings of the thief.

We left Occasional Harbor at 9.40, and arrived at Square Island at 12.30 p.m., where I disposed of quite a number of disputes over trap berths. Here we found that fish had been very scarce, and also caplin, but there being a a few caplin landed there that day, boats were doing very well with the hook-and-line, but nothing was being done with traps. We left for Dead Islands at 3 p.m., where we arrived one hour later. After distributing several copies of the Fishery Rules, we left for Snug Harbor, and arrived at Cape Bluff at 8.30 p.m. on June 24th.

Left Cape Bluff at 4 a.m. on the 25th for Snug Harbor, and arrived at the latter place at 5.30 p.m., where we found a good sign of fish. After settling three trap berth disputes between schooner owners, we left for Venison Tickle. We left Venison Tickle at 11.30 for Hawke's Harbor, where we remained all day, taking coal. We left Hawke's Harbor on June 26th, and proceeded to Bolster's Rock. Meeting very foggy weather, we had to anchor in the Run. On June 27th, we left the Run and went to Heel's Harbor. Could not get to Bolster's Rock until late in the evening. Here complaint was made to me that wood cut for the Government last winter had been carried away in schooners going up the Bay. Several fishermen of Conception Bay also complained to me that their houses had been broken into during the winter, and all their cooking and other utensils, and also their hooks and lines and trawls had been taken away. I may state here that quite a number of such cases were brought to my notice while I was on the Labrador. I did my best to find the lost articles. No sign of fish whatever, and no bait of any kind.

Left Bolster's Rock and arrived at American Tickle at 8.30 p.m. On the morning of June 29th, John Muriel, of American Tickle, complained to me that Elias Thomas had taken his trap berth, and also his salmon net berth. After fully investigating the matter, I found that Muriel was trying to hold two trap berths with two pieces of nets in order to save his traps.

After settling five other trap berth disputes, left for Punch Bowl, and found no business to be done there.

Arrived at Domino at 4 p.m. on July 25th, and found that there was work sufficient to claim my attention for three days. Several complaints were made to me with reference to the natives stealing our fishermen's belongings when they were at home during the winter. After searching around

for a couple of days, we found some of the property on Spotted Island being used by settlers, who swore that they had picked it up, and agreed to return it to the owners. I may state that the complaints re trap berths and trawls were very numerous, and it took me three days to settle all disputes. intermediate ports. Then, by order of the Minister of Marine and Fisheries,

On July 2nd we left for Sandy Hill Bay—a distance of thirty miles. On arrival, we found one livier, who fished for trout in the month of July and up until August 10th. I made enquiries as to where he fished for trout and salmon. I found that this was his first year as owner of the property. It had been owned for the past thirty years by an Englishman named Searle, who had, during the said period, broken the Fishery Rules in every way, setting his nets up as far as one mile in the river, and catching trout in the spawning season. I may say that I found two of his nets set contrary to the Fishery Rules I ordered him to remove his nets, and I put up a sign board, thus marking the farthest point up the river that nets could be set. Trout could be found in abundance in this river, especially at the weight of two pounds. I was told by Hennebury that in seasons past as high as sixty barrels of trout were taken from this river, but it has now been reduced to about fifteen barrels; the reduction, no doubt, can be accounted for by the nets being placed up the river.

On July 4th left Table Bay and proceeded to Ledge Island. I found three schooners here sheltering from the storm, but no fish or bait whatever. Here I found the same disputes with reference to one trap taking up two berths, but could do nothing in the matter.

Left at 12.30 p.m. and arrived at Grady at 2.30, where, on arrival, I found a dispute had arisen between two fishermen over a trap berth. Being unable to get to Black Island, I postponed the case until I arrived one month later in the Susu. I found no fish or bait here, but quite a number of schooners from the Straits proceeding north. After settling four trap berth disputes, proceeded to Cape North.

On July 5th left Cape North and proceeded to Long Island, and after settling two trap berth disputes at the latter place, left for Cartwright. On arrival at Cartwright I was informed by the fishery officer that a native of the Labrador had been fishing his trout nets up North River at a distance of one mile from the salt water. I immediately left Cartwright and proceeded to North River, a distance of ten miles, and anchored off the mouth of the river. Manned the boat, with fishery officer on board, and rowed up the river, which contains salt water. When at the mouth of the overfalls found two trout nets set in eddies with water to the depth of twelve fathoms, where numerous trout were spawning. I may state here that these nets had been used during the past ten or fifteen years up the said river. I ordered the removal of the nets two and a half miles towards the mouth of the river.

As the native and family were in poverty of the deepest kind, I did not impose a fine, but warned him that if ever caught again he would receive the full penalty of the law. I put up a notice board at the mouth of the river and left for Cartwright.

On July 6th we left Cartwright, and proceeded to Snap Cove. Here I advised the salmon catchers to carry out the law regarding the salmon and trout fisheries, and then proceeded to Pack's Harbor.

I found on arrival here that there was great dissatisfaction among the natives of the Labrador Coast, caused by the fact that they had not been notified that the Fishery Rules had been changed. They complained that they did not know that there had been any change made in the Rules until the Newfoundlanders arrived on the coast, and had taken all the trap berths. In this matter the only possible thing for me to do was to guarantee to the natives of the Labrador that they would in the future receive notice of any change in the Fishery Rules in due time, in order to give them as good a chance as the Newfoundlanders visiting the coast. This, I may say, was not caused through any neglect of the Marine and Fisheries Department, but was due to the delay of the repairs to the Stella Maris, and the Government being unable to obtain another suitable boat at an earlier date than was done.

I am of opinion that the natives of the Labrador should receive due notice of any change in the Fishery Rules from year to year, and every means should be employed to acquaint them of any such changes, as they greatly depend upon their catches of fish for support.

On July 7th we left Pack's Harbor and proceeded to Indian Harbor. On arrival here I found quite a lot of trouble amongst the fishermen. Tried one case, A. Francis, of Port de Grave, versus Wm. Batten, trap berth dispute. After settling five other disputes, left for Holton, where we arrived and remained all night.

On July 8th we left Holton and proceeded to Tinker Harbor, King's Bay, and Sloop Cove, where we found no liviers or any other fishermen, as they had not arrived on the coast. Seeing that it was useless to go any further north, we returned to Domino, where I found that trouble had again arisen between two fishermen. We also called at Griffin's Harbor, where I settled four disputes with reference to trap berths. On receipt of a message from Batteau that a fisherman had blown off his hand with a gun, we left immediately, in order that the doctor might attend to the unfortunate man.

Between this date and July 25th we cruised the coast from Blanc Sablon to Holton, settling fifty fishery disputes in all, and also cruising from Carpon to Brandy Harbor. While at Brandy Harbor, Newfoundland side, I may

say that the fish was very plentiful, and schooners were there in great numbers. After ten minutes spent among the fishermen, I found that it was impossible to settle all disputes between trap owners by referring them to the law, which would, I am sure, be the means of preventing many of our people from securing any fish. The traps were set nearly side by side. Upon complaint being made to me, I decided to get a boat manned and get the different parties who were in dispute to go with me where the nets were set. By so doing I arranged all differences satisfactorily, with the exception of two cases, without trial. These two I had to try before open court, and ordered one of them to move his trap twenty-five fathoms from the plaintiff's. On July 25th I was ordered to St. John's for the Stella Maris.

Arrived at St. John's on August 2nd. When ordered home to take the Stella Maris I was at Domino.

On the sixth day of August I again left St. John's, having been ordered to take up the northern mail service, and also to carry out the Fishery Rules on the coast and settle any disputes that might arise between the fishermen.

I was ordered to call at the following places to land fishery supplies for the fishermen—Battle Harbor, Bolster's Rock, American Tickle, Domino, Indian Ticyle and Grady.

On arrival at Battle Harbor I was informed that two of our fishing schooners had run ashore on rocks going through Assize's Harbor. These rocks need badly to be buoyed for the benefit of the floaters going to the Labrador. After leaving Grady I was to go to Cape Mugford direct, and return to Hopedale to connect with the Invermore; but, on arrival at Mugford, I found that there was no fisht here, and the fishermen demanded of me to go to Saglek Bay to report on the fishery. Seeing that I would have time to do so, I proceeded there immediately from Mugford to Saglek, visiting all the ports, a distance of 150 miles around; returning, visited all the ports from Saglek to Hopedale, where I met the Invermore. After taking coal, passengers and freight from the Invermore, I was notified by the Moravian Missionaries at Hopedale that an Esquimaux at Double Island needed looking after. I, therefore, proceeded to Double Island and made full enquiries regarding the matter, and after settling dispute, left on my route from Hopedale to Cape Chidley.

Found very little trouble amongst the fishermen floaters of the Labrador, with the exception of a few trap berth disputes and quite a lot of splitting done on the fishing grounds..

We continued this service from Hopedale to Cape Chidley until the 22nd day of September, when we returned to Indian Harbor for orders, and from that place proceeded up the coast as far as Battle Harbor, calling at

intermediate ports. Then, by order of the Minister of Marine and Fisheries, we proceeded to Cartwright to take on board the crew of the wrecked schooner Welcome. We then proceeded to ports along the French Shore, and arrived at St. John's on the tenth day of October.

In conclusion, I would like to make reference to certain matters relating to the fishery on the coast from Blanc Sablon north. On travelling the coast in the month of June, I found many schooners laying up with traps in the water which were being torn almost every day, and there being no fish to be caught in them. This, I am of opinion, is detrimental to the interests of the fishermen, both by occupying the fishermen's time and by the great destruction of property. During the month of June little or no fish was taken with traps, but quite a number of schooners and boats that fished with trawls secured from eighty to two hundred quintals of fish, and I wish to state here that thousands of quintals of fish would have been caught during the month of June by the use of trawls if the law had not been against the use of them.

Re the use of trawls on the coasts of Newfoundland and Labrador, I am well aware that there is quite a difference of opinion as to whether they should be allowed to be used or not; but, after going into the matter fully during the summer, and taking everything into consideration, I am of the opinion that it would be well for the Fisheries Board to move slowly in the matter of prohibiting the use of trawls on any of the coasts of the island or its dependency. While at East Modiste, in the month of June, I found that the people were greatly against the use of trawls, and they were also much against the Newfoundland trawlers hauling bait so as to fish with trawls outside the three-mile limit. At West Modiste, three miles from East Modiste, the fishermen use trawls, and they also use traps, and just to give you an instance or proof as to whether trawls are or are not detrimental to the fishermen, I beg to state that at East Modiste during the past ten years they have used traps and no trawls. At West Modiste, three miles from East Modiste, they have used traps, trawls, or anything else they could catch fish.

Taking year for year for the past ten years, the people of West Modiste, who use trawls, traps and codnets, have doubled the quantity of fish taken by the people of East Modiste, who do not allow trawls to be used within three miles of the fishing grounds. Surely this is a fair trial by two settlements just the distance from one another that trawls are prohibited from being set, and proves that trawls, instead of being a hindrance to the trap fishery, are a benefit.

One more instance I may state, and that is from Quirpon (Newfoundland) up to Brandy Harbor, Cape Norman, a distance of twenty-five miles,

trawls have been used by the thousands during the past ten years, close in to shore and in amongst the moorings of the codtraps, and traps have been used there also in great numbers.

Do we find that the trawls have been a hindrance to the trap or hook-and-line fishery on this section of the coast? The thing speaks for itself. No other part of the Newfoundland coast has done so well with the fish as that portion from Quirpon to Brandy Harbor, where trawls have been used in abundance.

I could mention other cases that have come under my notice during the summer, but I think these two instances are sufficient to prove that, instead of being an injury to the fishery, trawls are a benefit, and the question of prohibiting their use is one that should be carefully considered before being made law.

I found in the Straits of Belle Isle, from Blanc Sablon down to Red Bay, a number of seal net frames left in the water in the month of June in order to keep trap berths, instead of putting out lawful mooring or traps, and I am of opinion that some law should be made with reference to the above question.

One great matter of dispute amongst the Labrador fishermen is the room taken for trap berths when fish strike in in any quantity. In this matter, I mean that they so set their traps that one man with two traps can take up the room of four trap berths, and there is nothing in the law to prevent such a thing being done. I would ask that this matter be considered by the Fisheries Board at its first meeting.

I am fully of the opinion that if there were some twenty-five or thirty bait supplying stations along the different parts of the coast, from Blanc Sablon to Indian Harbor, that, instead of the output of 80,000 quintals of fish from the Labrador this year, there would have been 160,000 quintals. I know of instances this summer where a man put out his herring net and caught eight herring, and with the said herring caught three quintals of fish, and with the pips of the herring caught one and one-half quintals of fish. I know of several other cases where the people dug shell fish, and would load their boats with cod caught with this bait. I am of the opinion that it is the duty of the Fisheries Board to do everything possible to further the establishment of bait stations on the coast of Labrador.

I would recommend, if this service is to be continued another year, that the boat leave here on May 25th, or as soon after as possible.

Eighty trap berth disputes in all were settled by me, and forty other disputes in connection with the cod and herring fisheries.

I have the honour to be, Sir,
Your obedient servant,

W. C. WINSOR.

REPORTS OF PICKLED FISH INSPECTOR

St. John's, Nfld., January 2nd, 1911.

A. W. Piccott, Esquire,
Minister of Marine and Fisheries.

Sir—I beg to submit to you the results of an enquiry made according to your instructions of May 21st, 1910, in reference to the French steam trawler, which I reported to you as being seen engaged in fishing operations in Bay St. George, from May 9th to 15th, 1910.

The first information which I wired you was given me while visiting Sandy Point in connection with my duties, by one John Campbell, of Ship Cove, north side of Bay St. George. He stated that on May 9th, while on his way from his home in Ship Cove to Sandy Point, he passed close by a steam trawler (believed to be French), steaming about the fishing grounds. (The water is shallow well off in this bay and on this account the fishing gear is usually set from one and one-half to two miles off from the shore). He, and the two men with him in the boat, tried to make out the name of the steamer, but could not do so. After returning to his home in Ship Cove, he learned that other fishermen, on their gear in the same vicinity, had made out some letter and numbers on her bow, and that the people at Ship Cove, Campbell's Creek and Abraham's Cove, in his locality, were greatly annoyed over the matter, and many were obliged to stand by their gear and shout warnings to the steamer, as she passed them, not to destroy their fishing gear. I obtained the names of several of the fishermen who had been in proximity to her, and communicated with one George Bruce, of Abraham's Cove, who replied that on May 9th, while on his fishing gear off his home, a steam trawler passed within one hundred yards of his boat, and he made out on her port bow the letters "A. R. C.; 377." She then had a large spread of rope netting all along her port side. I afterwards saw her drag net in operation.

I learned, also, that she was seen by a Captain Hollett in the same neighbourhood, and the fishermen of Sandy Point report her operating within twelve miles of Sandy Point light.

When I visited Abraham's Cove, Ship Cove and other places on the north side of the bay, in continuation of my work of inspection, I had the statements made by Campbell and others confirmed by the resident fishermen of the various settlements mentioned, a few of which I submit—

Charles Duffey, of Abraham's Cove, states that he and his crew were on their gear one day in May last while the steam trawler was in the bay. That she steamed close to them, with her drag net in operation, and he was obliged to leave his gear in order to avoid being run over or swamped by the sea from her, and was sure for the time that his trawls were carried away, but did not catch her name. "Several days afterwards saw similar steam trawler some distance away; not quite sure if same one, but she was using her drag net. I was then about two miles off shore from Abraham's Cove, my home."

Another boat of same place (Daniel Marsh and crew) went alongside the steam trawler as she was fishing about the bay, and made out letters "A. R. C." and Nos. "377" on her bow. Describe her as a steamer of about 200 or 250 tons, two spars, painted black, very deep in water, and apparently a very fast boat. She was then about a mile and a half from the shore.

Again, Edward Jesso, of Abraham's Cove, states: "Steam trawler, evidently French, came right off this cove, and and a half miles from shore. I was on my trawls, and was hailed by some person on the steamer in broken English and asked if there was any fish about. Told him no. She passed over my gear, put down her drag nets, and operated around the fishing grounds. I held on, fearing she would destroy my gear. Noticed when she hoisted in the drag net, but not near enough to make out if she had taken much fish. Saw her around in and out for several days. After this steamer had dragged over the fishing grounds in our locality we could get no codfish on our trawls, and felt certain that the steam trawler injured our fishing ground."

I obtained similar evidence in other places along the shore. Found she had been anchored one night at the Gravels, Port au Port, leaving there before daylight; evidently did not report at the Customs. She then continued her fishing operations until Sunday, May 15th, when she steamed out around Cape George, with the evident intention of fishing down on the back of Port au Port Peninsula, where halibut and codfish were very plentiful at the time.

I was further informed that these steam trawlers have been seen about the mouth of Bay St. George during the past two seasons. Two of them were observed in the neighbourhood of St. George's Bank, which lies out in the mouth of St. George's Bay, and is considered one of the finest halibut and codfishing grounds on the West Coast.

The foregoing leaves no doubt but that a gross violation of the Fishery Rules and Regulations (to say the least of it) has been committed by a foreign steam trawler in the inshore waters of this Colony, and that thereby damage and loss have been inflicted upon those poor struggling fishermen right at their very doors, and possibly elsewhere on the coast, if facts were known.

This, sir, I respectfully submit, calls for serious consideration, and is, in my opinion, the forerunner of a most serious problem, which is likely to confront us on a much larger scale in the near future.

The preservation and protection of our offshore, as well as inshore, fishing grounds are being menaced by this the most destructive fishing appliance ever devised by man, and against which all other destructive methods and agencies, both natural and inventative, pale into insignificance.

Our inshore fishing grounds can, no doubt, be easily protected against future occurrences of such; but the offshore grounds, particularly those banks and grounds in the mouths of our large bays, such as Placentia, Fortune and St. George's Bays, demand attention. These banks and spawning grounds are the actual source from and over which the supply to the inshore waters must come in the spring season, as the warm waters of the Gulf Stream gradually draw near our shores, improving the temperature and rendering it possible for marine life to run in out of the deep waters to the offshore banks and spawning beds referred to, seeking food, original haunts and spawning beds.

The season of danger when these offshore grounds should be afforded protection from the evil results of the drag net trawlers is April, May and June.

It is now evident that the sooner some legislative measures are enacted to cope with and prevent as much as possible such destructive methods of fishing the better for the future of the marine resources of this country. We should at least keep them outside of territorial waters.

They have literally ploughed up the Grand Bank and other deep sea fishing grounds off our coast and in the Gulf of St. Lawrence. Now their attention has been turned, particularly the French, to our offshore fishing grounds on the South and West Coasts. Fortunately for this Colony at the present juncture, the decision of The Hague has placed within our hands the weapon of defence, by clearly defining the limits of territorial waters. Such cannot be too highly appreciated, as it goes far to simplify matters in the enactment of future measures for the better protection and preservation of those valuable banks and spawning beds which stand off in the centre of our large bays, and which otherwise would continue to be at the mercy of the drag net steam trawler.

I would draw your attention to the evil results likely to accrue on our coasts from the operation of even ten or twelve out of the estimated number of thirty or forty of these French-owned steam trawlers so operating in the North Atlantic fisheries. With this destructive appliance, capable of scooping up two or three tons of fish or more at a time, being dragged over the bottom on our offshore fishing grounds in the early spring, it is not difficult to realize the destruction that must follow. This was shown in evidence at Bay St. George.

National intervention will soon be necessary to save the situation and protect the base of supply. This is now being realized on the Canadian coast, where such is in operation, and I beg to suggest that we at least should endeavour to protect our territorial waters from further injuries sure to be inflicted by the drag net steam trawlers. I would be pleased to submit suggestions at your desire, if you consider this matter deserving of consideration.

I have the honour to be, Sir,
Your obedient servant,

P. J. FITZGERALD,
Inspector Pickled Fish.

St. John's, Newfoundland,
January 2nd, 1911.

A. W. Piccott, Esquire,
Minister of Marine and Fisheries.

Sir—I beg to submit to you my report in conformity with your instructions of August 9th, 1910, viz: to proceed to Ramea Islands, look up the local conditions, and ascertain the requirements of the fishermen in connection with the herring fishery on that section of the coast.

On arrival there I gave particular attention to the subject matter of the request made you in behalf of some of the inhabitants of Ramea Islands, asking for the privilege of using caplin seines to haul herring to barrel for export.

After interviewing quite a number of the principal fishermen and business men, whose interest such privelege would be likely to serve, I was forced to the conclusion that, if such request was granted, it would not meet with the approval of the majority

Many were not aware that such a request had been made you, and had no desire to see the present laws relative thereto rescinded.

I also found that out of the 95 resident fishermen, not more than 10 or 12 were in favor of seines being again used there to bar or haul herring, as in the past, and in behalf of this number the request was made.

These applications to you for above-mentioned privileges were represented to me as a few of the small boat fishermen, who fished around inshore in summer season, and made no endeavour to secure or build suitable boats, like their more industrious neighbours, and venture on the offer grounds, where good catches of codfish are seldom missed.

The opening of local markets for the purchase of fresh halibut at Ramea by the firm of J. Penny & Sons, and at Burgeo by the Portland cold storage people, has considerably augmented the earnings of the fishermen, and as much as three and four hundred dollars have been earned by boats halibut fishing in this locality during the past season, the prices being paid 3c. per lb. for grey, and 4c. per lb. for chicken or white halibut.

The geographical situation of Ramea Islands, possessing one of the finest harbors on the West Coast, and standing off as it does three miles from the mainland, in proximity to the large banks, renders it a most desirable location from which to prosecute the halibut fishery, possessing also a superior fleet of decked boats, outclassed by none in the country as to type, durability and sea-going qualities.

Several fine banking schooners are also prosecuting the bank fishery from there, most of which have been built in Ramea, and this in face of the fact that all timber and building material must be brought from the mainland, procured twenty miles or more up the bays, which certainly reflects great credit upon the skill and industry of the people.

Now that the means have been afforded the fishermen through a prosperous season, the further equipment and improvement of their fishing outfit is made possible, and an impetus given for the building of more of those substantial type of decked boats, so very necessary to the successful prosecution of their offshore fisheries, and particularly for the greater protection of life whilst engaged at such a hazardous calling, which necessitates their going fifteen miles or more out to sea, at all seasons, in order to reach the large banks, where cod and halibut are to be found more plentiful than on the inshore grounds.

It was an agreeable surprise to find these fishermen, who go out long distances off shore to fish, remaining out from three to four days, make it a point to bring their fish offal and cods' heads to the land, instead of dumping them overboard, as is the general rule on some fishing grounds. This is a sure indication of the intelligence of the fishermen, who set the example

to the thoughtless one of protecting their fishing grounds from becoming fouled, and certainly is an object lesson worthy of imitation by careless fishermen elsewhere, who neglect to study their own interests in this respect.

It is evident that the people of these islands, within easy reach of the fishing grounds in all weathers, will continue to find the codfishery, together with its new acquisition, the halibut fishery, their most profitable and certain industry to rely upon in all seasons, and it will occupy all their time and attention, and on this account there is no evident desire to abandon one for the other under present conditions of the pickled herring market.

The re-appearance of the herring schools in the coves and creeks, as of old, during certain periods in their migratory movements from the offshore waters to the deep-water arms and inlets on the mainland, goes far to solve the problem of obtaining fresh bait all the season, and it only remains for some entertprising merchant like Captain George Penny, of the firm of J. Penny & Sons, to carry out his ideas expressed to me, of taking advantage of recent cold storage legislation and installing a bait freezer, with capacity sufficient to supply his own fleet of bankers and other offshore boats, and success is assured. This firm referred to exports from eight to ten thousand quintals of fish annually to the foreign markets, and does a very extensive business, so much so that upon its success and enterprise as outfitters, to a large extent, depends the general prosperity of the five hundred or more inhabitants settled on Ramea Islands.

Therefore, in order to encourage the installation of such a bait freezing plant, which would be of such an inestimable benefit to the fishermen on these islands, I would ask you to consider the advisability, if at all possible under existing conditions, to grant to the parties erecting and maintaining such a plant with a supply of bait for general use in the fisheries, a special permit, procurable under a license, to be issued by the local Customs officer, to use a caplin seine only in the waters around Ramea Islands, for the purpose of procuring herring or caplin for bait freezer supply only; permission to be granted at periods when herring are NOT meshing, or not obtainable in quantities sufficiently large from net fishing, subject to the discretion of the Customs officer.

I feel assured that some such arrangement as above would be appreciated by the fishermen, in order to obtain and maintain a bait supply Captain G. Penney, referred to, favors and approves of seining, as his communication on this matter enclosed goes to show; but he does not wish to say much against the best interests of net fishermen, or those asking for seines.

Returning east, visited the principal settlements in Fortune Bay, and, taking advantage of the short time at my disposal, endeavoured to ascertain directly from the fishermen and seine-owners their present attitude on the

question of nets vs. seines. I interviewed several of the seine owners and many of the net fishermen. I find that there is at present about twelve of these old-time bar seines still remaining in Fortune Bay, some of which must necessarily be of little use.

I also found many small mesh nets in use intended for bait nets, but used for all purposes. I could come to no other conclusion but that fully ninety per cent. of the fishermen of Fortune Bay are opposed to bar seining, and claim that, with the use of good deep nets of 2¾-inch mesh, it is just as possible for them to derive good results from the herring fishery as the people of Bay of Islands or Bonne Bay.

The majority do not hesitate to assert that bar seining and the results of lobster offal going into the waters was instrumental in causing the herring schools to abandon their spawning beds in the inlets and arms of Fortune Bay.

This, together with the destruction of immature herring, caused by the practice of culling the fish for the American purchaser, and throwing the small on the fishing grounds, wherein sometimes as much as 40 per cent. of small fish would be dumped overboard, caused the injury referred to. Many seine owners, who have been at the business in the past, admit this fact, and realize the evil results if again tolerated.

Some violations of the seining laws occurred there last year, and I anticipate is likely to occur again, as a few of the seine owners and those connected with them seem to utterly disregard the Fishery Rules and Regulations, and are impressed with the belief that they can ignore and violate with impunity the Rules; fortunately for the interests of the fishermen and people, they are only few in number.

The seine owners contend that seining is a much cleaner and less destructive method of fishing than the mesh net. This will stand only as far as the use of the herring or caplin seines, made and gathered by the foot-ropes for the purpose of tucking, goes, when tucked forthwith into the boat, according to law. In this particular, I would call your attention to the last sentence of Section 22 (as amended) of the Herring Fishery Rules and Regulations, viz—"Except when wanted exclusively for bait."

This sentence, to my mind, destroys the full intent and meaning of the section in its entirety, and may be taken advantage of by the use of bar seines cast in deep water and drawn to the shore or strand without tucking forthwith, which virtually amounts to bar seining, wherein the bait privileges can be abused. You will doubtless observe several other minor sections in connection with the Rules and Regulations, which are either superflous, or not clearly defined, for the average fishermen having a desire to conform with the laws.

The general admission of all practical fishermen is to the effect that bar seining of herring is a most destructive method of fishing, from the fact that so large a percentage of the schools barred smother, perish and are killed with the tucking seines in removing them from the bar seines; and a fair estimate of fish, left on the bottom after the seine is removed, would be 25 per cent. of the total impounded for every six days so kept under average conditions.

These are some of the chief contentions made against bar seining, whereby the spawning grounds in the inlets and arms of Fortune Bay become fouled. Added to this the great quantity of lobster offal, which went into the waters during the years when lobsters were plentiful in the bay, it is easy to determine the effects of such, and which caused the herring to forsake their old spawning grounds during the past twenty years; and now, that there is a good indication of the herring schools returning to these waters, it would be suicidal to permit the use of herring seines, other than is stipulated by law, and even those bait privileges as at present enjoyed should not be abused.

I have the honour to be, Sir,

Your obedient servant,

P. J. FITZGERALD,

Inspector Pickled Fish.

St. John's, Newfoundland,

January 2nd, 1911.

A. W. Piccott, Esquire,

Minister of Marine and Fisheries.

Sir—I have the honour to submit herewith my report, in accordance with your instructions of December 10th, 1910, relative to the breach of Fishery Laws reported to you from Bonne Bay, also in connection with the appointment of Harbor Commissioners to prevent the recurrence of such at that place, and other matters of interest pertaining to the West Coast herring fishery, which came under my observation.

At Bonne Bay I found that the report made to you of large quantities of spoiled herring being dumped into the waters of the harbor, had some foundation in fact, but I could not positively determine if such was as serious as at first believed.

The facts are that some of the thoughtless fishermen, who found themselves with boat loads of herring spoiling on their hands, and no frost to

freeze them or markets to dispose of them, started to get rid of them by the quickest possible way of dumping overboard, after being brought to the harbor from their nets.

Some few boat loads, no doubt, were thrown away, but due to the advice and interference of the more thoughtful residents of the community, the practice was soon stopped, and to the credit of the residents, be it said, who realized the results of fouling the waters right near their fishing grounds, an example was set, by the landing of their spoiled herring at convenient places along the shore, some going long distances to the opposite shores of the arm to do so.

The cause of this great waste at the time was unavoidable, to some extent, under the circumstances Every net available was in the water; large shoals of herring ran in the arms. The Gloucester buyers got all vessels in port filled up more rapidly than anticipated, in fact, some new arrivals also came in and filled up in the record time of 16 and 20 hours, then, due to the non-arrival of other schooners expected from Gloucester, the consequent results brought about the waste of a large quantity of fish as is known.

But the possibilities are that even greater destruction must have taken place in cleaning the nets on the fishing grounds, which, to some extent, is known to have been practised during the time between the filling up of the last arrivals from Gloucester and the arrival of more vessels. It is estimated by many at Bonne Bay that at least twelve more cargoes of bulk herring could have been secured during this period, if markets were available.

Now if this is correct, and the nets were kept in the water, which I am led to believe the greater number were, it is only reasonable to suppose (provided the same good fishing per net continued) that something like 12 cargoes, with an average of 1,500 barrels each, or equivalent to 18,000 barrels of herring, went to waste, thereby representing a loss to the fishermen of Bonne Bay of about $25,000.00.

The more evil results of such waste must certainly be apparent to the fishermen if they only reflect upon the injurious effects of having large quantities of decomposed fish washing around on the spawning beds and haunts of the herring, sending forth grease and putrid matter in the spring season, when the temperature of the water becomes warm, and the spawning season comes round in May and June. The consequences then become obvious; much better they be brought on shore and used to make a compost for fertilizing.

Remedial measures to prevent the future occurrence of such waste and destruction, may be found in the erection of a cold storage plant at Bonne

Bay (where the facilities are admirable), wherein, herring, halibut, cod and other fish food products could be marketed or stored until disposed of. A further inducement in favor of such a plant is the fact that extensive halibut fishing grounds are within easy reach of the fishermen in this bay, and such were found very plentiful there last season, one American schooner securing 60,000 lbs. in two weeks fishing on the banks, standing off shore from five to fifteen miles

From general observation, it is evident that the herring fishery is improving, and will continue to improve, and thereby afford the people a means of living for many years to come, if only the spawning beds of those two large inlets forming Bonne Bay are afforded reasonable protection at the hands of the fishermen settled along this shore. Past experience ought certainly to have proven the necessity of such, and the evil results of wasteful and destructive methods.

Matters in connection with the Harbor Commissioners appointed and the section and duties were defined to each; also provision was made for the future disposal of ballast and rubbish in over a shoal point, which I find will help to form a protection to the wharves and premises in the harbor against the ice coming down the arm in the spring, as they are often endangered thereby. Previous to the Commissioners being appointed, one Gloucester vessel was prevented by the residents from throwing her ballast on the anchorage. She afterwards went out and dumped in thirty fathoms of water, which was no improvement being made on the fishing ground.

A considerable waste of herring was also evident near the different wharves, caused through carelessness in throwing them up to cure and freeze. This will be watched by the Commissioners in future.

I am pleased to note that the herring barrels made in Bonne Bay are superior in every particular to any I have examined on the West Coast, indicating that, with the exercise of a little more care in hooping, and complying with the standard requirements, a good article can be manufactured there. One particular maker, a Mr. Wheeler, is turning out an improved package, bound with six iron hoops, which is a decided improvement on the old-time birch, but, better still, if galvanized hooping were used, it would be much more satisfactory.

At the request of a number of fishermen of Bonne Bay, I wired you in December that some of the Gloucester buyers were cheating them in the sale of their frozen herring to the extent of from forty to fifty fish on every 100 sold (purchase price was 40 cents per hundred). Fishermen claim that these buyers referred to were using baskets somewhat larger than what was generally accepted as a two-bushel basket. Baskets are used by mutual consent of buyer and seller in lieu of count, in order to afford despatch in handling, at both Bonne Bay and Bay of Islands.

The remedy I beg to suggest in this instance, and which would be in conformity with existing laws relative thereto, would be to permit the purchaser to use the 16-gallon basket, as heretofore in general use, in the purchase of frozen herring. This in lieu of count by mutual consent of buyer and seller. Having all such baskets or measures subjected to inspection in compliance with the standard measure, and that a conspicuous brand, or irremovable tag, be placed on all such measures before being allowed in use.

I would further suggest that the Inspectors of Weights and Measures be instructed to pay particular attention to this business during the herring season, and in order to to do so effectively it would be necessary for the Inspector to visit the premises and schooners occasionally, thereby preventing such undue advantage as has been taken of our confiding and in some cases helpless fishermen.

Now that the price of herring in the foreign markets has advanced to $4.25 per barrel for the raw material, it is only reasonable that the Colony and its people should share in such advance proportionately, and I therefore beg to recommeend that the minimum price in future for salt bulk herring be placed at $2.00 per barrel, and frozen herring at 80c. per hundred or basket of 16 gallons, etc., as appended

Many statements were made me of fishermen being obliged to protest against the use of illegal and tricky fish measures, handed to them by the wily purchasers, who, in their desire to prevent other fishermen from being made wise to their nefarious practices, would generally resort to the glass of grog or a good dinner, in order to stop their mouths. If this failed, which naturally would be seldom, they were ordered away from the ship, and a future market lost to any independent enough to demand fair and honest dealings.

Such tricks have also been resorted to by unscrupulous buyers in the Bay of Islands in the past, particularly at North and Middle Arms, where, to a large extent, the fishermen are at the mercy of the purchaser inclined to take advantage of the particular situation on that coast.

At Bay of Islands I found no report of any stale fish or refuse going into the waters of the arms. The four saw mills situated along the foreshore are not continuously operated. I find that from Christopher Fisher's long wharf at Corner Brook, built from the slabs and refuse of his mill, sawdust does find its way into the waters of the arm, otherwise very little, if any, fouling is caused by mill refuse.

The very greatest source of pollution to the waters of this arm in the past was caused by the Lunenburg fleet of herring catchers, who went in for pickled herring, and while anchored on the fishing grounds were known

to dump their gibbs and stale herring overboard from their decks, generally by night. Fortunately for the place and the protection of the fisheries, these Lunenburg vessels did not come to Bay of Islands this season.

Another very objectionable practice detrimental to the success of the winter herring fishery is found to be caused by the use of small mesh nets (otherwise bait nets, intended for spring herring). The use of such is destructive in catching large quantities of immature fish, damaging to the reputation of the fish as to size and quality, and injurious to the general success of the fishermen in the locality where such are used.

The bad reputation given to Bonne Bay herring the past season can be, to a certain extent, attributed to this source, thereby causing a number of the Gloucester buyers to keep their schooner at Bay of Islands, in anticipation of securing larger fish, rather than go to Bonne Bay, even with the certainty of filling up in short time.

But the strangest feature of this circumstance is, as I have previously shown you, that the herring netted in the Humber Arm in from 20 to 25 fathoms of water, did not give within one-eighth of an inch as good an average length as those netted one day later in similar depths at Bonne Bay, showing virtually the same schools running in both places. This bad reputation gained had a damaging effect upon Bonne Bay.

I further desire to call your attention to the motor boat question, recently the subject of much discussion by the fishermen and press on the West Coast. The principal objection to the use of such is the injurious effect which evidently has and will result if their use in connection with the winter herring fishery is allowed to continue under present disturbing conditions.

A number of these boats are brought down by the Gloucester schooners as part of their outfit. These, together with several locally-owned, were in almost continuous operation on the Humber Arm the past season, and to all appearances were an up-to-date acquisition to the outfit, being most expeditious and labor-saving to both fishermen and buyers.

But it remains apparent, to all having the future prospects of this important industry in mind, and possessing any practical knowledge in connection with the movements of herring shoals in those arms of the sea, that, unless remedial measures be taken to prevent or lessen that explosive report created from the exhaust tubes of the motor boats in use there, and which must necessarily have a disturbing effect upon the herring schools, it is reasonable to predict that the waters of these arms will soon become depleted.

This statement will be borne out by evident results of such during the past season. When shoals of herring ran in the arms, they soon became split up and driven in all directions, attributed to these almost continuous ex-

plosive noises which, striking the surface of the water, are conducted in circles over a large area from shore to shore in those narrow arms, and conveyed to the very bottom of the sea, affecting more violently, in the nature of a shock, the herring shoals in surface waters, driving them off in deeper waters.

Similar results may be observed after the report of a gun fired over a shoal of fish in surface waters, or from a clap of thunder, be it ever so indistinct, whereby all species of fish are scattered and driven into deeper waters for protection. Like a flash they disappear. Therefore, it is reasonable to assume that the continuation of such disturbing agencies will cause surface water fish particularly to disappear into deep water, thereby being driven underneath and beyond the usual depths of which nets are being fished. This disturbance, together with the varying temperatures of the water, entails a considerable amount of labor and hardship on the fishermen in shifting and sinking their nets and gear, in order to find the shattered schools, which generally rise towards the surface waters again at night.

I, therefore, beg to append my recommendation, which I feel assured will not inconvenience the motor boat owners, and be of general advantage and protection to this important industry.

Matters in reference to the Government's premises at Brent's Cove I will forward under separate cover.

In making reference to the necessity of a cold storage plant in Bonne Bay, I beg to state that, if cold storage plants were also established in most important fishing centres around our coast, the problem which we have been up against in the past, regarding the disposal of our salt codfish at remunerative prices, would be solved, and eventually would certainly lead up to at least forty per cent. of our fish food products being exported fresh, frozen and preserved to more profitable markets, and further, by the establishment of such on the Treaty Coast it will, I feel assured, have the desired effect of bringing about a better condition of affairs, and create the necessary local markets in competition with the Gloucester traders, and give our West Coast fishermen an opportunity of becoming independent of all concerned.

I have the honour to be, Sir,

Your obedient servant,

P. J. FITZGERALD,

Inspector Pickled Fish.

RECOMMENDATIONS

In consideration of the foregoing detailed report dealing with the West Coast herring fishery, and pointing out the necessity of remedial measures being taken to protect, foster and improve this most valuable industry, I beg to make the following recommendations herewith—

Standard Measures

1st.—I recommend having all baskets or tubs used in the purchase and measure of frozen herring subjected to inspection under the standard measure laws of the Colony, and that a conspicuous brand or irremovable tag be placed on each and every measure so used.

Herring Nets

2nd.—I recommend that all small mesh herring nets up to and including 2½-inch mesh, used to secure herring for export, be prohibited in the waters of this Colony, and may only be used to obtain herring for local consumption or bait purposes, for use in the fisheries of the Colony.

3rd.—I recommend that all herring nets used in the waters of this Colony to secure herring for export shall be of 2¾-inch mesh, or otherwise, not less than 2⅝-inch mesh, when shrunk with tar or coating.

N.B.—Eighty per cent. of the nets in use to-day are not less than 2⅝-inch mesh.

Motor Boats

4th.—I recommend that all motor boats used for fishing purposes or otherwise in the waters of this Colony shall have attached to their exhaust tubes a muffler or some such mechanical contrivance capable of deadening the explosion caused thereby. Same to be subject to the approval of the Department of Marine and Fisheries.

5th.—I recommend that no green or salt bulk herring be sold to any foreign fishing vessel, agent or purchaser (privileged under the laws of this Colony to buy bait fishes) under the minimum price of $2 per barrel of 32 Imperial gallons, nor frozen herring for less than 80 cents per hundred, or its equivalent by count, viz., two Imperial bushels, nor caplin under 60 cents per barrel of 32 Imperial gallons, nor squid for less than 40 cents per hundred, or its equivalent of $4 per barrel of 32 Imperial gallons, to be paid by the said master, agent or purchaser of the foreign exporter.

P. J. FITZGERALD.

St. George's, St. George's Bay,
May, 1910.

A. W. Piccott, Esquire,
Minister of Marine and Fisheries.

Sir—I have the honour to submit to you my Report on the Spring Herring Fishery in this bay, and before doing so I think it necessary to give you some particulars relative thereto.

I arrived here on the 13th inst., and, in conformity with your instructions, started in to study and investigate the existing local conditions in connection with the above-mentioned industry, as it applies to this section of the coast, realizing that each and every bay in this island has its own peculiar conditions and requirements, differing somewhat from one another in connection with the coast fisheries.

I find that there has never been any inspection upon pickled fish exported from this bay, to which can be attributed to a great extent the present unsatisfactory state of affairs existing here in connection with this very valuable spring herring fishery.

I have worked east from here to St. George's River, distant about six miles, and west to the bottom of Flat Bay, also six miles distant, and I find this twelve mile section of coast to be the spawning ground of this bay, and 80 per cent. of the herring fishery is carried on within these limits, which also includes Sandy Point.

Along this stretch of sandy-bottomed shore can be observed daily the great streaks of herring spawn rise to the surface, as schools of herring run into the shallow waters and spawn. This is, indeed, a valuable coast fishery section, and, as a spawning section, well worth protecting, and to which little or no attention has been given in the past, as, for instance, I found many of the fishermen along the shore, and here in St. George's Harbor, throwing their soft herring and gibbs over their fish-house landings on to the beach below high water, as they worked stowing away their catch, perfectly indifferent to any wrong-doing. I immedaitely notified them that, in conformity with the Fishery Rules and Regulations, to desist, and also had the Warden, Joseph White, go around to other places, above and below here, to notify parties so doing to discontinue the practice of polluting the waters near the spawning grounds, which, in fact, is not over one hundred yards from their fish houses all along the shore.

Another very injurious practice, and one quite common when herring are plentiful along these shallow water spawning grounds referred to, is that of keeping more nets in the water than can be properly attended to, whereby many of the nets become submerged and sink to the bottom with the weight of dead herring; and as the owners run no risk of losing their nets and gear in this shallow water, they allow them to remain on the sandy

bottom until such time as they see fit remove them, and, in many instances, they are in the habit of cleaning their nets, and throwing overboard the soft herring on the spawning ground, apparently indifferent to the great injury caused by having so much decomposed fish spoiling their nets and polluting the waters, certainly not without the knowledge of wrong-doing, and that such acts are in contravention of the Fishery Rules and Regulations relative hereto.

In order to put a stop to such a careless and destructive practice, I was obliged to use stringent measures with all parties who neglected to comply, when notified, to remove their nets and herring from the bottom, and, in some instances, I was obliged to take possesion of and remove parties' nets so found. After much discussion, I impressed upon the owners, who pleaded ignorance of the Rules, the necessity of complying with the laws made for the protection and preservation of their principal means of living, the results of their carelessness and destruction if pursued in, which I am pleased to say they readily realized, and, after a few days going over the grounds talking with the fishermen, the practice referred to in both instances diminished.

The herring fishery opened here this season about May 5th, and still continues very good, some boats loading every day since, fishing from six to ten nets, two men in a boat bringing in from ten to twenty barrels daily. There are about one hundred and eighty boats, large and small, fishing herring nets along this shore, including Sandy Point and Stephenville, and to date there are close on 20,000 barrels of herring secured. The majority of herring catchers will be giving up this fishery and taking up their nets in a few days, having, in many cases, more than enough caught to fill what barrels they had provided and made last season.

In regard to the packages. I have examined quite a lot of the local-made herring barrels, and find about 60 per cent of them fairly well made and of good material, the balance being very indifferent and not fit to cure herring in—being badly made and not sufficiently tight to hold pickle, on which so much depends for the preservation of the fish. The fact is none of the barrels made in this bay are in conformity with the legal standard called for under the Inspection Act; being one inch less in diameter, having no bung-stave of hard wood, heads not planed, not fully hooped, there being six hoops short on each barrel, neither sawn or split staves are of the required thickness when dressed, and an idea can be formed of the quality and usefulness of such a package to cure fish in when the low cost of manufacture and the selling price is considered, viz., 30 cents and 40 cents. Legal requirements re inspection of herring barrels are practically unknown in this bay, and nothing more can be done this season to have barrel-makers comply with the Inspection Act without distressing the people.

Every fisherman in this bay who catches herring is an exporter in himself. The fishermen ship their own herring to fish dealers in Halifax, without inspection or brand of any kind, and no knowledge of what price they are to receive for them, and are, therefore, at the mercy of any buyers or consignees who may be disposed to take advantage of our poor confiding fishermen, and, at the best, only meagre remuneration is the result of their spring's labour.

And, again, their herring is subject to Canadian inspection, at three cents per barrel. This, together with other expenses, such as freight, cost of package and salt, cooperage, etc., reducing the profit on returns this year down to 50 cents and 75 cents per barrel, as the market price at Halifax opened at $1.85 and has since gone lower.

A continuation of such conditions—not any more the fault of the fisherman than of the unscrupulous consignee, who takes every advantage of the fisherman-exporter—has brought about this state of affairs, and forced the fisherman to seek for quantity, and therefore quality, with prospects of obtaining better prices, for better cure is of no consideration, and matters will not improve unless the Inspection Act be put into operation and made effective.

Just now those Halifax dealers, as eager in the past, as at present, to obtain cheap herring for their market, are beginning to realize the necessity of better cure and local inspection on West Coast herring—otherwise, to them, as well as to the fishermen, this one time valuable industry will become worthless.

The majority of the fishermen here also realize now the necessity of local inspection, and unless some such protection is afforded the honest packer, the careless and indifferent ones will continue to ruin the prospects of betterment, as even a small quantity of bad herring will spoil the price and sale of a cargo.

There are nine large Nova Scotia-built schooners owned here, and used partly for freighting herring to Halifax, bringing back provisions and other necessaries, in return for each fisherman's herring. It is regrettable, from a business standpoint, that our St. John's fish merchants do not try for this West Coast trade, which would, no doubt, bring about the desired results of establishing a market direct with the West Indies and other Southern markets, for which those spring herring are most suitable, and of excellent quality. This, together with improved cure under the Inspection Act, and fair prices for such given the fishermen, a business of over 30,000 barrels could be easily accomplished.

I am convinced that less than $3 per barrel offered for these herrings will not pay the fishermen to give particular attention to the making of packages according to the standard requirements, provide suitable salt, and give the necessary care and attention to the cure and pack in order to have No. 1 fish.

Furthermore, from my knowledge of the West Coast fishermen, as well as those of other parts of the country, it only requires encouragement and fairly remunerative prospects to find that their capabilities are unequalled as all-round practical fishermen in the cure and handling of our various food fishes. But through being discouraged and dissatisfied with the meagre returns for their hard labor year after year, it has driven them to neglect all considerations except that of obtaining as large a quantity of fish as possible, regardless of cure. Particularly does this apply to the herring fishery, which is simply history repeating itself, when we call to mind the similar circumstances which helped to bring about the destruction of our once valuable asset, viz—the Labrador herring fishery.

In support of some of the foregoing statements, I would refer to the success in the betterment of pack which has attended that important branch of our fishing industries, viz., the lobster fishery, in order to show what systematic supervision and reasonable Rules and Regulations will accomplish, and it is evident that protection and encouragement under such rules will create remunerative prices in proportion to the extra care and attention given to the pack and preservation of our fish food products.

The reputation of our lobster pack has become established, due principally to the protection afforded the honest packer against the careless and indifferent ones, and it must be clear to the observer how capable and readily our fishermen take up every profitable branch of our fisheries, and, in short time, become proficient at the work.

This goes to refute the various attempts made by would-be critics at home and abroad, who have endeavoured to show up our people in an unfavourable light as lacking in knowledge, re the cure, pack and handling of our staple products. When the fact remains clear that we only need to make operative and successful use of the practical knowledge derived by our fishermen from long experience; showing our greatest drawback to be in the introduction of new methods, better cure, cull and pack, etc., the need of a standardized system, under departmental supervision, to control the various branches of our fishing industries.

I am convinced, from practical experience, that the success in connection with the cure and preservation of our pickled herring, depends principally upon having substantial pickle-tight packages, and that if such fish lose their first pickle, which contains the nutritious properties and flavour derived from

the fish during the action of salt on them, in producing first pickle, the said properties can never be restored, and the quality and superiority of the fish is lost, as a choice article of food, and, therefore, cannot rightly be classed as No. 1 fish.

The foregoing is a very important feature in the cure of pickled herring, which it is absolutely essential should not be lost sight of by the curer or packer. In order to produce above results, it is necessary to have in readiness to meet these requirements good, substantial, pickle-tight packages to cure the herring in as soon as possible after being taken from the nets and ripped, according to former methods, or gibbed, which is, in part, equivalent to the Scotch Cure Method.

I, therefore, respectfully beg to submit to you, in conjunction with my other recommendations attached to this report, the urgent necessity of further improvements being made in the rules relatives to the manufacture of pickled fish packages, and, with this object in view, would recommend that the Statute Laws re the Standard Length of Herring Barrel Staves be changed from 27 inches to 28 inches in length, and that the full diameter of heads be 17½ inches, instead of 17 inches, as heretofore.

This, you will observe, is an improvement necessary to afford more space for the pickle to circulate around the fish, and also relieves the injurious pressure that herring are in all cases subject to, particularly when packers endeavour to force 200 pounds of fish in packages under legal size, thereby creating a destructive pressure which is ruinous to the pack, decreases the value, and spoils the appearance of the fish.

Another very objectionable feature I have observed in the manufacture of herring barrels on the West Coast, and also in regard to Canadian manufactured herring barrels imported into this country, is the fact that not alone are they made without regard to our legal requirements, but the majority of makers do not even fire their barrels in the making; and therefore all such made packages should be condemned, and classed only as dry fish packages—for the reason that herring barrels, which have not been fired in the make, cannot be given the necessary bilge without thinning the staves under prescribed 5/8 in. in thickness. Herring barrels without proper bilge are not substantial enough to resist the hoop driving pressure required to bind and make them pickle tight. Hence my recommendation that a clause be inserted in the Inspection Act prohibiting the use of any such barrels, either imported or local, for the cure of pickled fish.

A further improvement in the manufacture of herring barrels and more in line with the Scotch made packages for herring would be, after allowing the 28 inch stave (similar to the Scotch size) as suggested—to insert a clause in the Rules, calling for square end chimes on the bottom of herring

barrels, also one iron chime hoop on each end of barrel. This, together with the one-third hooping (which our present laws call for), would produce a similar but superior package, with a better finished appearance than the Scotch make.

There would not be any difficulty in having this class of package made on the West Coast, as all the makers used chiplapped hoops, and would only be called on to add the two iron chime hoops, together with the one-third chiplapped hooping. The use of the iron chime hoop is already in evidence amongst the more advanced barrel makers on that coast.

I also desire to draw your attention to the importance of having the Inspection Act re packages strictly enforced with the further object of protecting the skilled barrel maker against the slip-shod and careless ones who engage in this work, which is shown to be the greatest detriment to the proper cure and preservation of our pickled herring.

It is granted, sir, that only through the introduction of new and improved methods of cure in the handling of our fishery products can we keep pace with the general advancement taking place in other countries, where the industries are now being made a study of on a more scientific and practical basis; therefore it is obvious that success and improvement is bound to accrue just as soon as our fishermen, and fish merchants also, begin in earnest to appreciate the importance and urgent necessity of adopting more systematic methods in the cure, cull and pack of our fish food products.

Such is absolutely imperative if we ever hope to obtain and maintain a standing and reputation in the fish markets of the world. We are thereby forced to realize that greater endeavour must be made, if we hope to push to the front in competition with the fish products of other countries—conducted under constantly improving methods. It is evident that we hold many natural advantages in our favour, but these are more or less counter-balanced at present by the lack of up-to-date methods on our part; in consequence, we cannot but fall short of success.

I, therefore, respectfully submit that, with the introduction of improved methods, and the grading of our staple products, an incentive will be created amongst our fishermen from a remunerative standpoint that will bring forth from them, and force into use, the adoption of practical knowledge and methods derived from experience by our progressive class of fishermen.

The application of improved methods derived from experience in cure and pack by our people has been retarded and discouraged in the past, from the fact that a premium has virtually been set upon bad and indifferent cure and pack—and while it continues to remain apparent to the curer and packer that inferior cure generally commands a price proportionally better than

superior cure, the difficulty will continue to be ours, and can only be obviated by regulating the price according to quality under some such system as suggested.

I believe it to be essential in the application of new methods that a studied comparison should always be made on equal lines, to find the superiority of one method and process over another, before discarding the old for the new, and possibly thereby making no advancement.

Take, for comparison, the old local method of curing our herring under the ripping and cleansing process, and compare it with what is known as the Scotch Cure process of gibbing without cleansing or washing of any kind, and base our decision from the standpoint only of finding which is the best method as a fish food preservative; all things being equal, the conclusion is obvious, for the simple reason that, by the former local process of ripping, and thereby removing the gut and intestines, the injurious properties and animalculae of the waters contained in the fish are removed, and further, when the ripping process is properly performed, the velum between the blood and the backbone of the fish is cut, thereby allowing the pickle to more quickly penetrate and preserve the fish. Also preserves and hardens the blood, and prevents it spreading and affecting the fish.

Then, again, the salt water cleansing before salting has the beneficial effect of removing every impure particle remaining, and the action of the salt on the moisture of the fish will do its work, before the blood and decomposed particles will effect by souring, and the flavour is maintained—the superiority of the cure, under above method, is unequalled, provided the herring do not lose fish pickle. Compared with the above, under the Gibbed or Scotch Cure Method, the herring are first dredged lightly with salt, in order to harden the fish, and help retain the scales; this is a good method in itself, and could be acted on to advantage by having a little salt at hand to sprinkle when removing the herrings from the nets.

The chief feature of the Scotch Cure Method is that of gibbing or removing the gill and gut—without ripping the fish (allowing the milt to remain); this certainly adds to the outward appearance of the fish; but the fact remains, in most instances, a portion of the gut and intestines, and all the blood and deleterious substances contained in the fish is allowed to remain, and salt water cleansing is prohibited—this must, and certainly does, affect the preservation of the fish on the inside, and the pickle, however strong, cannot penetrate and preserve the inside of the fish before deleterious effects set in.

And, therefore, in my experience with both methods, I have found—and it has also been observed by numbers of practical curers of herring—that the local or ripping process (properly executed) far exceeds the gibbed or Scotch

Method as a fish food preservative, and that our inferior cure can be attributed chiefly to bad packages, inferior salt and careless handling, due to want of system and remunerative inducements; whereas the superiority of the Scotch Cure lies in their systematic methods, excellence of packages, and care taken to improve and advertise their industry. But the fact remains, if certain markets approve of the Ccotch Cure Methods, it would be wise to imitate them, and cater to such markets, particularly if, by so doing, our herring will command a higher price, as it is a very much quicker and easier method to adopt than our ripping process, provided more attention is given to quality, and less to quantity, to be offset by a desire on the part of curer for better prices.

In conclusion, I beg to state that the process of removing the blood from the fish is proven to be the most essential feature in the preservation of salmon, cod, herring, halibut and other fish food products, and practical experience has shown that, if such is allowed to remain, it will sour the fish and thereby destroy its flavour.

I have the honour to be, Sir,

Your obedient servant,

P. J. FITZGERALD,

Inspector Pickled Fish.

A. W. Piccott, Esquire,

Minister of Marine and Fisheries.

In consideration of the foregoing detailed report, and in order to improve and re-establish the reputation of this important branch of our fishing industries, namely, the St. George's Bay Spring Herring Fishery, I beg thus to submit to your consideration the following suggestions and recommendations, after carefully looking into the local conditions of this bay—

1.—I recommend that three sub-inspectors of pickled fish be appointed for St. George's Bay, viz., one at St. George's, one at Sandy Point, and one at Stephenville. The inspector at St. George's to attend principally to Section 1, extending from Main River Bridge to the bottom of Flat Bay. The inspector at Sandy Point to attend principally to Sandy Point. The inspector at Stephenville to attend principally to Section 3, extending from Main River Bridge to the Gravels, Port au Port.

2.—I would suggest that you consider the advisability of reducing the inspection fee of five cents per barrel, as at present, to three cents per barrel for herring inspection, for export or local sale.

3.—I would suggest, from an economic standpoint, that in order to hold the inspectors so appointed free from all influences and dependence upon the owners and packers of pickled fish, that the Government undertake to remunerate the pickled fish inspectors in part, by appointing them Coast Wardens and Pickled Fish Inspectors combined; as it would be an incentive to the Coast Warden, from a remunerative standpoint, to give all his time and service to the work, as the duty of one virtually ceases before the other begins.

4.—I would recommend having each inspector, after he has inspected each packer's herring and herring barrels, fill out a certificate form in triplicate, showing the packer's name, his number, quality, quantity and weight of herring so inspected. One certificate to be given to the packer, and one forwarded to the Department of Marine and Fisheries, and the other retained by the inspector, to be presented to the Department on application for inspection fees.

5.—I would recommend that your Department undertake to have collected the three cents per barrel inspection fee through the Customs' Officers upon Export Entries being granted the shipper.

6.—I would further recommend that the three cents per barrel inspection fee so collected be used in part to augment the Inspector's remuneration for services, over and above the usual Coast Warden's allowance, on production of Certificate of Inspection.

7.—I would particularly recommend that Public Notices be issued on this coast before October 31st, this year, proclaiming the intention of the Department of Marine and Fisheries to have the Statute Laws relative to the standard size, quality and requirements of pickled fish packages, and the inspection thereof strictly enforced.

8.—I also particularly recommend that Section 4 of the Statute Laws, relative to the standard length of herring barrel staves, be changed from 27 inches to 28 inches in length, also that the full diameter of heads shall be 17½ inches between chimes.

9.—I recommend that a clause be added to the laws already enacted, re the manufacture of herring barrels and other pickled fish packages, prohibiting, under a penalty, the use of packages (either imported or local) for the cure of pickled fish which have not been fired in the manufacture, not having staves of prescribed thickness at bilge when dressed, and otherwise not in conformity with standard requirements; classing all such under the head of Dried Fish Packages.

10.—In order to afford some necessary protection to the St. George's spawning grounds, and which would also afford some protection to the smelt and salmon fisheries in this section, without causing any inconvenience or distress to the fishermen in these waters, I would suggest that you take into consideration the advisability of prohibiting the use of herring nets, salmon nets, smelt nets, seines or twine of any description whatever, in that shallow water enclosure known as Flat Bay, to the west of a line drawn direct from Sandy Point lighthouse, on the north side of harbor or bay, to the railway pier opposite, in St. George's Harbor; as fully 90 per cent. of the herring nets are fished outside this proposed limit, still, when herring run up this shallow bay to spawn, they are followed with nets taken from the outside waters. This prohibitory limit will also be of great benefit to the smelt fishing industry, as it is conducted here in fall and winter seasons, by preventing seines or nets being used, which, if pursued in, will mean total depletion. The smelt are a local fish, and remain summer and winter in the shallow water bays and estuaries along this coast; and I feel assured that the hand-line methods of catching these fish, as in the past, would be more satisfactory to the majority of the fishermen than if seining were allowed, as is practised both here and in Port au Port Bay.

11.—I would further particularly recommend that the Statute Laws, relative to the inspection of pickled fish for export, be rendered operative by attaching thereto a penalty for refusal or non-compliance with said Act; and further, that necessary legislation be enacted making the Inspection Act for export and sale compulsory under said penalty, allowing all fish for local consumption inspected free to the packer, granting inspector's compensation for same from fund created from export fees on production of certificate.

I have the honour to be, Sir,
Your obedient servant,

P. J. FITZGERALD,
Inspector Pickled Fish.

METEOROLOGICAL REPORT

St. John's, Newfoundland,
December 31st, 1910.

A. W. Piccott, Esquire,
Minister of Marine and Fisheries.

Sir—I have the honour to submit the following report on the Meteorological Service for the year ending December 31st, 1910.

During the month of February, Mr. B. C. Webber, the Assistant Director of the Meteorological Service of Canada, visited the Colony, at the request of the Government, in order to put Burin Observatory in perfect working order, and to make a general inspection of the observatories at Port aux Basques and St. John's.

At your direction, I accompanied him to Burin, in order to get an insight into the management of the various instruments and general instructions as to the duties of Meteorological Observers.

In the month of July, the fourth Observatory for Newfoundland was established at Fogo.

Mr. A. Stone was selected as the agent for that place, and he proved himself an apt pupil in acquiring the knowledge of the work required of him.

Storm signal stations were erected during the summer at Fogo, St. John's, Burin and Port aux Basques, where the hoisting of the various signals, in order to warn the mariners of approaching storms, was commenced on the 17th September.

This practice has proved of immense value to the fishermen and mariners, and various instances are cited where vessels have escaped boisterous weather by heeding the signals when hoisted.

The distribution of some nine thousand explanatory storm signal sheets amongst the schooner owners has done much to advertise the benefits of these signals, and it is desirable that a few copies of these sheets be in the hands of every fisherman and mariner in the island.

The following are the names of the Meteorological Observers at the undermentioned places—

Port aux Basques .....M. P. Smart
Burin .....John Winter
St. John's .....Mrs. H. Higgins
Fogo .....A. Stone

From all the above stations bi-daily messages are forwarded to the Toronto Observatory, giving barometric readings, direction and velocity of wind precipitation, etc.

Two weather forecast messages are received from Toronto daily, and the general public appreciates in no small degree the information contained therein.

Immediately on receipt of the noon forecast, it is transmitted to all the outport telegraph offices, thus giving the people of the whole island the benefit of the service.

It is satisfactory to be able to state that fully ninety per cent. of the forecasts received from Toronto prove correct.

I have the honour to be, Sir,

Your obedient servant,

T. S. DEVINE.

Vessels Added to Registry During 1910.

Name.	Tons	Where Built.	When Built.
Lydia, R. H..	26	North Harbor	1909
Norman O.....	58	St. Jacques.....	1910
Wallie G	60	Grand Bank.....	1910
Grace Tibbo	97	Grand Bank	1910
Agnes Jane.....	26	Little Heart's Ease	1909
Jessie Grandy.....	55	Garnish.....	1910
J. R. Rogers.....	23	Marystown.....	1910
Maggie Dorcas..	17	Marystown.....	1910
M. J. C.....	24	Marystown.....	1910
Winnie Pearl	30	Flat Islands.....	1910
New Cymbeline.....	12	Birchy Bay.....	1906
Sir Ralph Williams	22	Comfort Cove	1909
April Bloom	25	Nipper's Harbor	1908
Ida Newman.....	35	St. John's.....	1910
Hilda B. Moulton	66	Burgeo	1910
Polly B	41	Glovertown	1910
Exonian.....	14	Fair Islands..	1910
J. M. Croake.....	32	St. Brendan's	1910
Milvine	19	Lewisporte.....	1910
Eva M. F	19	Lewisporte.....	1910
John Simmonds	22	Charlottetown	1910
St. Basil.....	16	Marystown.....	1910
M. E. A. K.....	18	St. Jones' Within.....	1910
Icarian	20	Lewisporte..	1909
Halley's Comet.....	45	Cottle's Island	1910
M. B. S.....	27	Random, South	1910
Rosie Bella.....	42	Hickman's Harbor.....	1910
Eric Max	22	Bonne Bay.....	1910
Maggie Hearty.....	23	Boat Harbor.....	1895
Eva Muriel.....	33	Bonne Bay.....	1910
Hayward S	36	Bonne Bay	1910
Edward B. Winslow.....	38	Bonne Bay.....	1910
Dulcre M	38	Loon Bay	1910
Minnie Critchell	12	Garnish.....	1900
Young Seeker	21	Carmanville.....	1910
Margaret Newman.....	33	Boyd's Cove	1910
Nora C	27	Noggin Cove.....	1908
Emma W	19	Norris' Arm	1910
Meta C.....	23	Carmanville..	1910
Lilla L. W.....	53	Little Bay Islands	1910
Elsie Butt.....	37	Flat Islands.....	1910
Catalogue	10	North Arm.....	1910
Littie Pearl.....	20	Carmanville.....	1910
Ruby V. Jones..	63	Little Bay Islands	1910
Loretto.....	22	Salmonier.....	1910
	1422		

Annual Report of the Game and Inland Fisheries Board, for the Year 1910.

Annual Report of the Game and Inland Fisheries Board, Newfoundland, for the Year 1910.

GAME AND INLAND FISHERIES BOARD.

A. W. Piccott, Min. Marine & Fisheries - President (ex officio)
A. J. W. McNeily, K.C. - - - Vice-President
L. E. Keegan, M.D. - - - - 1st Asst. Vice-President
Thomas Winter - - - - 2nd Asst. Vice-Presid't
James W. Mercer - - - - Secretary

J. R. Bennett, M.H.A.
Frank McNamara
W. H. Bartlett
J. W. Penny
W. C. Winsor, M.H.A.
Alex. McDougall
W. Sinnott (Placentia)
J. F. Tompkins (Little River)
W. A. B. Sclater
W. J. Carroll
George E. Motty
Robert Moulton, M.H.A.
E. G. Grant, M.H.A.
W. H. Rennie
Norman Fisher (Bay of Islands)
R. Mosdell (Port-aux-Basques)
C. Fitzgerald, M.R.C.S. (St. Jacques)

ST. JOHN'S, NEWFOUNDLAND,
FEBRUARY 6TH, 1911.

To His Excellency SIR RALPH CHAMPNEYS WILLIAMS, *K.C.M.G., Governor and Commander-in-Chief in and over the Island of Newfoundland and its Dependencies.*

MAY IT PLEASE YOUR EXCELLENCY,—

The Game and Inland Fisheries Board beg respectfully to submit to you their First Annual Report in respect of their operations during the year.

Before entering upon a synopsis of the work which has been accomplished, it may be expedient to give a brief abstract of the history and constitution of the present Board, in order that the continuity and consecutiveness of their work may be made manifest.

In the Statute enacted 1906, 6 Edward VII., Chapter 20, which was incorporated in the Acts relating to the Department of Marine and Fisheries, under Sections 7, 8, 9 and 10, provision was made for the appointment of a Board to be called "The Game Preservation and Inland Fisheries Board."

In that Act the powers, duties and functions of the Board thus created were defined and limited, but until 1909, when the matter was taken up by the present Ministry, no steps were taken towards the formation of the contemplated Board.

On July 13th, 1909, "The Game Preservation and Inland Fisheries Board" was constituted, and the following gentlemen were appointed members and gazetted as such, viz—

The Minister of Marine and Fisheries, who was ex officio President of the Board; and Messrs. A. J. W. McNeily, K.C., J. R. Bennett, M.H.A., L. E. Keegan, M.D., T. Winter, W. J. Carroll, F. McNamara, W. H. Bartlett, G. E. Motty, W. B. Sclater and J. W. Penney, all of St. John's; and Messrs. J. F. Tompkins, Little River; Norman Fisher, Bay of Islands; C. Fitzgerald, M.D., St. Jacques; R. Mosdell, Port aux Basques; and W. Sinnott, Placentia.

Shortly after these appointments were made, a meeting of the Board was held, the President in the chair, and it was pointed out that there were numerous defects in the constituting statute. The provision requiring the President to be present at all meetings of the Board in order to legalize its proceedings made the contemplated action of the Board ineffectual, and, indeed, impracticable, and it was evident that there were many defects in the constitution of the Board, which required to be organized with larger powers and with immediate control over the moneys received and expenditures made, for the carrying out of the effective operations of the body, on which such large and responsible duties were imposed.

Meetings of the Board were had from time to time and much consideration was given to the drafting of a constitution for the Board, conferring upon them the powers and authorities which they considered necessary for the full and effectual discharge of their duties.

This draft was submitted for the approval of the Governor in Council, and permission was given to the Board, in matters concerning their internal government, to proceed upon the lines indicated by the Draft Constitution until the same could be confirmed by legislation.

This concession was the outcome of certain conferences held by a deputation from the Board with the Prime Minister and with the Executive Council.

Meantime the Board, under the authority of the Statute, proceeded to enact certain regulations concerning the close time for snipe, partridge, etc., which, having been approved by the Governor in Council, were duly gazetted and became effective as law.

A number of meetings were subsequently held, at which the duties of the Board and the general scope of the Regulations to be made were discussed, and Mr. McNeily, K.C., consolidated and embodied the views of the Board in a Draft Bill for the consideration of the Legislature.

The Statute of 1906 provided that at all meetings of the Board six members, exclusive of the President, should constitute a quorum. The Board had, from its experience, found that this number was too large for practical purposes, and in the Draft Bill they proposed to reduce the quorum to five members, exclusive of the presiding officer. Instead of adopting this proposal the Legislature, when the Bill came before them for consideration, increased the number necessary for a quorum to seven, exclusive of the presiding officer. This alteration has unfortunately tramelled the operations of the Board, as it has been seldom, and then with considerable difficulty, that it has been possible to get together eight members of the Board. It should be remembered that the services of the members of the Board have been rendered gratuitously, and that for most of them it is impossible to give their attendance during the business hours of the day.

With only this regrettable alteration, the Bill, as drafted by the Board, passed into law.

The Board having proceeded to the election of the officers, as contemplated by the Statute, the following were elected by a unanimous vote, viz—

Vice-President, Alex. J. W. McNeily, Esq., K.C.; First Assistant Vice-President, L. E. Keegan, Esq., M.D.; Second Assistant Vice-President, Thomas Winter, Esq.

For the position of Secretary, as the result of advertisement, there were thirty-seven (37) applicants, and from amongst these, the choice of the Board fell upon Mr. James W. Mercer, of Bay Roberts, who entered upon his duties on the 1st day of March last, and has since discharged them assiduously and efficiently, and to the great satisfaction of the Board.

Having thus been authoritatively constituted, the Board began to organize a system of protection of the Game and Inland Fisheries of the Colony, as comprehensive as was possible, having regard to the limitations imposed upon them. This was a task of no ordinary difficulty, considering that the scope of their labors extended over the whole island of Newfoundland and its dependencies. It was a prime necessity that the protection of the Inland

Fisheries, of the game and caribou and of the fur-bearing animals of the island should be thorough and adequate, and it followed as corollary that such protection must involve a considerable expenditure. The extent of that expenditure, having regard to the absence of experiential data, was necessarily a matter of speculative estimate.

The very imperfect and ineffective attempts at protection which had obtained in the past, and the expenditure which attended them, afforded no criterion to the Board by which they could estimate the cost of an effectual and comprehensive system. But the absolute necessity of such a system forced itself upon the minds of the Board, and to the formulation of an organized plan of adequate protection they devoted all their energies.

In pursuance of this purpose, and having special regard to the Inland Fisheries, the Board proceeded to appoint three Supervisors of Wardens, each of whom had control over the wardens in the several districts into which the island was for practical purposes divided. To the valuable work which these Supervisors have accomplished more specific reference will be had hereafter.

The appointment and personnel of the subordinate wardens gave much serious consideration to the Board. Heretofore the practice had prevailed of appointing as wardens persons residing in the neighbourhood of the rivers which they were supposed to protect; and to these men a small remuneration was given, which was inadequate for any effective work. They were usually appointed at the instance of the members for the electoral district in which they resided, and were amenable to no supervision. Where any service was given, it was generally of the most perfunctory character, and frequently it was reported that the wardens themselves were the most flagrant violators of the law. Quis custodiet ipsos custodes? was a question which must often have arisen under the old regime. To the Board it was very clear that such a condition of affairs could not be permitted to continue. The whole question of wardens and their duties was debated and deliberated upon by the Board, and it was relegated to Mr. Thomas Winter and a small committee to formulate the views of the Board. The committee expressed their views in an able and exhaustive report, which was substantially the basis of the system adopted by the Board. One quotation from this report which embodies the ripe experience of an observant sportsman deserves prominence here, inasmuch as it not only crystalizes the views of the Board, but expounds the principles on which the Board have acted.

"Having appointed as Supervisors men whom we hope to find efficient "and interested, it is incumbent upon us to help them all in our power by "the appointment of good wardens. This we believe to be the bulwark and "mainstay of the whole situation, and on the selection of these rests the "weal or woe of the Board's work for the benefit of rivers. Much has been

"said at meetings and in the street as to the advisability of putting strang-
"ers as wardens at the different rivers, rather than residents of the locality,
"and we have not heard a dissenting voice; and we believe on this very
"point depends the success or failure of the efforts of the Board; and it is
"to be hoped that the time and thought spent in perfecting the Laws and
"Regulations as regards Salmon will not be lost through any leniency, or
"lack of effort in carrying out this recognised essential."

The expense involved in the transportation of wardens from point to point in the several districts of the island would have rendered the desire of the Board in this behalf quite impracticable, if the Board had not been met by the munificence of the Reid Newfoundland Company and Bowring Bros., Limited. The former company placed at the disposition of the Board their trains and steamers for the conveyance over the whole island of wardens and officers of the Board, upon business of the Board; and, with the like generosity, Messrs. Bowring Brothers placed their steamers north and west at the disposition of the Board for the same purposes. Such hearty and practical sympathy with the objects of the Board calls for honourable recognition and cordial gratitude.

Had the costs of this necessary transportation fallen upon the Board, the conservation of our Inland Fisheries during the past season would have been feeble and comparatively ineffectual; as fewer and less efficient wardens would have been employed, and many of the abuses previously existing would have had to be continued or connived at. Having thus assured to them the free transport of their wardens from place to place, the Board proceeded to the appointment of wardens throughout the island. Whilst the well known and resorted salmon rivers were more effectively policed than formerly, new and hitherto unresorted streams were noted and examined by the supervisors.

It may seem needless to note that the inauguration of a new system of conservation, designed to be effective, must be attended with initial difficulties, and must be to a large extent tentative and experimental. The Board were duly impressed with the responsibility of administering with care and economy the fund over which they would have control, and the total quantum of the fund was a matter of speculative estimate.

One of the first Regulations made by the Board and approved by Your Excellency in Council was the imposition of a fee of ten dollars ($10) for a license to fish for salmon and trout, which license every person not having a fixed place of domicile within this Colony was required to take out before exercising the privilege of fishing in the rivers or lakes of the Island and its dependencies. This imposition, popularly known as "The Rod Tax," was cheerfully assented to by foreign sportsmen, who freely expressed their satisfaction at being able to contribute to a fund which would be applied to the more effectual protection of our magnificent fisheries.

In estimating the revenue to be derived from the Rod Tax, the only data available to the Board were statistics obtained from the Department of Marine and Fisheries, that in the year 1909, when no license fee was in force, over four hundred tourists, chiefly anglers, had visited the rivers on the Western Coast. Upon these data the Board anticipated for the season of 1910, an income from this source of $3,500.00.

For the year 1909 the amount received in respect of Caribou Licenses was $5,600.00, and it was not unreasonable to assume that an equal, if not a greater number of licenses, would have been issued during the past season. From some cause which it would be difficult to divine, there was a falling off of forty (40) licenses in the 1910 season; seventy-two (72) licenses only having been issued, as against one hundred and twelve (112) in the previous year. This amounted to a shortage of $2,000.00 upon the estimate of the Board. The Rod Tax produced only $2,310.00 against the estimate of $3,500.00 leaving, in this respect, a shortage of $1,190.00.

It will thus be seen that the Board having estimated its income from Game and Fishing Licenses at $9,100.00 received only the sum of $5,910.00 from these sources, being an aggregate shortage of $3,190.00

In addition to the income from licenses, the Board received from the Department of Marine and Fisheries a sum of $1,801.86, being the balance of a fund known as "The Game License Trust," which had accumulated in that department previous to the formation of the Board. This appropriation was a casual advantage to the Board which will not be available in the future.

The accounts accompanying this Report will show that the total expenditure of the Board for all services during the year was $10,545.41, as against an income of $7,711.86, leaving a balance to the debit of the Board of $2,833.55. This deficit has been met by a special appropriation of $3,000.00 to the credit of the Board, made by Executive authority. There is also a small credit of fines and confiscations, the result of prosecution which, when adjusted and realized, will go into the accounts of the present year—[Appendix I.]

An analysis of the accounts will show that a large portion of the expenditure by the Board during the past season has been applied to the protection of the Inland Fisheries. The rivers and lakes resorted to by salmon and trout were guarded by a staff of over ninety wardens; and in all cases where it was found practicable, these wardens were brought from their immediate local environment to localities wherein they were comparative strangers. From these wardens reports were from time to time received with comparative regularity, showing the names of persons fishing in the several waters under their respective guardianship, the number and weight of fish caught

by each, and other details, upon a form provided by the Board in accordance with Rules and Regulations formulated by the Board, and promulgated with the assent of Your Excellency in Council.

These Rules and Regulations further defined the duties and powers of supervisors, wardens and licensed guides, and their relations each to the other. The Board are impressed with the belief that these reports of wardens are correct as far as they go. In no case do they exaggerate the quantity of fish taken, but there is reason to believe that in several instances fish have been lawfully taken which were not included in the Wardens' Reports.

We have caused to be consolidated the Reports of the several wardens on the different streams, with names of anglers, and number and weight of fish taken, which we annex as an Appendix hereto—[Appendix II.]

In order to give further prominence to these statistics, the Board considers it a matter of importance that they should embody in this Report a compressed abstract of this consolidation, showing the aggregate catch of salmon in each of the rivers reported upon.

This abstract shows as follows—

River	Fish Taken	Weight in Lbs.
Little River, Codroy	173	1,630
Grand River	80	581
Grand River (South Branch)	160	1,407
Grand River (North Branch)	135	761
Crabb's River	186	1,262
Robinson's	305	1,890
Fischel's	94	460
Flat Bay Brook	88	544
Barry's Brook	119	893
St. George's Brook	5	28
Pox Island River	29	296
Serpentine River	6	65
Cook's Brook	13	53
Humber River: Sandy River, Junction Brook and Willow Steady	422	1,814
Bonne Bay River	46	301
Portland Creek	12	62
River of Ponds	90	523
Hawke's Bay	138	829
Indian Brook, Hall's Bay	53	325
Exploits River: Rattling Brook and Peter's Arm	62	326
Gambo River and Traverse Brook	67	409

Gander River	91	395
Indian Bay Brook	109	840
Salmonier River	499	2,343
South East River, Placentia	113	624
N. Harbor River	1	5
Garnish River	6	34
Long Harbor River	23	180
Burnt Island Brook	3	34
Farmer's Brook	2	14
Little River, Burgeo	36	515
Grandy's Brook	103	654
North Bay, LaPoile	50	318
	3,369	20,415

The largest salmon taken for the season was caught by Mr. Chas. A. Walker, of Boston, U.S.A., in Little River, Codroy. This splendid fish weighed forty-one pounds, eight ounces (41½ lbs.) From the same water, Mr. Walker caught another fish, weighing twenty-eight pounds, eight ounces (28½ lbs.) Mr. M. Wagstaff, of New York, secured one of thirty-three pounds, eight ounces (33½ lbs.), and Mr. C. DuB. Wagstaff, of the same city, got one of twenty-five pounds (25 lbs.) Many other large fish were taken in the western rivers, and although no authentic or trustworthy records of the catch in previous years are available, the Board are satisfied that the aggregate catch of fish, with fewer anglers than in former seasons, has, during the past season, exceeded all previous results. This observation has reference not only to the aggregate number and weight, but extends to the large number of heavy fish, Principes among the Salmonidae, which became the spoil of the sportsman. Visiting and resident anglers who have resorted to these waters for many consecutive years agree that fish were never before found there in such abundance and of such superior weight. They unite in attributing this happy result to the efficient protection which these rivers have received through the organization of the Board. The chief factors of this protection have been (1) The judicious limitation of the localities where salmon nets have been lawfully set; and (2) The vigilance which has prevented the netting of pools and the use of unlawful means and appliances in the warded streams.

As the Board have successfully overcome many of the difficulties which necessarily attend the inception of a new organization, as the machinery for the effectuation of their system is in effective working order, and as much has been learned from the experience of the season past, the Board look forward with sanguine confidence to the successful result of their future operations.

The Inland Fisheries of Newfoundland and its dependencies have been characterized by Captain Haworth-Booth, R.N., as "unrivalled." This opinion, coming from a sportsman who has known the best waters of the world, must carry with it weight and conviction.

The Board, conscious of their limitations, are filled with assurance that, by the energetic continuance and extension of their system of conservation, these "unrivalled" fisheries may be so enhanced in value as to become one of the most lucrative factors in the prosperity of the Colony.

Fish Hatching and Propagation of Trout

Before the present Board was constituted, an agreement was entered into between the Executive Government and "The Game Fish Protection Association," under which the Association, which had established a very successful fish hatchery at Murray's Pond, near St. John's, agreed, in consideration of an annual payment of $500, to supply the Government with ova and fry of the California Rainbow Trout to the extent of their annual product. To this agreement the present Board were not parties. Last season the Government handed over to the Board the management of the transportation and planting of these fry and ova. The selection of places for the planting of the young fish was virtually in the hands of the representatives of the electoral districts, and, at the instance of these gentlemen, the whole output of the Association, amounting to 137,000 eyed ova and fry, was distributed and planted in the various localities mentioned in Apendix III., hereto annexed. This transportation and planting, which required the personal supervision of experts, involved a considerable expenditure, which expenditure, in addition to the sum of $500, the annual amount agreed upon by the Government, the Board was, during the past season, compelled to pay out of its meagre income.

The Board most respectfully submit that this liability should not be imposed upon them, inasmuch as they were not, in the first place, parties to the agreement; secondly, the service is distinctly for the benefit of the several districts, and should be a charge on the District Grant for public improvements, or otherwise; and, thirdly, the Board have no control or authority over the distribution, the cost of which they are obliged to defray.

Although they are bound to give prominence to this objection, the Board fully recognizes the large benefits which are likely to ensue from the propagation of the splendid Rainbow Trout. Under the expert scientific management of Dr. Keegan, the Murray's Pond hatchery has proved a distinguished success. The fact that during the past season, without any importation of ova, 137,000 fry were made available for distribution is eloquent in itself.

The California Rainbow Trout has proved its great adaptability to the environment of Newfoundland waters, but the waters in which the fry are to be planted should be carefully selected. This selection requires some expert knowledge, and should have regard to the quantity and nature of the food supply necessary for the growth and development of the fish, to the surroundings of its new habitat, and to other factors which involve a knowledge of its habits.

Its development in waters having connection with the sea should be matters of special observation. These are matters which concern the successful propagation of the stock, but may prove of great scientific interest. It is not to be assumed that the ova and fry can be cast abroad at random in any lake or stream and left to shift for themselves. By reason of this crude assumption, many thousands of valuable fry and ova have been planted in utterly unsuitable waters and have had but a brief existence, whilst the expenditure upon their transportation has been utterly wasted.

The Board respectfully submit that, if the cost and responsibility of this distribution be imposed upon them, a special appropriation to cover the necessary expenditure should be allotted to them; and they should have authority to decide as to the waters in which it may be proposed to undertake the experiments of propagation.

Caribou

Much earnest consideration was given by the Board to the formulation of regulations for the more effectual protection of caribou. There is a consensus, not only amongst sportsmen, but in the general community, that the laws now in force for the intended preservation and protection of deer are loose and ambiguous, incomprehensive and inadequate, and the subject of constant violation by offenders who go unpunished.

It is true that the law, so far as it affects non-resident licenses, is comparatively clear; and it is a matter of congratulation to us that our visitors observe the law in the true spirit of sportsmanship. Unhappily, it is amongst our own people that the unpunished abuses and violation of the law obtain.

The killing of deer by the so-called "poor settler" is virtually unregulated and unchecked, and hitherto there has been no protective or preventive supervision over the lumbering camps, which are now so numerous in the interior of the island. Whilst the Board have reason to believe that large quantities of caribou meat are consumed in these camps, and that no limitation is enforced as to the number of caribou killed for such consumption, they have no data upon which they could even base an estimate of the number of caribou thus killed. It is, of course, the object of the contractor, who has to feed the men in his camps, to obtain the necessary food at the least possible expense. Impressed by the extent of the mischief in this behalf, the Board devised a system of protection which they formulated in a series of Regulations, which appealed to their reason as the simplest, and at the same time the most equitable means of checking the gross abuses which have been for many seasons patently manifest.

Under these Regulations it was provided that it should be unlawful for any persons to hunt for, kill or take any caribou within this island or its dependencies unless such person had previously taken out a license according to the forms in the Regulations prescribed.

The Licenses proposed were of three classes—

(1)—The License at present issued to non-resident sportsmen;

(2)—A License to resident sportsmen, upon which a fee of $5 was made payable; and

(3)—A Householders' License, to be issued gratuitously to one member of each family or household.

These Regulations, as formulated by the Board and submitted for approval to Your Excellency in Council, we beg to annex as an appendix hereto.—[Appendix IV.]

It was unfortunate that when these Regulations were submitted for approval, a number of Your Excellency's Executive were absent from the Colony; and that those members who were in the Colony did not wish to take the responsibility of recommending the Regulations to Your Excellency's approval. The result of this hesitation has been that for the past season the abuses of the old law have been necessarily continued.

The Board are fully persuaded that unless such a system of issuing licenses to persons desiring to kill caribou be enforced with proper restrictions, there will be a repetition in the future of the wanton, unprofitable and indiscriminate slaughters which have disgraced the past.

The issue of licenses to householders would put an end to the difficulties which have arisen as to the vague and ambiguous right of the "poor settler" and would render it needless to define that loose and elastic phrase. This is a matter which affects the conservation of a most valuable asset of the Colony, and concerns the people of the whole island, and it should be regarded by the representatives of the people from a high and statesmanlike point of view. The objections of a few narrow-minded and selfish men, interested in the perpetuation of ancient abuses, should not be permitted for a moment to weigh against the welfare of the country and the conservation of the stock of the noble caribou, which in other countries is threatened with extinction.

The Board wish to express their earnest desire to be enabled to carry out that system of protection which appears to them to be of supreme importance, and in the best interests of conservative sport.

Fur-Bearing Animals

The Board have to regret that they had no opportunity of comment or suggestion as to the Act for the Protection of Beaver, which passed the

Legislature in the last session. It is highly desirable that the Act should be amended, and that the sale, purchase, barter or possession of skins of animals illegally killed should be made a penal offence.

With regard to other fur-bearing animals, it is expedient that the law as to close time should be more stringently enforced, and penalties should be exacted for the sale, purchase, barter or possession of skins of animals killed out of season. There has been a great depreciation in the value of muskrat skins, and the Board are of opinion that these valuable little animals should also be protected by a close time from the first of May to the first of October, as during the summer months there has been much wanton destruction of them when the skins are not in good condition. The wardens of lakes and rivers could do much towards the enforcement of protective legislation in this behalf.

Mr. Joseph Pennell, the Supervisor of Wardens for the Western Division of the Island, has been able to furnish us with a statement of the fur-bearing animals killed within his jurisdiction. It is to be regretted that no similar returns have been possible from the other divisions north and south. This return of Mr. Pennell's, which contains also a valuation of furs, will be found both interesting and instructive, as it shows the great value of the furring industry, and the numerous very valuable skins which have been secured. The aggregate value of the fur taken in the western division is set down at $5,513.00. The statement in detail we also append to this report. —[Appendix V.]

The expediency of regulating and of more effectually protecting this very important industry is a question to which the Board proposes to give consideration. The Board have received a valuable report from Mr. William A. B. Sclater, Chairman of a Committee of the Board, to which this subject was relegated for consideration and report. The Committee's investigations have led them to the conclusion that by the indiscriminate or unregulated use of poisons, many valuable foxes are destroyed. The bodies of the poisoned animals, if not promptly secured and skinned, become the prey of other foxes, and the poison is transmitted with far-reaching results. The whole subject, as also the question of issuing licenses to fur-hunters, and especially licenses with a discriminating fee to non-resident fur-hunters, requires considerable investigation and restrictive regulations. The regulation of this pursuit, traffic and industry is, it is assumed, within the scope of the Board's statutory authority.

Reindeer

The Board have received from Dr. Grenfell, C.M.G., several exceedingly interesting communications in reference to these valuable animals imported by him. Dr. Grenfell has also propounded his views with regard to the distribution of a portion of his herd amongst our population in Newfoundland and on the Labrador coast. The Board, however, do not consider that this is a matter which comes within the scope of their statutory authority,

but should form the subject of consideration on the part of the Government, to whom it has already been referred, and with whom all action in the premises must be initiated.

Game Birds and Ground Game

The weather prevailing during the spring and summer months of last year was especially favorable to the young broods of willow grouse, commonly known as "partridge." Coveys were exceptionally large and numerous, and a very large number of birds were shot. In effect there was during the season an unchecked and needless slaughter of these splendid birds, and hundreds of brace in the early part of the season, whilst warm weather prevailed, became unfit for food and were destroyed. Some enormous bags were made by so-called "sportsmen," who disposed of a large number of their birds by sale to dealers.

The question of restricting the number of these birds to be killed by sportsmen in a day or in a season, and the question of regulating the sale and traffic in this particular description of game, are subjects which may well engage the attention of the Board during the present year. Beyond these two matters of consideration, the only special protection which these birds would seem to require is the vigilance of wardens in the vicinity of St. John's for a month or more before the opening of the season.

The Nova Scotia Hare (Vulgo "Rabbit") has been taken in large numbers during the past season, and as articles of food and traffic these animals have proved an immense benefit to our people. The indigenous Arctic hare has been comparatively scarce. This hare does not exist in any large numbers in the island.

Labrador

The Board have not been unmindful of the abounding game resources of our great dependency. They recognize the fact that it has many splendid salmon streams, and that it is rich in game and in fur-bearing animals. There seems no doubt that over this large territory there has prevailed almost universal violation of all the protective laws, and that this mischief calls for a remedy. To the application of such a remedy the Board would gladly address themselves; but, unhappily, they are unable, with constricted revenue, to contemplate any adequate system of protection on that extensive coast and territory.

The work of protection in Newfoundland itself is still far from complete, and until a much larger income is available to them, it would be impossible to carry further afield their system of conservation. They are deeply sensible, however, of the need for a liberal expenditure upon the lines of their own system, on this great and valuable territory, to which in recent years non-resident tourists, travellers, explorers and promoters have resorted in

large numbers. Before inaugurating any system of protection, it would be necessary to have a survey and report as to the streams and localities where protection should be applied.

General Operations of the Board

The reports which the Board have received from the supervisors of wardens are alike valuable and interesting. They speak with general satisfaction of the success of the Board's operations in this, the first and experimental season of their labors. They show that the expenditure of the Board has been wisely and economically administered. But they also show that much remains to be done towards the perfection of a thorough system of protection, such as is imposed upon a body to which has been committed the effectual preservation of our inland fisheries, and of our game, caribou and fur-bearing animals.

The carrying out of such a protection involves (at least in its inception) the expenditure of a sum considerably in excess of any revenue which the Board can anticipate from license fees and other collateral sources. It will be necessary to secure the services of a greater number of wardens, and, in a number of cases, to provide them with camps, camping outfits and canoes or boats, so as to promote vigilance and enable them to protect more efficiently, extensive areas of river, lake and hunting territories. By such increased and more effective protection, the Board are convinced that advantages which will much more than countervail the expenditure, will enure to the benefit of the resources of the country, resources which, without this extended protection, will assuredly become depleted.

Having regard to all these matters, which the Board have deemed it their duty to bring in detail to Your Excellency's attention, the Board feel assured that Your Excellency's advisers and the Legislature will be impressed with the necessity of making provision for the reasonable requirements of the Board by the grant of a liberal subvention. The accounts of the Board for the past season have been duly audited, and Your Excellency will, we trust, accept the assurance of the Board that they will regulate the expenditure of all such moneys as shall come into their hands with such judicious economy as is commensurate with the efficiency of the service.

Respectfully submitted,

(On behalf of the Board),

A. W. PICCOTT,

President.

APPENDIX I.

Financial Statement of Game and Inland Fisheries

EXPENDITURE

To Office Furniture		
Maps	$2.00	
Six Rubber Stamps	10.75	
Repairs	3.75	
Fixtures	.89	$17.39
Office Expenses		
Discount on Foreign Notes	4.90	
Typewriting	72.95	
Sundries	24.60	
Postage	10.00	
Cleaning Office (four months)	16.00	
Postage and Discounts (M. Pike)	3.96	132.41
Salary, Secretary, (6½ months)		433.30
Supervisors' Salaries		476.64
Wardens' Salaries		4,794.00
Wardens' Special Service		279.68
Travelling and Other Expenses, Supervisors and Wardens		405.55
Advertising Game Laws		148.40
Printing and Stationery		170.44
Telegrams		80.18
Prosecutions and Investigations		292.50
Ova and Fry—		
Expressage, Freight and Help	75.00	
Game Fish Association, Murray's Pond Hatchery	500.00	575.00
Refund License Fee (Caribou)		50.00
Balance		111.49
		$7,966.98

APPENDIX I.

Board from July 12th to December 19th, 1910.

INCOME

By 230 Fishing Licenses at $10		$2,300.00
Fines—		
L. March	$98.50	
G. M. Forsey	100.00	198.50
Cheque per Marine and Fisheries (Game License Trust)		1,801.86
Fines—		
L. March		10.00
Seventy Caribou Licenses at $50		3,500.00
M. Pike, Discounts		3.99
Two Caribou Licenses at $50		100.00
Fines—		
C. Way		42.50
One Fishing License		10.00
Discounts, M. Pike		.13
		$7,966.98

APPENDIX II.

Wardens' Reports, Showing Number and Weight of Salmon Taken From Different Rivers

LITTLE RIVER

Wardens—Moses Shears, Francis McIsaac

Name and Address	No. Salmon	Weight
M. Wagstaff, New York	2	49
Chas. A. Walker, Boston	6	105
Gilbert G. Parker, Philadelphia	15	126
Henry G. Gaeen, Worcester, Mass.	2	24
W. C. Woodward, Boston	5	40
Chas. Campbell, New York	3	19
Arthur M. Howe, Brooklyn, N. Y.	3	35
W. M. Freeman, Brooklyn, N. Y.	1	5
G. H. Blaxter, New Brighton, Pa.	5	26
R. A. Murray, Boston	3	50
M. Stevenson, Kingston, N. S.	9	115
A. S. Burnham, Sarnia, U. S. A.	7	34
Dr. E. J. Thompson, Maine	13	98
W. J. Mortinez, Sydney	5	41
A. Mortinez, Sydney	2	15
S. S. Stephens, Kingston, N. S.	3	16
G. B. Parker, Philadelphia	8	56
Captain T. Barron, New York	28	218
Prof. George D. Bussey, Winthrop, Mass.	10	97
Andrew W. Newill, Portland, Maine	4	28
C. Du. B. Wagstaff, New York	1	25
F. J. Daggett, Boston	12	140
W. T. Swain, New Hampshire	1	5
M. Daggett, Boston	8	102
B. E. Fortiner, Camden, N. J.	7	22
Sir Thomas G. Esmond, Wexford, Ireland	1	14
Dr. Parker, Brooklyn, N. Y.	1	10
E. Peturel, New Brunswick	7	92
Captain Swain, New Hampshire	1	14
	173	1,630

GRAND RIVER, CODROY

Warden—John D. MacDonald

Name and Address	No. Salmon	Weight
J. R. Judson, Arlington, Vt.	9	56
Wm. Whitman and Son, New York	9	86

GRAND RIVER, CODROY—(Concluded)

Name and Address	No. Salmon	Weight
Chas. E. Thorne, New York; and C. Du. B. Wagstaff, New York	16	105
C. B. Dille, West Virginia	2	14
W. Whitman, Boston	13	126
Mr. and Mrs. H. J. Green, Worcester, Mass.	18	127
S. H. Clapp, New Haven, Conn.	1	19
R. P. Tracey, Freeport, Maine	12	48
	80	581

GRAND RIVER, SOUTH BRANCH

Warden—Benjamin Farnell

Name and Address	No. Salmon	Weight
Thos. Travis, Mountclair, N. J.	4	26
C. Stoddard, Liverpool, England	17	67
Dr. W. E. Stelle, Plainfield, N. J.	4	30
W. Home, Scotland	3	32
P. Cormier, Codroy	2	23
M. O'Quinn, Codroy	16	64
T. Fraser, Scotland	2	8
M. W. Strykes, Clinton, N. Y.	2	8
W. T. Swann, New Hampshire	1	5
S. Salter, Sydney	2	7
S. S. Stephens, Kingston	4	22
R. E. Thorne, Toronto	1	4
R. P. Tracey, Freeport, Maine	7	67
S. H. Clapp, Maine	1	12
Thomas Barron, New York	9	37
Arthur Howe, Brooklyn, N. Y.	8	31
Mrs. Arthur Howe, Brooklyn, N. Y.	7	27
Robert G. Thompson, Barre, Mass.	6	20
R. A. Murray, Boston	22	331
D. Sutherland, Pictou, N. S.	5	29
G. H. Blaxter, New Brighton	43	260
C. R. Drake, Detroit, Mich.	2	33
Arthur Merrill, Portland, Maine	3	44
C. G. Campbell, New York	15	84
W. C. Woodward, Boston	6	31
James Notman, Boston	8	105
	200	1,407

GRAND RIVER, NORTH BRANCH

Warden—Michael Cormier

Name and Address	No. Salmon	Weight
J. M. Morton, Fall River, Mass.	6	64
W. C. Stelle, Plainfield, N. Y.	11	81
Charles Stoddart, Liverpool, England	4	56
Sir Thomas G. Esmond, Wexford, Ireland	1	4
D. B. E. Fortune, Camden, N. J.	1	6
C. B. Parker, Brooklyn, N. Y.	18	116
H. S. Haddon, Brooklyn, N. Y.	16	77
Thomas Travis, Mountclair, N. J.	15	63
M. W. Freeman, Brooklyn, N. Y.	26	114
A. S. Burnham, Sarnia, U. S. A.	6	24
A. M. Howe, Brooklyn, N. Y.	10	60
C. W. Campbell, New York	8	47
H. P. Peck, Boston	1	4
W. C. Woodward, Boston	2	8
R. J. Rourke, Richmond, England	4	13
H. B. Dykes, Cumberland, England	3	12
J. R. Drake, New York	3	12
	135	761

CRABB'S RIVER

Warden—Thomas Downey

Name and Address	No. Salmon	Weight
A. B. Boyles, New York	29	348
G. Hudson, Sydney	21	231
F. J. Daggett, New York	60	306
W. E. Stelle, Plainfield, N. J.	1	5
F. Roberts, Halifax	12	64
E. D. Adams, Halifax	8	40
J. O. Wardwell, Boston, Mass.	55	268
	186	1,262

ROBINSON'S RIVER

Warden—George M. Shears

Name and Address	No. Salmon	Weight
George Hidson and Party (3), Sydney, N. S.	25	230
A. D. Ingram and Party (4), Sydney, N. S.	25	120
C. R. Cross, Boston	14	56
A. B. Boyles, New York	4	34
Robert Grieve, St. John's	6	30

ROBINSON'S RIVER—(Concluded)

Name and Address	No. Salmon	Weight
Ed. Ingram and Party (4), Sydney, C. B.	21	66
R. E. McCurdy, Sydney, C. B.	10	50
J. P. Baxter, Portland, Maine	35	135
R. A. Tremain, Truro, N. S.	20	140
S. D. McLellan, Truro, N. S.	42	225
J. O. Wardwell, Boston	38	316
J. L. Francis, Philadelphia	1	10
G. Massey, Lawrence, Mass.	10	40
Miss Eleanor T. Jones, Haverhill, Mass.	5	20
C. Wardwell, Boston	12	80
Dudley Rennie, Haverhill, Mass.	6	60
F. J. and Mrs. Daggett, Boston	31	278
	305	1,890

FISHEL'S RIVER

Warden—Ambrose O'Reilly

Name and Address	No. Salmon	Weight
J. Page, New York	20	100
J. E. Voorhees, New York	30	150
George Power, Boston	6	30
Officers of H.M.S. Cornwall	18	60
Officers of H.M.S. Brilliant	8	30
J. L. Faunce, Philadelphia	12	90
	94	460

FLAT BAY BROOK

Warden—Patrick O'Brien

Name and Address	No. Salmon	Weight
Frederick Webb, Newfoundland	26	165
Alex. Francis, Newfoundland	9	51
C. Du. B. Wagstaff, New York	25	126
E. C. Gilmore, Winchester, Mass.	7	40
J. R. Gilmore, Winchester, Mass.	6	47
J. D. Phillips, Boston	5	59
Robert McGowan, Edinburgh, Scotland	10	56
	88	544

HARRY'S BROOK

Warden—John O'Reilly

Name and Address	No. Salmon	Weight
E. T. Myers, New York	30	215
J. L. Faunce, Philadelphia	36	280
R. E. Thorne, Toronto	25	200
C. A. Diehl, New York	6	60
W. E. Stelle, Plainfield, N. J.	2	16
R. Churchill, New York	5	42
Robert McGowan, Edinburgh, Scotland	15	80
	119	893

ST. GEORGE'S

Warden—Manuel Deverge

Name and Address	No. Salmon	Weight
C. W. Helman, Winchester, Mass.	5	28

FOX ISLAND RIVER

Warden—Tassion White

Name and Address	No. Salmon	Weight
E. F. VanDusen, New York	2	46
M. Foster, New York	3	36
E. G. Gass, Waterbury, N. J.	11	111
W. M. Gass, Waterbury, N. J.	8	48
C. P. Gass, Waterbury, N. J.	5	55
	29	296

SERPENTINE RIVER

Warden—John O'Rourke

Name and Address	No. Salmon	Weight
M. Foster, New York	2	17
E. F. VanDusen, New York	1	13
F. W. Grant, Erie, Pennsylvania	2	20
J. Huntress, Newfoundland	1	15
	6	65

COOK'S BROOK

Warden—James Furlong

Name and Address	No. Salmon	Weight
John Furlong, Newfoundland	5	22
John Park, Newfoundland	2	8
J. Blanchard, Newfoundland	3	12
J. C. Parsons, Newfoundland	3	11
	13	53

HUMBER RIVER, SANDY RIVER, JUNCTION BROOK AND WILLOW STEADY

Wardens—Campbell White, W. T. Squires and Redmond Power

Name and Address	No. Salmon	Weight
John D. Phillips, Boston	1	4
W. H. Farrell, New York	11	30
J. A. Sampson, Aubrey, N. Y.	4	16
C. C. Maxon, Westerly, N. Y.	21	74
Arthur Massey, Lawrence, Mass.	2	16
George Massey, Lawrence, Mass.	3	12
G. W. Ewing, Baltimore	9	27
G. W. Ewing, Jr., Baltimore	3	7
H. Wardle, England	5	20
Victor Prince, England	4	14
William Patten and Bradley M. Patten, Hanover	37	179
C. A. Warburton, Toronto	30	175
W. G. Gill, Waltham, Mass.	14	56
Rev. Thos. McGingan, Washington, D. C.; Rev. W. T. Russell, Washington, D. C.; Joseph Tracey, Boston; and Rev. Loins O'Donovan, Baltimore	162	648
A. C. Woods, New Jersey; and S. L. Allen, Philadelphia	25	100
H. K. and Ralph Burrison, West Newton, Mass.	36	216
A. N. Whitman, Halifax	15	60
J. E. Dewolf, Halifax	10	40
J. B. Forrester, London, England	8	32
H. T. Bauld, Halifax	2	8
F. W. Grant, Erie, Pa.; and G. H. Richardson, Erie, Pa.	20	80
	422	1,814

BONNE BAY

Warden—Halfyard

Name and Address	No. Salmon	Weight
Colonel F. F. Perry, Hampshire, England	14	43
Captain and Officers of Survey Ship Ellinor	12	96
C. W. and Mrs. Rowlands, Halifax	3	37
B. Harding, Bonne Bay	8	68
Rev. O'Rourke, Bonne Bay	2	18
Dr. Campbell, Newfoundland	1	12
Captain and Officers of H.M.S. Brilliant	6	27
	46	301

PORTLAND CREEK

Warden—A. L. Wentzell

Name and Address	No. Salmon	Weight
A. Monell, New York	4	23
C. J. Porter, New York	3	14
E. C. Kent, New York	5	25
	12	62

RIVER OF PONDS

Warden—Henry Dicks

Name and Address	No. Salmon	Weight
C. C. Norris, Philadelphia	42	238
F. S. Whittaker, Philadelphia	8	45
Ralph Keeles, Stanfield, Conn.	20	120
Captain and Officers of H.M.S. Brilliant	20	120
	90	523

HAWK'S BAY

Warden—James Rourke

Name and Address	No. Salmon	Weight
A. Monell, New York	15	79
Captain and Officers of H.M.S. Brilliant	15	60
A. E. Winter, New York	2	7
W. W. Potter, New York	3	18
W. M. Ramsay, New York	2	13
Edward Angel, New York	20	124
James C. Janney, Cambridge, Mass.	31	208

HAWK'S BAY—(Concluded)

Name and Address	No. Salmon	Weight
T. W. Porter, New York	12	62
E. C. Kent, New York	11	78
J. F. Jordan Greensborro, Cal.	27	180
	138	829

INDIAN BROOK, HALL'S BAY

Warden—M. Metcalfe

Name and Address	No. Salmon	Weight
J. Mitchell, St. John's	5	45
John Stevenson, Springdale	11	62
S. Peters, Springdale	3	17
A. Rogers, Montreal	1	12
L. Stevenson, Springdale	11	50
Mr. Earle, Springdale	2	12
Alexander Williams, Springdale	1	6
B. Clarke, Springdale	3	19
R. and Miss White, St. John's	3	12
Mrs. J. Peters, Springdale	2	10
Mr. Tobin, Halifax	5	37
Mr. Jones, Halifax	6	43
	53	325

EXPLOITS RIVER—(RATTLING BROOK AND PETER'S ARM)

Warden—John C. Hopkins

Name and Address	No. Salmon	Weight
J. Petrie, Norris' Arm	2	7
R. Bartlett, Bishop Falls	1	4
C. Newhook, Bishop Falls	1	5
W. Fowlow, Bishop Falls	2	11
H. F. Lincoln, Bishop Falls	14	70
Dr. Smith, Bishop Falls	5	25
A. E. Reid, Bishop Falls	6	30
H. Duder, St. John's	4	21
M. Hopkins, Bishop Falls	1	5
J. A. Moore, Bishop Falls	1	4
J. Q Gulnac, Norris' Arm	4	26
M. Gulnac, Norris' Arm	2	10
J. Russum, Norris' Arm	1	4
Dr. Ames, Botwood	2	10

EXPLOITS RIVER—(RATTLING BROOK AND PETER'S ARM

(Concluded)

Name and Address	No. Salmon	Weight
M. Kennedy, Botwood	2	10
E. Pierce Botwood	6	30
R. S. Harris, Bishop Falls	2	12
H. Thomas, Bishop Falls	1	8
H. Morrissey, Botwood	1	5
T. Oakler, Botwood	1	6
C. Stein, Bishop Falls	1	8
H. Rutherford, Bishop Falls	1	10
J. Lincoln, Bishop Falls	1	5
	62	326

GAMBO RIVER AND TRAVERS BROOK

Warden—Darius Lane

Name and Address	No. Salmon	Weight
Arch Macpherson, St. John's	2	9
Ralph Wood, St. John's	3	15
W. Thompson, St. John's	1	5
Colin Campbell, St. John's	1	5
J. Starr	2	12
J. R. Bennett, St. John's	6	46
Onward Bates, St. John's	1	6
Maurice Gale, St. John's	1	16
Jeffrey Williams, St. John's	3	16
M. J. Nugent, Gambo	14	83
Esau Lane, Gambo	3	30
Thomas Curran, Gambo	14	87
W. J. Osmond, Gambo	4	21
Mark Gibbons, Gambo	1	6
J. M. Curran, Gambo	6	28
Samuel Pritchett, Gambo	2	8
Aubrey Brown, Gambo	1	7
A. H. Murray, St. John's	2	9
	67	409

GANDER RIVER

Wardens—Thomas Francis and Robert Briffett

Name and Address	No. Salmon	Weight
Charles Stoddard, Liverpool, England	2	11
Robert Porter, Grand Falls	11	61
Abram Rowsell, Glenwood	7	29

GANDER RIVER—(Concluded)

Name and Address	No. Salmon	Weight
Edward Hoskins, St. John's	3	12
A. Hynes, Glenwood	21	84
H. Osmond, Glenwood	1	4
John Syme and Party, St. John's	35	150
J. White, Grand Falls	6	24
J. Dickers, Grand Falls	5	20
	91	395

INDIAN BAY RIVER

Warden—Frederick Hoskins

Name and Address	No. Salmon	Weight
M. G. Jones, Halifax	35	280
H. H. Johnson, Halifax	28	220
A. E. Silver, Halifax	46	340
	109	840

SALMONIER RIVER

Wardens—Lawrence Murphy and James Walsh

Name and Address	No. Salmon	Weight
R. L. Newman, London, England	22	88
A. W. Knight, St. John's	2	11
F. W. Knight, St. John's	2	14
Thomas Winter and Party, St. John's	9	47
P. Fisher, Harbor Grace	1	4
M. P. Gibbs and T. Wall, St. John's	3	21
John Cains, A. H. Carnell, James Rowe and J. H. Harvey, St. John's	39	195
Alexander McDougall, St. John's; and James McNairn, Salmonier	20	120
F. C. Alderdice, St. John's	12	72
F. W. Bradshaw, St. John's	12	48
F. McNamara, St. John's	13	72
R. Rodger, St. John's	24	96
F. H. Gale, A.D.C., St. John's	20	130
Captain and Mrs. Innes and T. C. Fitzherbert, St. John's	23	115
Thomas and Mrs. McNeil, St. John's	11	52
N. J. and Mrs. Coady, St. John's	23	138
W. H. Bartlett, St. John's	10	55
Dr. Smith, St. John's	8	32

SALMONIER RIVER—(Concluded)

Name and Address	No. Salmon	Weight
Thos. and Mrs. Job, and Robt. and Mrs. Job, St. John's	6	36
Mrs. McIvin, St. John's	2	8
Edward Shaw and Party, St. John's	19	95
Martin White, St. John's	17	102
Messrs. Boone and Tessier, St. John's	17	112
Messrs. Crowdy, Herder and Dickinson, St. John's	12	60
Messrs. J. D. Barron and W. White, St. John's	8	40
Messrs. Goodridge and Carter, St. John's	20	50
Messrs. Harvey and Hayward, St. John's	15	45
Messrs. Winter (3) and Bowring, St. John's	70	210
Messrs. Gerrard and McNairn, St. John's	34	200
Messrs. A. and W. E. Hayward, St. John's	25	75
	499	2,343

SOUTH EAST RIVER, PLACENTIA

Wardens—Edward Fulford and John Phippard

Name and Address	No. Salmon	Weight
F. C. Alderdice, St. John's	1	7
F. W. Bradshaw, St. John's	3	14
Mr. Carter, St. John's	1	5
J. Branscombe, St. John's	2	11
P. J. Kent, St. John's	6	32
Miss Chisholm, Manuels	1	15
John Phippard, Placentia	3	14
Mr. Eagan, St. John's	2	10
W. T. Walsh, St. John's	11	66
H. H. Taylor, Bridgeport, Conn.	8	41
T. T. Kehoe, St. John's	7	39
W. Liddy, Torbay	1	6
M. Malone, St. John's	2	11
J. Angel, St. John's	7	38
J. Collins, St. John's	3	13
Mr. Ryall, St. John's	2	12
Mr. Prince, St. John's	2	11
H. V. Tuff, St. John's	4	22
B. S. St. Hill, St. John's	2	9
Mr. Aitken, St. John's	1	6
Mr. Mulcahy, St. John's	2	10
Mr. Scanlon, St. John's	2	11
Mr. McGrath, St. John's	3	15

SOUTH EAST RIVER, PLACENTIA—(Concluded)

Name and Address	No. Salmon	Weight
Mr. Power, St. John's	1	6
Sir John Rodger, London, England	5	27
W. A. Thompson, Lloyd's, England	5	30
G. Carnell, St. John's	4	22
F. Crane, St. John's	2	12
W. Pippy, St. John's	1	7
R. White, St. John's	5	31
G. Kelly, St. John's	7	31
T. Parker, St. John's	1	4
F. J. Morris, St. John's	3	19
T. Wardle, St. John's	2	12
P. C. O'Driscoll, St. John's	1	5
	113	624

NORTH HARBOR RIVER, PLACENTIA BAY

Warden—William Whalen

Name and Address	No. Salmon	Weight
H. LeMessurier, St. John's	1	5

GARNISH RIVERS

Warden—B. A. Brazil

Name and Address	No. Salmon	Weight
Dr. King, Garnish	2	11
William Smith, Garnish	1	7
James Lorenzen, Garnish	2	9
B. A. Brazil, Garnish	1	7
	6	34

LONG HARBOR RIVER, FORTUNE BAY

Warden—Joseph Riggs

Name and Address	No. Salmon	Weight
C. E. Wonham, St. John's	8	80
H. R. Clinton, St. Pierre	13	78
R. MacDonald, St. Pierre	2	22
	23	180

BURNT ISLAND BROOK

Warden Frank Shelly

Name and Address	No. Salmon	Weight
G. W. Stewart, Truro, N. S.	1	11
L. Vatcher, Burgeo	1	17
R. R. Debacher, New York	1	6
	3	34

FARMER'S BROOK

Warden —John Bennett

Name and Address	No. Salmon	Weight
Henry E. Northope, Brooklyn	2	14

LITTLE RIVER

Warden—H. MacDonald

Name and Address	No. Salmon	Weight
Edward Mildeberger, New York	36	216
S. Henshaw, U. S. A.	31	165
Mrs. S. Henshaw, U. S. A.	19	134
	86	515

GRANDY'S BROOK

Warden—John Vatcher

Name and Address	No. Salmon	Weight
Frank Benoit, Burgeo	12	70
G. W. Stewart, Truro, N. S.	28	129
T. S. Pattells, Truro, N. S.	1	17
James Moulton, Burgeo	1	18
J. W. Lyons, Guelph, Ontario	2	8
Dr. H. Howlett, Guelph, Ontario	1	4
A. H. Webb, Halifax	6	26
R. R. DeBucher, New York	2	16
George Henderson, Burgeo	15	75
Edgar Moulton, Burgeo	3	16
John Colback, Burgeo	3	21
F. C. Chase, Boston, Mass.	4	44
J. B. Orr, Boston, Mass.	7	90
George R. Moulton, Burgeo	7	53
John Benoit, Burgeo	9	67
Robert Henderson, Burgeo	2	10
	103	654

NORTH BAY BROOK, LaPOILE

Warden—James Taylor

Name and Address	No. Salmon	Weight
Henry E. Northope, Brooklyn, N. Y.	21	126
R. T. Squarrey, Channel	7	74
Andrew Strickland, Channel	22	118
	50	318

APPENDIX III.

Statement showing the output of Ova and Fry from Murray's Pond Hatchery, the distribution of same being as follows—

OVA

Catalina	10,000	
Trinity	10,000	
Whitbourne	10,000	
Britannia Cove	10,000	
Clarenville	10,000	
Robinson's, Bay St. George	5,000	
Little River, Codroy	10,000	
Placentia	10,000	
King's Cove, Bonavista Bay	10,000	
Carbonear	5,000	
Exploits	5,000	
		95,000

FRY

Kelligrews Ponds	3,000
Cape Broyle	4,000
Ferryland	3,000
Renews	2,000
Bauline Long Pond	2,000
Torbay Road Ponds	2,000
Avondale Ponds	4,000
Adams and Neville Ponds	4,000
Whitbourne	2,000
Cook's Pond	2,000
Stack's and Variety Ponds (Old Petty Hr. Road)	3,000

Island and Hayse's Ponds (Old Petty Hr. Road)	4,000	
Cow, Duck and Fourth Ponds (Bay Bulls Road)..	4,000	
Pearce's Pond (Goulds Road)	3,000	42,000
Total		137,000

APPENDIX IV.

RULES AND REGULATIONS OF CARIBOU

Except as hereby amended, the Law shall remain as it at present exists; but the following Rules and Regulations in amendment thereof shall prevail—

(1)—No person shall hunt, kill or pursue Caribou in this Colony and its dependencies without first having taken out a License in one of the forms hereinafter prescribed.

(2)—There shall be three descriptions of License issued by the Board; that is to say—

(a)—A License to persons not domiciled in this Colony or its dependencies upon the terms and conditions now existent;

(b)—A Householder's License, which shall be issued free of charge to persons having a fixed place of domicile in this Colony or its dependencies; and

(c)—A Resident Sportsman's License.

NON-RESIDENTS' LICENSE

(3)—The Licenses granted to non-residents shall carry with them the right to shoot game, wild and migratory birds and fur-bearing animals in their season.

HOUSEHOLDERS' LICENSE

(4)—Householders' License shall be granted free, as aforesaid, to domiciled residents applying for same. PROVIDED ALWAYS that no such License shall be granted in any season to more than one member of a family or household.

RESIDENT SPORTSMEN'S LICENSE

(5)—License to hunt, kill and pursue Caribou for purposes of sport only, and not for purposes of sale or traffic, may be granted by the Board to persons domiciled as aforesaid, approved by the

Board, and applying for same, in which case the restrictions as to family or householders shall not apply. Such License shall be known as "Resident Sportsmen's License." For every such License issued, a fee of Five Dollars shall be paid to the Board.

FORMS

(6)—The forms of such Licenses as aforesaid shall be respectively as in "G," "H" and "I," hereto appended.

LICENSES NOT TRANSFERABLE

(7)—No License of any description whatsoever, issued under the authority of the Board, shall be in any wise transferable. The false personation of the Licensee by any other person shall render the offender punishable under these Rules and Regulations, in addition to his liability at Common Law.

(G)

Form of License for Non-Resident Sportsmen to Hunt, Kill and Pursue Caribou

Game and Inland Fisheries Board

Deer Preservation Acts

According to the provisions of the "Deer Preservation Acts," permission is hereby given to ..... of ....., to kill ..... Stag Caribou in Newfoundland during the season from the.....day of.....until the ..... day of ..... in the year..... both days inclusive; he having paid the License Fee of Fifty Dollars, and having made the Oath or Affirmation required by the said Acts.

Dated at ..... this ..... day of ..... A. D. 191

President

Countersigned— Secretary

(H)

Form of Householder's License

Deer Preservation Acts

According to the provisions of the "Deer Preservation Acts," and under the Rules and Regulations of the "Game and Inland Fisheries Board," permission is hereby granted to ..... of

..... in the Electoral District of ..... to kill not more than two Stag and one Doe Caribou in Newfoundland, during the season from the ..... day of ..... until the ..... day of ..... in the year ..... both days inclusive.

Dated at ..... this ..... day of .....
A. D. 191

President

Countersigned— Secretary

(I)

Form of Resident Sportsman's License

Game and Inland Fisheries Board

Deer Preservation Acts

According to the provisions of the "Deer Preservation Acts," and under the Rules and Regulations of the "Game and Inland Fisheries Board," permission is hereby granted to ..... of ..... in the Electoral District of ..... to kill not more than two Stag and one Doe Caribou in Newfoundland, during the season from the ..... day of ..... until the ..... day of ..... in the year ..... both days inclusive; he having paid the sum of Five Dollars required by the said Rules and Regulations.

Dated at ..... this ..... day of .....
A. D. 191

President

Countersigned— Secretary

APPENDIX V.

FUR-BEARING ANIMALS REPORTED KILLED ON WESTERN DIVISION, SEASON 1910

Name.	Address.	Hunting Ground.	Animal.	Value.
Oliver Bennett & Party	St. George's	Birchy Lake	12 Red Foxes 2 Patch " 1 Silver " 2 Martins 4 Weasels	$350 00
Alfred Snooks & Brother	Curling, Bay of Islands	Upper Deer Lake	1 Silver Fox 3 Red Foxes 4 Lynx 1 Bear	350 00
George Snooks	Bay of Islands	Bay of Islands	3 Bears	45 00
James Cooper	Bay of Islands	Bay of Islands	1 Red Fox	5 00
John MacDonald	Bay of Islands	Bay of Islands	1 Bear	10 00
George Stone	Bay of Islands	Bay of Islands	1 Bear	10 00
James Young & Brother	St. George's	South of Deer Lake	1 Silver Fox 5 Red Foxes 5 Patch "	267 00
R. Hynes & Son	Fox Is. R St. George's		11 Red Foxes 5 Lynx 125 Muskrats	325 00
Peter Bennoit	Stephenville Crossing		1 Silver Fox	215 00
Chas. Mitchell	Stephenville	George's Pond	2 Silver Fox 1 Red "	680 00
Wm. Sheppard & Party	St George's	Pinch Gut Lake	4 Silver Fox 4 Patch "	1175 00
Messrs. Butt	Rattling Brook	Serpentine Lake	2 Silver Fox	800 00
Joseph McIsaac	Codroy	Birchy Lake	3 Red Foxes	17 00
John Bennoit	Stephenville	Stephenville	4 Red Foxes	24 00
D. Bennoit	Port au Port	Port au Port vicinity	1 Silver Fox 3 Cross " 2 Red " 1 Lynx 24 Muskrats	477 00
Jeff. Callahan	Bay of Islands	Bay of Islands	1 Bear 1 Red Fox 1 Patch "	32 00
M. Mitchell	Bay of Islands	Upper Humber	2 Red Fox 1 Otter 1 Lynx	50 00
George Nichols	Deer Lake	Willow Brook	3 Otter 5 Martins	126 00
Patrick Barry	Howards		1 Silver Fox	210 00

APPENDIX V.—Concluded

FUR-BEARING ANIMALS REPORTED KILLED ON WESTERN DIVISION, SEASON 1910

Name.	Address.	Hunting Ground.	Animal.	Value.
W. T. Squires and Wm. Pennell	Grand Lake		1 Silver Fox	300 00
A. Wells		Goose Arm	3 Red Foxes 2 Martins	45 00
			Total.....	$5513 00

Report of the Postmaster-General for the Year 1909-10.

Report of the Postmaster-General for the Year 1909-10.

To His Excellency SIR RALPH CHAMPNEYS WILLIAMS, *K.C.M.G., Governor and Commander-in-Chief in and over the Island of Newfoundland and its Dependencies*

MAY IT PLEASE YOUR EXCELLENCY,—

I have the honour to submit the Annual Report of the Post and Telegraph Department for the year ended June 30th, 1910.

The total Receipts and Expenditure for the year in both branches of the Department are as follows—

Revenue	1908-9	1909-10
Ordinary Postal Revenue.....	$80,012.14	$90,388.41
Postal Telegraph Revenue....	63,343.64	67,771.75
Total Receipts	$143,355.78	$158,160.16
Expenditure		
Postal Expenditure	$89,893.66	$96,560.63
Steam Subsidies	245,155.80	277,715.95
Total Postal Expenditure	$335,049.46	$374,276.58
Telegraph Expenditure	$79,387.17	$90,362.32
Marconi Bounties	2,436.37	2,436.37
Construction	20,642.89	10,621.82
	$437,515.89	$477,697.09
Excess of Postal Expenditure over Revenue		$283,888.17
Excess of Telegraph Expenditure over Rev.		22,590.57

From these figures it will be seen that the Postal Revenue exceeded that of last year to the amount of $10,376.27, while the increase of expenditure was $6,666.97. The total ordinary Postal Expenditure for the year being $96,560.63, and Revenue $90,388.41, it is evident that very soon there will be a yearly surplus to go towards the payment of subsidies. In fact, the Revenue for the six months ending December 31st, 1910, is $15,304.04 in excess of that for the same period in 1909.

LETTERS

It was estimated that three million letters were posted in Newfoundland for delivery both inland and abroad last year, and for the year under review the number may be set down as 3,200,000.

MONEY ORDER BRANCH

The total value of orders issued and paid by this branch during the year amounts to $1,374,455.67, being $298,879.68 in excess of the previous year. The commission on this amount accruing to the Government amounts to $5,061,29, being an increase over the previous year by $982.23. This small earning for such a large amount of money appears insignificant, but it must be remembered that we receive no commission on paid orders, which amount to $712,562.10, and that what we get on the orders issued—$661,893.57—is equal to three-quarters per cent.

The establishment of branches of the city banks in some of the principal outports may somewhat reduce the amount of money business in these places, as up to the present the Money Order was used, together with the Registration system, almost exclusively for the transmission of money to and from these places.

During the year, twenty-five (25) new Money Order offices were opened, making a total of two hundred and eighteen (218) now in operation. This system is both safe and economical, being without any risk whatever to either the remitter or the payee.

It was arranged during the year that orders may be cashed at the different city banks without being first presented to the Money Order Office. This is regarded as a great convenience by business men in the handling of remittances from their customers. The details of the operation of this branch will be found attached to this report.

Receipts are now given to senders of Money Orders, when such are requested, and such receipts are generally demanded by many persons employed in the larger business centres, such as Bell Island and Grand Falls, who also avail themselves largely of the provision whereby Money Orders may be sent by telegraph.

In consequence of the steady growth of the business transacted on the main floor, it has been found necessary to transfer the Money Order Department to the second flat, formerly occupied by the Museum. A comfortable suite of offices has been fitted up and will be occupied in the course of a few days. The Registration Department will be transferred to the offices vacated by the Money Order Branch, and more room will thus be afforded to the Parcel Post Department, which is so badly needed.

REGISTRATION BRANCH

Registered Articles Received and Disposed Of in the General Post Office for the year ended June 30th, 1909-10—

	1908-9	1909-10	Increase
Mailed at the G. P. O.	15,635	18,361	2,726
Official letters ditto.	12,314	15,360	3,046
Passed thru from other offices..	13,225	14,895	1,670
Delivered in city	78,774	86,216	7,442
Total handled by St John's office	119,948	134,832	14,884
Estimate handled by Travelling Post Offices	20,000	25,000	5,000
Total handled	139,948	159,832	19,884

PARCEL POST BRANCH

Since the inauguration of the Inland Parcel Post Service in 1903, its growth has been phenomenal. Previous to that year there was no such inland system. Parcels were packed with the newspaper, in canvas bags, and were liable to be crushed and broken in transit. Neither was there any record kept of their receipt. Now they are recorded and despatched in wicker baskets, thus being protected from damage on trains and steamers. Hitherto it has been the custom, on the receipt of parcels for city delivery, to notify the owners to call for them. Under this system, the accumulation of parcels in this office was at times such as to cause great inconvenience. To obviate this all parcels over a certain size, and on which no duty has to be collected, are sent out by an express wagon twice a day.

It is evident that with the extension of the railway, the Parcel Post mail will increase still more rapidly, and it is imperative that fuller provision should be made for mail accommodation both on trains and steamers.

Parcels from Canada and the United States, and from Great Britain or from European Countries via Great Britain, are accompanied to this country by bills recording the nature of the contents, value, etc., of each, and after

such parcels are examined by an official from the Customs and the duty levied thereon, they are despatched to their respective destinations. Last year the duty collected on foreign parcels amounted to $20,685.81, being an increase of $3,586.00 over the previous year. $5,597.53 of this amount was collected in the outports, the balance—$15,088.28—being collected in the city.

This duty was collected on parcels received from the following countries—

Great Britain and European Countries	$11,341.90
United States	3,662.64
Dominion of Canada	3,685.28
Irregular, origin not noted	1,995.81
Total	$20,685.81

It is interesting to notice that goods to the amount in value of $13,801.07 were admitted under the free list. A very rigid inspection of such articles sent by mail as may be subject to Customs duty is maintained by our clerks at Port aux Basques and St. John's, and all packets received by them, no matter to what address in Newfoundland, are packed into special sacks and labelled "For Customs Examination" at St. John's. In this way the Customs revenue is protected by the postal officials at the receiving offices, and the great loss of duty that must have occured in years past is no longer possible.

It is hoped that the recommendation previously made for remuneration to the postal officials for collecting duty on parcels will be authorized at the coming session of the Assembly.

The attached summary of the year's work will give a slight idea of the work of this branch.

POSTAGE STAMP AND DEAD LETTER BRANCH

The clerk in charge of this branch has responsible and onerous duties to perform, and as the stamps on hand are counted once each month by the Auditor-General, the records must be kept up-to-date, although to do so has necessitated night work.

During the year postage stamps, cards, etc., to the amount of $86,954.96 were issued, being an increase of $9,888.08 in excess of the previous year's issue.

The sale of stamps for the past seven months has continued to increase, and for that period it almost equals the total sales for the year ended June 30th, 1909. This increase is in a great measure due to the issue of the Guy Tercentenary Stamps in August last.

In consequence of the increased demand for postage stamps from the inland offices, as well as from abroad, the work in this branch has become too much for one person. To be properly conducted, it should be divided, and either a Dead Letter Clerk or Postage Stamp Clerk appointed.

It has been found necessary to take one of the clerks from the Accountant's Office to assist in the work, his place being taken by a junior clerk. The returns from the Dead Letter Office for the year will be found annexed.

TRAVELLING POST OFFICES

This branch of the service includes the offices on the railways, steamers and the Assorting Office at North Sydney, in which there are now twenty-two (22) clerks employed.

The railway and steamer services have grown to such proportions that the Government has acceded to my request for Assistant Mail Clerks on the cross country trains. It is possible, however, that if a daily foreign mail should be established, it will be so divided up that one clerk will again be sufficient for a time, but even if this should happen the same number of clerks will be required for the additional trains.

The correct assortment of the mails received on trains and steamers and transferred from one to the other is so essential to the efficiency of the service that some provision should be made for the training and examination of clerks for this work. This will become more evident upon the completion of each branch line of railroad.

ST. JOHN'S POST OFFICES

I think it is only just, in passing, to make reference to the satisfactory manner in which the mails are assorted and distributed in the General Post Office, under the supervision of the clerk in charge. Very few complaints now reach me in this respect, and these are generally found to attach no blame to the officials. The same remark applies to the branch offices, and I have been much gratified, by the expression of their appreciation on the part of many persons, of the courtesy and attention shown to the public in all our offices.

It is now under consideration to extend the time for general delivery when the mail arrives at night for at least one hour after it is assorted. This will make it possible for any person not having a box to obtain their letters the same night, and it will be appreciated still more when the mail arrives on Saturday nights, or on days immediately preceding general holidays.

OUTPORT POST OFFICES

The great changes that are taking place in our mail services is felt nowhere more than in our outport post offices. There is an insistant demand for higher wages and better post office equipment. The latter has been met to some extent, and most of the offices have been supplied with safes, assorting boxes, scales, letter drop slots, etc., and some of them with locked delivery boxes, which are rented at a fixed price of ten cents per month.

Such an equipment cannot, as formerly, be kept in the best room of the house, where the post office work was conducted, the parlor mantel being the receptacle for the letters. The postmaster was then willing to give his room free of rent and attend to the work once a month, fortnight or week, for $10 to $20 per annum. But now conditions have changed. Mails arrive and are despatched two, three or four times a week, and the postmaster has to provide a special room for the post office, and furnish heating and lighting free of charge. It is thus becoming more and more difficult to refuse the just demands of these people for better salaries and for rent and fuel. The outport postmaster of this country is almost invariably honest, conscientious and faithful in the discharge of duties which call for the utmost care and patience. He deserves better of his country.

OVERLAND COURIER SERVICE

This branch of the service, which at one time, not so long ago, was the only means of inter-communication throughout the island, has been gradually reduced, and within a few years, by the extension of the railway and steamboat services, will have become almost a thing of the past.

The continuance of the coastal service north, even until the middle of January, has been a great convenience for the despatch of parcels which otherwise would have accumulated in this office and been greatly delayed in reaching their destination.

After the present season couriers will not be required on the north side of Trinity Bay, nor on the south side of Bonavista Bay, and eventually long distance couriers' routes will be confined entirely to the two extreme northern districts.

Too much cannot be said of the pluck and endurance of these men who, by dog team or on their shoulders, carry the mails over long stretches of uninhabited country, across frozen arms of the sea, and wading rivers where there are no bridges. If there is any heroism attending the mail service it is to be found just here, for oft times this work has to be done at the risk of life. The rivers may be swollen to torrents, reaching above the waist, or the ice may be thin or treacherous, but His Majesty's mails must go forward, no matter what the cost. In some instances the highest price has been paid in the loss of valuable lives.

Without doubt the most signal example of bravery amounting to daring was the crossing of the Straits of Belle Isle from East St. Modeste to Flower's Cove, a distance of ten miles, three times each way, by Courier Ernest Doane, in April last.

He used a canvas boat, so constructed that he could lift it on the ice when it was compact, and launch it again on reaching open water. By this means the Labrador mails were delivered in twenty (20) days from St. John's, the ordinary winter route, via Quebec, taking from ninety to one hundred days.

The latter service has been discontinued and this spring, with a better equipment and with the experience gained last year, the courier hopes to make a greater number of trips.

FOREIGN MAILS

The mails to and from Canada and the United States and South America were transmitted almost exclusively by the Ss Bruce, plying between Port aux Basques and North Sydney, and at no time during the season was there any lengthy interruptions of this service.

A few bags of general mail and all of the parcel post mail between Newfoundland and the United States were carried by the Red Cross line of steamers Florizel and Rosalind, running between St. John's and New York.

The English mails during the summer months were transmitted principally by the Allan line of steamers, between Glasgow and Philadelphia, calling at St. John's both ways once a fortnight; also by the Furness Withy line of boats, making intermediate trips between Liverpool and Halifax via St. John's each way; also supplementary mails were despatched and received by various liners via Rimouski during summer, and after the close of navigation in the Gulf nearly all our English mails during winter came and went by the same lines via Halifax. This route is very much preferred by our people of the South and West Coasts, as their English mail reaches them much more quickly, being put off by the train on its way to St. John's.

TELEPHONES

During the year the following post offices were connected with the nearest telegraph offices by telephone—Doyle's Station, Little River and Tompkins, District of St. George's. The post office at Wood's Island Harbor was also connected with the telegraph office recently established on the opposite side of Wood's Island. These are the first offices that have been opened by this department in connection with our postal and telegraph offices, and I trust they are the modest beginning of a telephone system that will revolutionize our telegraph service by reducing the cost of its upkeep and extending

its advantages and drawing its revenue from every nook and corner in the island. Not only in the outports, but in St. John's as well, is there need of an up-to-date telephone system connecting the outlying settlements with the city, and thus bringing all parts of the country into touch with our head telegraph office.

It will be very gratifying to the public to learn that this matter is now receiving the serious consideration of the Government, and that steps are being taken to ascertain the best known telephone systems, both for long and short distances, with a view to the establishment of a service for the whole island.

GENERAL

In consequence of the steady growth of the postal business, it has been found necessary from time to time to increase the number of clerks in the various branches or departments, where only a few years ago one person was sufficient. This led to the appointment of a superintendent for each department, who attends to all matters of detail, the training of his clerks, and is responsible for the general efficiency of his department.

It is pleasing to note, in consequence, an improvement in every branch of the service, both as to promptness and accuracy, and a manifest esprit de corps which did not formerly exist. If it were possible to revise and improve the salaries, this spirit would be greatly intensified.

As already intimated, the Money Order branch has been transferred to the second floor of the building, formerly occupied by the Museum. Comfortable offices have been fitted up for the Superintendent and officials in charge of this work, and a large open space provided for the public, easy of access by the front stairway of the building.

The large increase of business reported in the statement of this department for last year, submitted herewith, is a proof of the growing confidence of the public in this method of transmitting money. It is the only way in which money can be sent with absolute safety, and I account for the increase mainly by the assumption that people are abandoning the unwise and risky habit of enclosing money in ordinary letters.

On the same floor the operating office of the Postal Telegraphs has been enlarged, giving ample room and air space for the large number of operators employed there both day and night. A waiting room has also been provided for the telegraph messengers, in which it is proposed to place suitable papers and magazines for the boys to profitably occupy their time while waiting their turn of call to duty.

The opening of these offices relieves the congestion on the main floor, which for several years past has interfered with the efficiency of several

branches of the department, and it is hoped that the parcel post business, which has grown so enormously, will now be handled with much more ease and facility. It is, however, quite evident, to me that it is only a question of time when this branch of the service will demand the construction of an annex to the main building.

POSTAL TELEGRAPHS

During the year, fourteen (14) new telegraph offices were opened at the following places, viz—Alexander Bay and Southern Bay, in Bonavista Bay; Anderson's Cove, in Fortune Bay; Grates Cove, Bay de Verde District; Port de Grave; Northern Bight, in Trinity Bay; Wood's Island, in St. George's Bay; Cow Head, Coachman's Cove, Norris' Point, Parsons' Pond and Port Saunders, in St. Barbe District; and Exploits and Fortune Harbor, in Notre Dame Bay.

The total number of miles covered by new lines this year was one hundred and seventy-six, and seven and a quarter miles of cable were laid in connecting Wood's Island, in Bay of Islands, and Exploits Island, with the mainland.

This extension from Bonne Bay North, in St. Barbe District, has been welcomed as a great boon by the inhabitants of the places connected, and when the line is carried right around that district, as intended by the Government, it will of the utmost value, not only to the people who live there, but also to the large number of fishermen who frequent that part of the coast in summer.

It is evident from the increased revenue that the Postal Telegraphs have been availed of by our people more than ever the past year. The anxiety formerly felt when the land lines were interrupted and cable business in consequence suspended or handed to the Anglo Company, thus causing a loss in our receipts, has been removed by the agreement with the Commercial Cable Company to forward our business by their cable via Cuckold's Cove.

The inauguration of the Night Lettergram Service was a popular movement. By this means fifty words may be transmitted or received from abroad at the same rate as ten words sent during the day time. When this facility for cheap telegraph communication becomes more widely known it will be made use of to a much greater extent.

Owing to the many temporary interruptions that occur in our local offices, it was found necessary to appoint some competent official as inspector, to visit the offices and make repairs where necessary. Mr. J. W. Mitchell, an experienced operator, was therefore appointed by the Government for this purpose, and during the year he visited the various sections as directed

by the Superintendent. There is no doubt the services rendered by him prevented interruptions in many places which otherwise would have caused a considerable delay to business.

Before concluding this report, I may be permitted to refer to the growing importance of wireless telegraphy in relation to our own telegraph system. The Marconi stations already in existence on the island or on Labrador do not come under the control of this department, but all messages to and from the Marconi stations must be transmitted over our lines. Under this agreement, the foreign business with steamers passing Cape Race is an important item in the earnings of our cable.

The same, however, cannot be said of the local business with the stations on Labrador. The receipts do not in any way approximate the amount paid for royalties. This is owing to some extent to the high rate of seventy cents for messages of ten words between Newfoundland and Labrador, and also to the delay in forwarding them.

It will be seen from the report of our late esteemed Governor, His Excellency Sir William MacGregor, who visited the Marconi Labrador stations in 1908, that these offices are closed during the greater part of the day, and the operator could only receive messages from the station next to him north and south at six o'clock in the evening. Neither do the stations furnish any weather reports or fishery information to the fishermen. There would appear, therefore, to be very little benefit derived by the public from the operations of these stations under present conditions, as compared with their cost and maintenance.

I have not yet received from the Marconi Company their report for 1910, and am consequently unable to say what improvement, if any, was effected in last year's business.

This whole matter, I have no doubt, will receive due consideration by the Government when making terms for the operation of new Marconi stations.

I have the honour to be,
Your Excellency's
Humble and obedient servant,

H. J. B. WOODS,
Postmaster-General.

General Post Office, St. John's, Nfld.,
February 1st, 1911.

Statistics of the Dead Letter Office for the Year Ended June 30th, 1910

	Received.	Despatched.		
		Returned to Writer.	That Could not be Retd.	
No. of letters returned from Gt. Britain	567	405	162	
" " Canada ..	3345	2408	937	
" " U. S. A...	3255	2063	1192	
	7167			7167
Letters of Foreign Origin	2810			
To Great Britain			993	
To Canada			937	
To U. S. A.			880—	2810
		Returned to Writer.	That Could not be Retd.	
Letters of local origin returned from Local Offices	6042	4201	1841—	6042
	16019			16019

Five hundred and fifty-two registered letters and parcels returned from various places were successfully disposed of. In addition to the above, large quantities of papers and address letters were handled.

E. J. MacGREGOR,
Dead Letter Clerk.

1909-1910.

Statement of Money Orders Issued and Paid in Newfoundland, with Commission thereon, for the year ended 30th June, 1910.

July 1st., 1909, to June 30th, 1910.	No. Orders Issued	Amount	Com'ission	No. Orders Paid	Amount
Total for 1910	49,271	$661,893 57	$5,061 29	45,902	$712,562 10
Total for 1909	37,422	543,684 40	4,079 06	32,393	521,891 59
Increase for 1910	11,849	$118,209 17	972 23	13,509	180,670 51
Increase of Issue added to Paid				11,849	118,209 17
Total Increase of Business for 1910				25,358	298,879 68

SUMMARY OF UNITED KINGDOM, DOMINION OF CANADA, UNITED STATES AND NEWFOUNDLAND.

Issued in Newfoundland	No. of Orders	Amount	Payable in Newfoundland	No. of Orders	Amount
PAYABLE IN			ISSUED		
United Kingdom	3,429	$48,323 67	United Kingdom	342	$6,530 78
Dominion of Canada	7,898	96,832 89	Dominion of Canada	7,564	130,186 90
United States	7,443	81,894 07	United States	7,450	138,542 34
Newfoundland	30,501	434,842 94	Newfoundland	30,698	438,910 50
Total	49,271	$661,893 57	Total	46,054	$714,170 52

COMMISSION ACCOUNT-

To proportion paid United Kingdom	$ 208 96	By Commission for Orders issued in Newfoundland for the year 1909-10	$5,061 29
To amount paid Revenue Account per Accountant Postal Department	4,852 33		
Total	$5,061 29	Total	$5,061 29

J. J. McCARTHY,
Superintendent.

G. B. LLOYD,
Chief Clerk,
Money Order Department

Statement showing the Business of the Parcel Post Branch for Five Years ended June 30th, 1910.

Date	Parcels Received				Parcels Despatched			
	From United Kingdom	From United States	From Dominion of Canada	Total	To United Kingdom	To United States	To Dominion of Canada	Total
1905–6.....	4827	4040	4687	13554	1048	1066	1340	3454
1906–7.....	5020	3915	4276	13211	1153	1194	1435	3782
1907–8.....	5479	3613	4516	13608	1208	1418	1507	4133
1908–9.....	5521	3522	5169	14212	1237	1378	1603	4218
1909–10...	6324	4297	4728	15349	1296	1553	1514	4363

CUSTOMS DUTIES COLLECTED ON PARCELS.

Date	From United Kingdom	From United States	From Dominion of Canada	Letter Post Duty	Total	Increase Over Last Year
1905–6	$8483 53	$3176 61	$3199 72	$897 31	$15757 17	$1075 32
1906–7.....	8167 63	3722 77	2703 95	718 83	15313 18	.....
1907–8.....	9260 17	3361 35	3348 22	826 42	16796 16	1482 98
1908–9.....	9272 93	3815 38	2835 44	1176 02	17099 77	303 61
1909–10.....	11341 90	3662 64	3685 28	1995 99	20685 81	3586 04

NUMBER OF LOCAL PARCELS DESPATCHED FROM ST. JOHN'S.

1905–6	1906–7	1907–8	1908–9	1909–10	Increase
33965	45129	59881	62272	101844	39122

Annual Report of the Registrar General of Births, Marriages and Deaths,

For the Year ended December 31st, 1910.

Annual Report of the Registrar General of Births, Marriages and Deaths for the year ended December 31st, 1910.

Registrar General's Office,
St. John's, Newfoundland,
March 22nd, 1911.

Sir—I have the honour to submit the Report of Births, Marriages and Deaths for the year ended December 31st, 1910.

The Registrations for the year were as follows—Births, 7,199; Marriages, 1,828; Deaths, 3,673. The total number 12,700, being 107 greater than for the preceding year. The Births and Deaths for the two years are nearly equal while the marriages reported claim 100 of the total increase.

In nine of the Electoral Districts, viz., St. John's, Harbor Main, Port-de-Grave, Harbor Grace, Carbonear, Trinity, Placentia and St. Mary's, Ferryland and Labrador, there has been a decrease of deaths from Tuberculosis of the Lungs; the largest decrease being in St. John's (40), and Placentia and St. Mary's (24). The total decrease is 107. In the other nine Districts, viz., Bay de Verde, Bonavista, Fogo, Twillingate, St. Barbe, St. George's, Burgeo and LaPoile, Fortune Bay and Burin, there has been a total increase of 63 deaths from this cause, leaving a net decrease of 44. The greatest increase has been in Bonavista (14), and Fortune Bay (16). The number of deaths from this disease and the rates per 1,000 of the population are here given for comparison—

ST. JOHN'S.

Years.	1906	1907	1908	1909	1910
Total Deaths	151	131	150	154	114
Rates per 1000	3·78	3·28	3·49	3·54	2·58

THE COLONY.

Years	1906	1907	1908	1909	1910
Total Deaths	933	801	802	736	692
Rates per 1000	4·00	3·42	3·38	3·08	2·86

It is gratifying to be able to state that the figures for the two principal causes of infantile mortality, viz., Convulsions ond Congenital Debility, which have been very high for the preceding seven years, show a marked decrease during the past year for both St. John's and the Colony. Although upon comparison, the decrease is not so real as it seems at first sight, and is probably more a difference in the cause or classification than in the actual mortality, for while the deaths from these causes for St. John's are 135 less, and for the Colony 321 less than in 1909, the decrease from birth to one year is only 49 and 15 respectively. It is evident that owing to the cause of death having been specifically certified by a medical practitioner in every instance in the city, and to a considerable extent in the outports, through the publication and enforcement of more strict regulations, the balance of these deaths have been differently classified and represent the true state of affairs more correctly than in the past. The following shows the infantile mortality for five years—

ST. JOHN'S.

Years.	1906	1907	1908	1909	1910
Total Deaths.....	324	245	301	321	272
Rates per 100 Births.....	23·96	16·80	21·36	22·19	18·55

THE COLONY.

Years.	1906	1907	1908	1909	1910
Total Deaths.....	1095	1015	1062	1032	1017
Rates per 100 Births.....	17·42	14·69	15·85	14·37	14·13

It will be seen from the tables of rates that the deaths last year are the lowest yet reached for both St. John's and the Colony.

The figures for the Electoral Districts of St. John's for eight years—Divided into the city proper and suburbs, with extern settlements, are here given—

	Population	Death Rate per 1000							
	Estimated 1910	1903	1904	1905	1906	1907	1908	1909	1910
Districts.....	44,081	21·92	23·45	21·23	25·25	21·07	22·95	21·96	19·74
City.....	32,470	24·09	25·78	23·35	27·00	22·92	27·06	24·67	21·19
Suburbs, etc. ...	11,611	15·76	16·82	15·19	20·00	15·80	11·26	14·31	15·67

The natural growth of the population in the Districts and City of St. John's for the past nine years has been added to the population as given in the Census of 1901, and, therefore, the population on December 31st, 1910, was estimated to be as shown in the above table.

Rates per 1,000 for the past Ten Years

	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910
Births	30·91	31·55	31·21	30 58	31·73	29 62	29·50	28 26	30·01	29·79
Marriages	7 85	8 04	7 75	8·13	7 78	8 01	7·88	7 43	7·24	7·57
Deaths	17·54	17 03	17·64	16 70	17·03	20·13	17·60	17 ·47	15·43	15 20

The Death Rates by Districts

District	Population	Rates per 1,000							
		1903	1904	1905	1906	1907	1908	1909	1910
1 St. John's, East and West	44,081	21.92	23.45	21.23	25.25	21.07	22.95	21.96	19.74
2 Harbor Main	9,500	17.26	14.42	16.52	23.47	16.42	12.73	14.10	13.05
3 Port de Grave	7,445	20.28	24.04	23.37	26.73	17.86	20.55	18 40	17.46
4 Harbor Grace	12,671	18.23	16.73	21.62	24.30	20.36	20.20	17.91	16.73
5 Carbonear	5,024	16.12	15.52	19.90	23.68	18.31	17.31	20.30	15.72
6 Bay de Verde	9,827	22.28	21.88	21.06	26.25	21 47	24.83	18.31	19.44
7 Trinity	20,695	16.86	19.23	16.81	22.37	19.81	21.11	14.88	16.04
8 Bonavista	20,557	17.17	14.74	18.19	20.38	18.00	19.55	15.61	15.57
9 Fogo	7,570	17.30	12.42	19.81	18.89	17.17	16.51	12.94	13.07
10 Twillingate	19,453	14.23	14.65	13.62	14.85	16.09	13.62	11.15	12.59
11 St. Barbe	8,134	16.22	12.29	12.04	15.98	15.00	16.59	12.90	18.19
12 St. George	9,100	13.62	11.98	14.83	18.02	13.08	11.86	13.40	13.63
13 Burgeo and LaPoile	7,011	16.40	14.40	17.25	14. 83	16 .55	16.26	11.26	17.54
14 Fortune Bay	8.762	12.21	13.35	11.98	15.18	12.67	13.12	9.13	15.75
15 Burin	10,402	19.80	15.38	19.80	22.59	22.98	17.59	15.28	13.65
16 Placentia and St. Mary's	15,194	14.28	12.83	13.29	16.91	15.99	13.29	17.37	15.86
17 Ferryland	5,697	21.06	17.20	18.60	16.15	17.03	14.57	16.30	12.81
18 Labrador	3,947	18.74	20.52	13.68	16.72	26.60	24 .06	25. 59	20.77

Comparative Figures of the Principal Causes of Death for the past Ten Years.

Cause	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910
Tuberculosis	654	710	769	698	804	933	801	802	736	692
Infantile Convulsions	291	285	277	280	309	333	265	126	115	233
Congenital Debility	359	398	572	566	529	472	458	808	773	335
Old Age	362	392	491	460	442	461	408	443	354	334
Measles	23	97	1	1	1	177	3	15	12	5
Influenza	103	78	136	52	131	65	71	114	58	25
Whooping Cough	198	11	7	44	41	127	145	7	48	95
Diphtheria and Croup	140	163	141	90	61	39	39	14	12	41
Pneumonia	69	77	104	116	116	261	166	169	108	170
Bronchitis	99	98	97	122	93	129	104	83	69	84
Cancer	85	70	80	42	101	115	110	127	123	114
Paralysis, Apop., Fits	106	105	142	130	127	146	135	138	146	53

Population of Newfoundland and Labrador, December 31, 1909.....	238,614
Add Natural Growth Year 1910	3,526
	242,140
Loss by Emigration Year 1910	533
Population of Newfoundland and Labrador, December 31, 1910.....	241,607

I have the honour to be, Sir,

Your obedient servant,

E. DOYLE,
Registrar General.

The Honourable Robert Watson,
Colonial Secretary.

TABLE I.—Denominational Returns of Births, Marriages

DISTRICTS	CHURCH OF ENGLAND							ROMAN CATHOLIC							METH-			
	Births			No. of Persons Married	Deaths			Births			No. of Persons Married	Deaths			Births			No of Persons Married
	Male	Female	Total		Male	Female	Total	Male	Female	Total		Male	Female	Total	Male	Female	Total	
St. John's East and West.....	178	117	295	211	87	92	179	402	426	828	411	256	252	508	136	152	288	151
Harbor Main...	53	45	98	34	27	21	48	99	80	179	94	46	28	74	2	3	5	4
Port de Grave..	38	45	83	18	22	32	54	23	15	38	31	18	11	29	33	38	71	20
Harbor Grace...	115	134	249	109	74	67	141	40	41	81	41	19	13	32	37	18	55	37
Carbonear.....	11	10	21	12	6	3	9	16	12	28	12	8	16	24	45	32	77	55
Bay de Verde..	9	8	17	11	3	11	14	32	31	63	52	13	15	28	105	96	201	87
Trinity	174	147	321	131	99	88	187	12	15	27	13	3	6	9	125	123	248	146
Bonavista	163	160	323	160	68	61	129	52	62	114	22	21	19	40	112	118	230	95
Fogo.....	53	39	92	33	24	14	38	16	7	23	6	4	8	12	40	48	88	49
Twillingate.....	73	44	117	35	30	21	51	57	57	114	35	16	13	29	122	138	260	216
St. Barbe	76	75	151	45	36	25	61	28	42	70	50	20	20	40	43	49	92	60
St. George	66	58	124	39	23	17	40	97	99	196	104	38	37	75	10	9	19	9
Burgeo and La-Poile..... ..	111	109	220	125	56	51	107	.....	.....	.....	.....	.....	.....	.....	14	16	30	23
Fortune Bay....	108	78	186	136	50	44	94	27	26	53	42	22	6	28	3	2	5	4
Burin	41	31	72	42	12	9	21	68	66	134	78	18	29	47	65	46	111	94
Placentia and St. Mary's ...	18	20	38	21	6	11	17	190	217	407	172	104	107	211	4	9	13	19
Ferryland.....	.....	.....	.....	2	1	.....	1	80	98	178	54	37	35	72	.....	.....	.....	.....
Labrador.....	17	24	41	29	9	7	16	2	1	3	4	.....	2	2	5	7	12	11
	1304	1144	2448	1193	633	574	1207	1241	1295	2536	1221	643	617	1260	901	904	1805	1080

and Deaths for the Year ended December 31st, 1910.

ODIST			PRESBYTERIAN							CONGREGATION'L							SALVATION ARMY.							OTHER DENOM'S						
Deaths			Births			Deaths				Births			Deaths				Births			Deaths				Births			Deaths			
Male	Female	Total	Male	Female	Total	No. Per. Married	Male	Female	Total	Male	Female	Total	No. Per. Married	Male	Female	Total	Male	Female	Total	No Per. Married	Male	Female	Total	Male	Female	Total	No. Per. Married	Male	Female	Total
75	71	146	12	6	18	5	3	4	7	9	5	14	2	4	1	5	13	10	23	12	12	13	25	...	...	...	...	...	...	...
2	.....	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	2	2	...	...	.....	...	...	...	...	...	...	...
24	22	46	...	...	...	1	...	...	...	...	...	...	...	...	...	...	1	2	3	...	1	...	1	...	...	...	...	...	...	...
16	16	32	2	1	3	2	...	2	2	...	...	...	...	...	...	...	4	5	9	3	4	1	5	...	...	...	...	...	...	...
21	22	43	...	...	...	...	...	...	...	...	...	...	...	...	...	...	7	6	13	5	...	3	3	...	...	...	...	...	...	...
68	81	149	...	...	...	...	...	...	...	...	...	...	...	...	...	...	.....	.....	.....	...	...	...	.....	...	...	...	...	...	...	...
62	53	115	...	...	...	1	...	...	...	1	1	2	2	1	...	1	26	20	46	5	7	13	20	...	...	...	...	...	...	...
64	74	138	...	...	...	...	...	...	...	...	...	...	...	...	...	...	25	24	49	19	6	7	13	...	...	...	...	...	...	...
26	18	44	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	4	7	...	2	3	5	...	...	...	...	...	...	...
60	73	133	...	...	...	1	...	...	...	...	...	...	...	...	...	...	38	38	76	27	8	24	32	...	...	...	...	...	...	...
23	21	44	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	8	9	5	2	1	3	...	...	...	2	...	...	...
2	4	6	4	7	11	...	2	...	2	...	...	..	...	...	...	...	.....	.....	.....	...	...	...	.....	1	...	1	...	1	...	1
11	5	16	...	...	...	...	...	...	...	...	...	...	...	...	...	...	.....	1	1	...	...	...	.....	...	...	...	...	...	...	...
6	1	7	...	...	...	...	...	...	...	5	6	11	12	2	3	5	6	5	11	4	3	1	4	...	...	...	...	...	...	...
41	29	70	...	...	...	...	1	...	1	...	...	...	...	...	...	...	7	16	23	12	...	3	3	...	...	...	...	...	...	...
8	4	12	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	2	...	...	1	1	...	...	...	...	...	...	...
.....	.....	.....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	.....	.....	.....	...	...	...	.....	*	...	...	...	...	...	...
6	5	11	...	...	...	...	...	...	...	...	...	...	...	...	...	...	.....	.....	.....	...	...	...	.....	45	31	76	40	26	27	53
515	499	1014	18	14	32	10	6	6	12	15	12	27	16	7	4	11	133	141	274	94	45	70	115	46	31	77	42	27	27	54

*These Births, Marriages and Deaths were reported by the Moravian Missionaries.

TABLE II.—Registration Returns of Births, Marriages

DISTRICTS	Births			No. of Persons Married	Deaths			Deaths Arranged as Regards Age							
	Male	Female	Total		Male	Female	Total	Birth to 1 Year	1 Year to 5 Years	5 Years to 10 Years	10 Years to 15 Years	15 Years to 20 Years	20 Years to 30 Years	30 Years to 40 Years	40 Years to 50 Years
St. John's East & West	750	716	1466	792	437	433	870	272	82	23	20	27	67	52	43
Harbor Main	155	129	284	134	75	49	124	37	7	4	2	8	17	6	8
Port de Grave...	95	100	195	70	65	65	130	35	14	3	1	6	8	7	6
Harbor Gracc.....	198	199	397	192	113	99	212	40	22	6	4	18	21	13	10
Carbonear	79	60	139	84	35	44	79	16	9	.....	.....	4	6	6	5
Bay de Verde.....	146	135	281	150	84	107	191	63	37	7	5	11	11	7	5
Trinity	338	306	644	298	172	160	332	98	31	14	12	14	38	17	20
Bonavista	352	364	716	296	159	161	320	101	20	13	6	17	43	21	17
Fogo	112	98	210	88	56	43	99	17	9	5	1	7	14	8	1
Twillingate	290	217	567	314	114	131	245	63	18	11	5	17	24	15	14
St. Barbe	148	174	322	162	81	67	148	54	11	6	6	7	18	9	5
St. George.....	178	173	351	152	66	58	124	32	11	3	6	9	18	5	5
Burgeo and LaPoile...	125	126	251	148	67	56	123	35	22	3	2	5	8	6	8
Fortune Bay.....	149	117	266	198	83	55	138	34	7	4	1	8	19	10	3
Burin.....	181	159	340	226	72	70	142	43	14	7	2	6	14	9	7
Placentia & St. Mary's	213	247	460	212	118	123	241	41	19	16	6	22	27	21	17
Ferryland	80	98	178	56	38	35	73	11	4	1	2	1	7	3	3
Labrador	69	63	132	84	43	39	82	25	12	4	3	4	8	10	1
	3658	3541	7199	3656	1878	1795	3673	1017	349	130	84	191	368	225	178

and Deaths for the Year ended December 31st, 1910.

Deaths Arranged as Regards Age

41	81	92	58	9	...	3	870	32	10	...
6	11	12	3	1	...	2	124	2	2	...
7	13	14	10	2	...	4	130	3	4	...
14	17	31	9	6	...	1	212	3	8	...
7	11	11	4	...	...	...	79	2	3	...
12	12	14	5	...	...	2	191	1	1	...
17	22	28	16	4	...	1	332	12	5	...
15	22	29	11	3	...	3	320	7	8	...
5	11	14	6	...	...	1	99	3	3	...
12	22	23	13	6	...	2	245	6	10	...
6	11	9	1	4	...	1	148	8	2	...
6	5	19	4	1	...	...	124	8	2	...
8	9	12	6	...	...	...	123	4	6	...
10	17	19	5	...	...	1	138	1	1	...
11	5	15	7	2	...	...	142	7	4	...
10	26	17	14	...	...	5	241	3	2	1
9	11	11	9	1	...	...	73	.....	...	...
4	6	1	2	...	...	2	82	2	...	...
200	312	371	183	39	...	28	3673	104	71	1

50 Years to 60 Years
60 Years to 70 Years
70 Years to 80 Years
80 Years to 90 Years
90 Years to 100 Years
100 Upwards
Not Given
TOTAL
Illegitimate
Twins
Triplets

TABLE III.

TOTALS and RATES.

	Male	Female	Total	
Births.....	3658	3441	7199	Per 1000 of 241,600 population 29·79
Marriages.....	.....	.....	1828	do do 7·57
Deaths.....	1878	1795	3673	do do 15·20

TABLE IV.— Total Deaths by Individual Diseases by Districts, Year ended December 31st, 1910.

CAUSES OF DEATH	DISTRICTS																			Grand Total
	St. John's E & W	Harbor Main	Port de Grave	Harbor Grace	Carbonear	Bay de Verde	Trinity	Bonavista	Fogo	Twillingate	St. Barbe	St. George	Burg. & LaPoile	Fortune Bay	Burin	Pla. & St. Mary's	Ferryland	Labrador	Total	
1.—General Diseases.																				
(*A. Epidemic Diseases*)																				
Typhoid Fever	4	1	.....	2	2	1	5	2	1	5	...	1	3	2	2	1	...	1	33	
Malarial Fever	.....	.....	.....	.....	...	.....	.....	.....	...	.....	...	...	...	...	...	.....	...	...	.....	
Smallpox	.....	.....	.....	.....	...	.....	.....	.....	...	.....	...	...	...	...	...	.....	...	...	.....	
Measles	1	.....	.....	.....	...	.....	.....	.....	...	.....	...	...	..	4	...	.....	...	...	5	
Scarlet Fever	1	.....	.....	.....	...	.....	2	2	...	.....	...	1	4	...	...	2	...	3	15	
Whooping Cough	3	2	.....	.....	3	24	14	1	1	2	5	8	9	1	...	20	...	2	95	
Diphtheria and Croup	11	2	.....	1	...	3	2	3	...	.....	...	2	1	...	5	11	...	...	41	
Influenza	1	.....	.....	1	...	1	.....	2	2	4	9	...	1	1	...	.....	...	3	25	
Dysentery	.....	.....	1	.....	...	.....	.....	.....	...	.....	...	...	...	...	...	2	...	...	3	
Erysipelas	2	.....	.....	3	...	1	1	4	2	.....	1	...	1	...	...	.....	...	2	17	
Other Epidemic Diseases	3	.....	.....	1	...	.....	.....	.....	...	.....	...	...	...	...	...	.....	...	...	4	238
(*B Other Gen. Diseases*)																				
Septicaemia	.....	.....	.....	.....	...	.....	.....	1	...	1	...	...	...	...	...	.....	...	...	2	
Tuberculosis of Lungs	114	18	18	44	10	39	81	75	28	56	26	24	21	27	40	47	14	10	692	
Tuberculosis of Larynx	.....	2	.....	.....	...	.....	.....	1	...	.....	...	...	...	...	...	.....	...	...	3	
Tuberculosis Meningitis	9	1	.....	3	1	.....	3	1	1	1	...	...	...	1	1	.....	...	...	22	
Abdominal Tuberculosis	7	1	1	1	...	.....	1	1	...	.....	...	...	...	...	...	.....	...	...	12	
Pott's Disease	.....	.....	.....	.....	...	.....	.....	.....	...	.....	...	...	...	...	...	.....	...	...	.....	
Tuberculosis Abscess	.....	.....	.....	.....	...	.....	.....	1	...	.....	...	...	...	...	...	.....	...	...	1	
White Swelling	.....	.....	.....	.....	...	.....	.....	.....	...	.....	...	...	...	...	...	.....	...	...	.....	
Tuberculosis of other organs	.....	.....	1	3	...	1	2	.....	...	1	2	...	...	1	...	.....	1	1	13	
General Tuberculosis	3	.....	.....	.....	...	1	.....	.....	...	.....	...	...	...	...	...	.....	...	...	4	
Scrofula	3	.....	.....	.....	...	.....	.....	.....	...	.....	...	...	...	...	...	.....	...	...	3	
Venereal diseases	1	.....	.....	.....	...	1	1	.....	...	.....	...	...	...	...	...	.....	...	6	9	
Cancer of mouth	.....	.....	.....	.....	...	.....	.....	1	...	.....	...	1	...	...	1	.....	...	...	3	
Cancer of stomach and liver	12	5	3	.....	3	5	5	4	2	1	...	...	1	4	2	2	1	1	51	
Cancer of intestines	5	.....	1	.....	...	.....	2	.....	...	.....	...	...	...	...	...	.....	...	...	8	
Cancer of genital organs	1	.....	.....	.....	...	.....	.....	.....	...	.....	...	...	...	...	...	.....	...	...	1	
Cancer of breast	.....	.....	.....	1	...	1	.....	1	1	.....	...	...	...	1	...	.....	1	...	6	
Cancer of skin	.....	.....	.....	.....	...	.....	.....	.....	...	.....	...	...	...	...	...	.....	...	...	.....	
Cancer of other unspecified organs	10	4	1	3	...	.....	1	8	4	3	2	1	...	2	1	2	3	...	45	
Tumours	3	2	.....	.....	...	2	.....	.....	...	.....	1	...	...	...	...	3	...	...	11	
Rheumatism	3	.....	2	.....	...	.....	.....	.....	1	1	...	2	1	...	1	6	...	...	17	
Diabetes	2	1	.....	1	...	.....	.....	.....	...	1	...	...	...	...	...	.....	...	...	5	
Anaemia, Leukaemia	2	.....	.....	1	...	.....	.....	1	...	1	...	...	...	...	...	.....	...	...	5	
Alcoholism	.....	.....	.....	.....	...	.....	.....	.....	...	.....	...	...	...	...	...	.....	...	...	.....	
Chronic Poisonings	.....	.....	.....	.....	...	.....	.....	.....	...	.....	...	...	...	...	...	.....	...	...	.....	
Other General Diseases	.....	.....	.....	.....	...	.....	.....	.....	...	.....	...	...	...	...	...	1	...	1	2	914
II.—Nervous System.																				
Encephalitis	.....	.....	.....	.....	...	.....	.....	.....	...	.....	...	...	...	...	...	.....	...	...	.....	
Meningitis	13	.....	2	4	...	2	10	10	3	4	2	1	2	2	1	4	...	2	62	
Locomotor ataxia	.....	.....	.....	.....	...	.....	.....	.....	...	.....	...	...	...	...	...	.....	...	...	...	
Other diseases of spinal cord	5	.....	.....	1	...	2	1	1	...	.....	...	1	2	1	...	2	...	...	15	77
Apoplexy	9	3	2	2	1	1	3	.....	...	.....	...	...	1	3	...	1	...	...	26	
Softening of the brain	.....	.....	.....	.....	...	.....	1	.....	...	.....	...	...	...	...	...	.....	...	...	1	
Paralysis	25	2	9	8	3	3	7	3	2	7	3	1	5	5	3	3	1	...	19	
Gen. Paralysis of Insane	.....	.....	.....	.....	...	.....	.....	.....	...	.....	...	...	...	...	...	.....	...	...	.....	
Other forms mental disease	2	.....	.....	.....	...	.....	.....	.....	...	.....	...	...	...	...	...	.....	...	...	2	
Other diseases of brain	21	1	1	3	...	1	5	4	2	3	3	3	1	2	2	.....	...	1	53	
Epilepsy	1	.....	.....	2	...	.....	1	1	...	1	...	...	...	...	...	1	1	...	8	
Convulsions	53	15	13	8	2	10	29	17	6	17	12	7	3	9	11	11	6	4	233	

Table IV.—Total Deaths by Individual Diseases by Districts, Year ended December 31st, 1910.

CAUSES OF DEATH.	DISTRICTS. St. John's, E. W	Harbor Main.	Port-de-Grave	Harbor Grace.	Carbonear.	Bay-de-Verde.	Trinity.	Bonavista.	Fogo.	Twillingate.	St. Barbe.	St. George.	Burg. & LaPoile	Fortune Bay.	Burin.	Pla. & St. Mary's	Ferryland	Labrador.	Total.	Grand Total.
Nervous System (continued)..																				
Tetanus	1	1	.....	1	1	.....	.....	.....	...	.....	...	...	...	...	...	.....	...	...	4	
Other diseases nervous syst.	2	2	.....	3	2	1	3	1	...	3	2	1	...	1	...	5	3	3	33	379
Circulatory System.																				
Pericarditis	1	.....	.....	.....	...	.....	.....	.....	...	.....	...	...	...	...	...	.....	1	...	2	
Endocarditis.....	5	.....	.....	.....	...	.....	2	2	...	4	...	...	...	...	...	.....	...	...	13	
Heart disease.....	49	4	1	2	3	3	3	3	...	6	3	4	4	3	9	3	4	...	104	
Angina pectoris	1	.....	.....	1	1	.....	.....	.....	...	.....	...	...	1	...	...	1	...	...	5	
Diseases of arteries.....	3	.....	.....	.....	...	.....	.....	.....	...	.....	...	...	1	...	...	.....	...	...	4	
Diseases of veins.....	.....	.....	.....	.....	...	.....	.....	.....	...	.....	...	...	...	...	...	.....	...	...	.....	
Diseases of lymphatics.....	.....	.....	.....	.....	...	.....	.....	.....	...	.....	...	...	...	...	...	.....	...	...	.....	
Other diseases circul'ry sys	1	1	1	.....	2	1	.....	1	2	.....	...	...	...	4	...	.....	1	1	16	144
Respiratory System.																				
Diseases of larynx	2	.....	.....	.....	1	.....	1	1	...	.....	1	1	...	...	...	1	1	...	9	
Diseases of the thyroid body	.....	.....	.....	.....	...	.....	.....	.....	...	.....	...	...	...	...	...	.....	...	...	.....	
Acute bronchitis	13	2	3	10	3	3	6	1	1	9	3	...	...	...	...	.....	...	1	55	
Chronic bronchitis	8	1	1	2	...	.....	1	5	...	2	...	...	1	...	1	4	1	2	29	
Broncho-pneumonia....	12	.....	2	4	3	2	4	.....	...	2	...	...	...	1	...	.....	...	...	30	
Pneumonia	25	2	12	7	4	22	7	14	3	15	8	7	2	5	2	5	...	...	140	
Pleurisy	3	.....	.....	.....	1	.....	3	2	...	2	1	...	...	1	...	.....	...	...	13	
Congestion of the lungs	.....	.....	1	.....	2	.....	.....	.....	...	2	...	...	1	...	...	2	...	1	9	
Gangrene of lungs..	.....	.....	.....	.....	...	.....	.....	.....	...	.....	...	...	...	...	...	.....	...	...	.....	
Asthma and emphysema	2	.....	.....	.....	...	.....	3	.....	...	3	...	...	...	...	...	1	...	...	9	
Hemorrhage of lungs	.....	2	3	.....	...	.....	.....	.....	...	3	...	...	...	1	1	.....	2	1	13	
Other diseases resp. system..	.....	.....	.....	1	...	1	.....	.....	...	1	...	...	...	...	...	2	1	...	6	313
Digestive System.																				
Diseases of mouth....	.....	.....	1	.....	...	.....	.....	.....	...	2	1	1	...	...	...	.....	...	...	5	
Ulcer of stomach.....	2	2	1	.....	1	2	.....	.....	...	.....	...	...	...	...	...	2	...	...	10	
Gastritis	1	.....	.....	.....	1	2	3	1	...	.....	2	1	...	1	...	.....	3	...	15	
Other diseases of stomach ...	6	1	.....	.....	3	2	3	2	...	6	...	2	1	...	2	8	1	...	37	
Dentition.....	.....	.....	.....	.....	...	.....	.....	.....	...	1	...	...	...	...	1	2	...	...	4	
Diarrhoea and Enteritis under two years.....	58	1	.....	4	...	5	4	.....	...	.....	...	...	5	...	...	.....	...	...	77	
do do 2 yrs and over	1	1	.....	1	...	2	1	2	...	.....	...	...	...	...	...	.....	...	...	8	
Hernia	1	.....	1	.....	...	1	.....	.....	...	.....	...	...	...	...	...	.....	...	1	4	
Obstruction of Intestines	.....	.....	.....	2	...	.....	.....	.....	...	.....	...	...	...	...	1	.....	...	...	3	
Other diseases of Intestines..	3	.....	.....	.....	1	4	5	9	4	3	1	...	1	...	2	.....	...	...	33	
Acute yellow atrophy of liver	.....	.....	.....	.....	1	.....	.....	.....	1	.....	...	...	...	...	...	.....	...	...	2	198
Hydatid tumors of liver	1	.....	.....	.....	...	.....	.....	.....	...	.....	...	...	...	...	...	.....	...	...	1	
Cirrhosis of liver..	.....	.....	1	.....	...	.....	.....	.....	...	1	...	...	...	...	...	.....	...	...	2	
Other diseases of liver.....	1	.....	.....	.....	2	.....	3	.....	...	.....	...	...	...	...	...	1	...	1	8	
Diseases of spleen.....	.....	.....	.....	.....	...	.....	.....	.....	...	.....	...	...	...	...	1	.....	...	...	1	
Peritonitis, non-puerperal...	5	3	1	2	1	1	1	3	...	.....	1	1	...	...	...	2	...	...	21	
Appendicitis	3	1	.....	.....	...	.....	.....	.....	...	....	1	...	1	...	...	.....	...	1	7	
Other dis's of digestive sys..	3	.....	1	1	...	.....	2	.....	1	.....	1	...	...	...	...	.....	...	...	9	
Gento-Urinary System.																				
Acute Nephritis.....	11	.....	.....	.....	3	3	3	2	...	.....	...	...	...	3	...	.....	...	...	25	
Bright's disease.....	17	1	1	2	2	.....	3	3	1	4	1	...	1	1	1	2	...	...	40	
Other diseases of kidneys....	2	1	.....	.....	...	.....	.....	.....	3	2	2	3	...	...	2	.....	1	1	17	
Diseases of bladder.....	4	.....	.....	.....	...	.....	2	.....	...	.....	...	1	...	...	2	1	...	...	10	
Other diseases of uterus.....	.....	.....	.....	.....	...	.....	.....	.....	...	1	...	...	...	...	...	.....	...	...	1	
Dis. of female genital organs	.....	.....	.....	.....	1	.....	.....	.....	..	.....	...	...	...	...	...	1	...	...	2	
Other dis genito uninary or.	4	.....	.....	1	1	1	3	.....	...	.....	...	...	...	...	...	.....	...	...	10	105

Table IV.—Total Deaths by Individual Diseases by Districts, Year ended December 31st, 1910.

CAUSES OF DEATH.	DISTRICTS. St. John's, E. W	Harbor Main.	Port-de-Grave.	Harbor Grace.	Carbonear.	Bay-de-Verde	Trinity.	Bonavista.	Fogo.	Twillingate.	St. Barbe.	St. George.	Burg. & LaPoile	Fortune Bay.	Burin.	Pla. & St. Mary's	Ferryland.	Labrador.	Total.	Grand Total.
Puerperal State.																				
Puerperal Septicaemia	8			3				4											15	
Puerperal Convulsions				2															2	
Other causes	5	1				1	1	8		2	2	5	4	3	1	6		4	43	60
Diseases of the Skin.																				
Carbuncle	1																		1	
Abscess		1		1												4	1	1	8	
Other disases of skin	1		1						1						1	1			5	14
Locomotor System.																				
Diseases of the joints	2						2	2			1		1						8	8
Malformations.																				
Congenital malformations			1									1							2	
Early Infancy.																				
Premature birth	19		4			3	2	5		1	2	4					1	4	45	
Congenital debility	74	17	6	20	3	8	32	40	6	23	24	4	20	10	19	14	5	10	335	380
Old Age	82	6	18	29	6	12	24	22	11	20	11	9	11	18	16	20	15	4	334	334
Violence and Other External Causes.																				
Suicides	2																		2	
Fractures and dislocations	3		1	1															5	
Burns and scalds	9					2		1			1	6		1					20	
Drowning	8	2	1	1	1	1	6	4	3	4	3	4	4	7	2	10		1	60	
Other accidental poisonings									1			2							3	
Other " traumatisms	2			4	1			2		2	1	1		2				1	16	109
Ill-Defined Diseases.																				
Dropsy	2		2	1		1	1	3				2		1		8	1	2	24	
Heart failure	17	3	2	6	3	1	5	6	4	6	2	3	2		3	6	3		72	
Other ill-defined causes	18	3	7	4		4	8	11		2	3	5		3	1	4		2	75	
Unknown causes	13	4					2	13	1	4	2	1	7	5	1	3		3	59	230
Still Births	22	1	2			4	6	3			2	2			3	3		3	48	48
Totals	870	124	130	212	79	191	332	320	99	245	148	124	123	138	142	241	73	82		3673

Report of the Medical Superintendent of the St. John's Lunatic Asylum,

For the Year 1910.

Board of Commissioners.

DR. GEORGE SKELTON, G. H. HUTCHINGS, ESQ., K.C.,
DR. KEEGAN.

DR. DUNCAN, Medical Superintendent.
MISS F. FIELD, Matron.
SAMUEL BUTLER, Chief Assistant.
MICHAEL HOLDEN, Storekeeper.
WILLIAM SPURRELL, Chief of Industrial Department.
JOHN BARNES, Farmer and Gardener.
EDWARD KELLY, Carpenter.

Report of the Medical Superintendent of the St. John's Lunatic Asylum for the year 1910.

To His Excellency the Governor in Council.

Sir—I have the honour to submit to you my report for the year ending December 31st, 1910.

At the beginning of the year there were in the Asylum 243 patients—125 men and 118 women. Our admission during the year numbered 151—76 men and 75 women, a larger number than had been received in any previous year. The year that comes nearest in point of number was 1909, when 135 patients were admitted.

During the greater part of the year our wards were over-crowded, and we had for a time 270 patients, which is more than our accommodation admits of, with due regard to the comfort and health of the patients. At the end of the year we are usually at our lowest in point of numbers. Our average daily attendance was 255. We discharged during the year 105 patients, recovered or sufficiently improved to return home. The deaths numberd 34—14 men and 18 women.

For the purpose of comparison, I enclose you the statistics of the Manhattan State Hospital, New York, the Horton Asylum, London, and the Gartloch Asylum, Glasgow. The two latter institutions are modern buildings, up-to-date in every respect, and during my recent visit to England I spent some time examining the internal arrangements and the general care given to the patients.

	In Residence.	Admitted.	Discharged	Died.
Manhattan State Hospital	5895	4379	963	439
Horton Asylum, London	2404	288	146	147
Gartloch Asylum, Glasgow.....	759	163	122	41
St. John's Insane Asylum	243	150	105	34

The admissions last year exceeded any previous year, and whether this is due to the increased cost of living or the unwillingness of the modern generation to provide for their aged relations it is difficult to say. They still continue to send in a large number of old persons, who are really more suitable for the Poor Asylum. There were fourteen cases over seventy years of age admitted this year, which lessens our discharges and increases our death rate.

The number of deaths this year is smaller than last year. Thirteen of the 34 were due to Consumption, a disease which the insane are peculiarly liable to contract, and which forms the principal cause of death in all the large asylums.

During the year the work of the institution has gone on satisfactorily. The Industrial Department has kept a number of the patients employed every week day, and all the boots and shoes for the use of the institution are made there. Mats and brushes are also made.

We have not done as much twine netting as usual this year, which we have regretted, as it was work the patients were always interested in, but the Ropewalk has recently introduced machinery for the purpose.

The farm and garden have given employment to a good number of the patients, and the operations of both have been fairly successful. Our hay, turnips and cabbage crops have been very good. The quantity of potatoes grown was much larger than usual.

Our farmer succeeded in winning the second Cabbage prize at the recent Agricultural Show, where we also exhibited specimens of mats and brushes.

The cattle also take up a good deal of the patients' attention, and our pigs are so much sought after we are unable to supply the demand. During the summer an open-air shelter was erected on the Females' Airing Court, and water pipes laid from the main cistern to the Superintendent's residence by the patients.

All the women capable of working are fully employed making and repairing all the shirts, stockings, dresses and other garments, and helping with the kitchen and laundry work.

I would earnestly call your attention to the great need for a separate building for consumptive patients. Keeping consumptives with ordinary patients is an injustice, and makes it impossible to keep the disease within bounds.

The kitchen and laundry are most inadequate for the needs of the institution, and our drying room is so unfit for the purpose that at times the whole work is brought to a standstill and the worry and inconvenience resulting are most trying to the whole staff.

These departments were fitted out when there were fifty patients, but now, when our patients and attendants number three hundred, they are utterly unfit for our needs.

In England and the States the proportion of the mentally afflicted is 1 in 300, while ours is a little over 1 in 1,000. The majority of our cases are of the melancholic type, which is probably due to the isolated conditions of life and worry and anxiety about ways and means.

As the smaller settlements come more into touch with the larger centres, causing enhanced prices in the necessaries of life without at first any corresponding increase in income, it is probable that we will have an additional number of cases, and as the general public begin to recognize that insanity is now successfully treated in its earlier stages, they will be more likely to send in cases at a time when its treatment offers a greater prospect of success.

For any increase in the admission to the Asylum we are totally unprepared. We have at present as many as can be accommodated with due regard to health and comfort, and it is necessary in the immediate future to provide additional accommodation.

Our thanks are due to the clergymen of the different denominations for the services which are regularly held, and for their kindness in visiting our sick; also to Miss Cole and the kind friends who have helped us in our various entertainments.

I cannot close my report without drawing your attention to the admirable way in which our Matron, Miss Field, has devoted herself to the care of the patients, and to her hearty co-operation in anything which is for their benefit; also the cordial assistance I have received from all members of the staff who, I feel, are worthy of the confidence placed in them for the faithful discharge of services, often performed under the most trying and disagreeable conditions

In conclusion, I beg to extend to you and the other members of the Board my earnest thanks for the interest you have manifested in the Asylum, and the readiness with which you have granted, when possible, anything for the benefit of the institution.

I remain, Sir,
Your obedient servant,

J. G. DUNCAN,
Medical Superintendent.

W. Woodford, Esquire
Chairman Board of Works

TABLE NO. I.

Showing Movement of Population for the Year ending December 31st, 1910.

	Men.	Women.	Total.
Remaining January 1st, 1910	125	118	243
Admitted during the year	77	73	150
Total under treatment during year	202	191	393
Daily average during the year	131·8	123·2	255
Discharged during the year	49	55	104
Died	16	18	34
Remaining January 1st, 1911	137	118	255

TABLE NO. II.

Admission.	Men.	Women.	Total.
First Admission	39	54	93
Second "	18	10	28
Third "	12	9	21
Fourth and over	8	.....	8
	77	73	150

TABLE NO. III.

Religion of Patients.	Admitted during year.		
	Men.	Women.	Total.
Roman Catholic	35	35	70
Church of England	19	17	36
Methodist	20	17	37
Salvation Army	2	3	5
Presbyterian	.....	1	1
Congregational	1	.....	1
Total.	77	73	150

TABLE IV.

Ages.	Admitted during Year.		
	Men.	Women.	Total.
From 10 to 20 years	2	5	7
From 20 to 30 years	16	18	34
From 30 to 40 years	16	17	33
From 40 to 50 years	14	6	20
From 50 to 60 years	15	7	22
From 60 to 70 years	7	13	20
From 70 to 80 years	5	7	12
From 80 to 90 years	1	1	2
	76	74	150

TABLE NO. V.

Ages.	Discharged during the Year.		
	Men.	Women.	Total.
From 10 to 20 years	1	4	5
From 20 to 30 years	13	15	28
From 30 to 40 years	7	12	19
From 40 to 50 years	11	6	17
From 50 to 60 years	9	9	18
From 60 to 70 years	4	7	11
From 70 to 80 years	4	2	6
	49	55	104

TABLE NO. VI.

Cause of Death.	Men.	Women.	Total.
Senile Debility	1	3	4
Erysipelas		1	1
Epilepsy	1		1
Pneumonia	2	1	3
Apoplexy	1		1
Tumor of Brain	1	1	2
Paralysis	2	3	5
Enceptalitis	1		1
Purperal Septicaemia		1	1
Meningitis		1	1
Goitre		1	1
Phthisis	6	7	13
	15	19	34

TABLE NO. VII.

Civil Condition.	Remaining Jan. 1st, 1911.		
	Men.	Women	Total.
Single	95	57	152
Married	30	39	69
Widowed	12	22	34
	137	118	255

TABLE NO. VIII.

Districts.	Number from Each District.		
	Men.	Women	Total
Bonavista	8	8	16
Bay de Verde	1	4	5
Burin	11	2	13
Bonne Bay		1	1
Burgeo	1	1	2
Carbonear	7	7	14
Ferryland	2	5	7
Fogo	4	3	7
Fortune	2	1	3
Grand Bank		1	1
Harbor Main	7	6	13
Harbor Grace	5	12	17
Labrador	3	2	5
Placentia	6	7	13
Port de Grave	6	7	13
St. Barbe	3	2	5
St. George	3	3	6
St. John's East	23	14	37
St. John's West	25	22	47
Trinity	10	8	18
Twillingate	10	2	12
	137	118	255

TABLE NO. IX.

List of Articles Made and Repaired in Sewing Room for the Year ending December 31st. 1910.

Made.		Repaired.	
Night Dresses	112	Shirts	2384
Sheets	504	Prs. Drawers	2696
Pillow Slips	300	Singlets	855
Pillow Ticks	97	Prs. Pants	2574
Bed Ticks	22	Coats	2508
Palliasses Covers	192	Vests	492
Shirts	247	Sheets	840
Prs. Pants	56	Pillow Slips	475
Coats	21	Bed Spreads	152
Dresses	35	Blankets	256
Aprons	158	Prs. Hose	5508
Chemises	82	Paliasses Covers	82
Prs. Drawers	123	Chemises	600
Shrouds	29	Skirts	228
Table Cloths	15	Night Dresses	152
Towels	52	Petticoats	588
Quilts	2	Corset Covers	72
Blinds	19	Dresses	432
Nightingales	6	Blouses	192
Nurses' Caps	46	Aprons	120
Neckties	16		
Tea Bags	14	Total	22,206
Straight Jackets	4		
Sleeping Jackets	5		
Total	2157		
Knitted prs. Hose	215		
" " Mitts	9		
	224		

TABLE X.

List of Needlework done in the Wards—Articles Made and Repaired.

Made.		Repaired.	
Dresses	188	Sheets	15
Chemises	139	Blankets	22
Blouses	7	Bed Spreads	51
Aprons	34	Dresses	34
Sheets	91	Petticoats	522
Pillow Slips	40	Prs. Drawers	322
Bed Spreads	31	Chemises	567
Petticoats	41	Singlets	161
Pinafores	14	Blouses	27
Night Dresses	11	Night Dresses	80
Towels	54	Aprons	92
Prs. Drawers	6	Pillow Slips	10
Aprons	34	Sleeping Jackets	8
Table Cloths	18	Straight Jackets	8
Tray Cloths	12	Bed Ticks	2
		Prs. Stockings	3,949
Total	720		
		Total	6,311
Knitted—Prs Stockings	277		

TABLE NO. XI.

Report of Work Done in Laundry for the Year ending December 31st, 1910.

Articles.	No.	Articles.	No.
Sheets	18880	Pairs Drawers	11325
Pillow Slips	13473	Chemises	5562
Blankets	1650	Night Dresses	2417
Bed Spreads	1329	Petticoats	4574
Towels	2442	Blouses	567
Bed Ticks	1296	Caps	733
Aprons	6817	Table Cloths	550
Dresses	2327	Table Napkins	1118
Collars	1159	Tray Cloths and D'Oyleys	790
Pairs Cuffs	750	Handkerchiefs	879
Pairs Hose	7401	Corset Covers	351
Union Suits	280	Shawls	46
Pairs Pants	1393	Belts	108
Coats	990	Pairs Curtains	30
Vests	263		
Singlets	2910	Total	110,455
Shirts	8045		

TABLE NO. XII.

List of Articles Washed in Wards for Year ending December 31st, 1910.

Articles.	No.	Articles.	No.
Sheets	571	Blankets	52
Singlets	288	Pillow Slips	126
Aprons	312	Bed Spreads	42
Pairs Drawers	139	Straight Jackets	2
Petticoats	160	Sleeping Jackets	6
Night Dresses	176	Pairs Stockings	4358
Dresses	184		
		Total	6,416

TABLE NO. XIII.

Showing Admissions and Discharges and Nett Annual Increase from the Opening of the Asylum.

Date.	Received.			Discharged.			Remaining.			Expenditure
	Men	Women	Total	Men	Women	Total	Men	Women	Total	
1854	7	5	12	6	4	10	30	20	50	£1,870 7 1
1855	24	20	44	18	14	32	36	26	62	1,700 0 0
1856	21	18	39	20	18	38	37	26	63	2,424 1 9
1857	18	17	35	20	19	39	35	24	59	2,153 18 8
1858	23	19	42	14	13	27	44	30	74	2,626 18 5
1859	35	28	63	30	22	52	45	40	85	3,017 11 10
1860	36	28	64	29	24	53	52	44	96	3,577 11 6
1861	40	15	55	34	13	47	58	46	104	3,413 3 2
1862	29	20	49	29	21	50	58	45	103	3,983 1 11
1863	20	17	37	16	18	34	62	44	106	3,502 14 1
1864	28	12	40	31	8	39	59	48	107	3,980 5 5
1865	18	8	26	22	10	32	45	46	101	$14,905 42
1866	19	11	30	20	14	34	54	43	97	14,979 85
1867	27	15	42	24	14	38	57	44	101	15,943 05
1868	16	12	28	18	12	30	55	44	99	13,634 43
1869	20	16	36	22	19	41	53	41	94	14,014 09
1870	20	15	35	20	16	36	57	36	93	13,856 62
1871	31	26	57	33	22	55	55	40	95	15,431 37
1872	16	16	32	16	13	29	55	43	98	19,167 75
1873	20	26	46	19	22	41	56	47	103	19,463 35
1874	23	20	43	22	15	37	57	52	109	20,743 72
1875	25	32	57	24	19	43	58	65	123	20,705 27
1876	34	26	60	32	23	55	60	68	128	19,550 88
1877	48	25	73	32	23	55	76	70	146	21,117 77
1878	31	23	54	21	28	49	86	65	151	19,500 00
1879	17	28	45	19	23	42	84	70	154	19,018 35
1880	26	29	55	22	28	50	88	71	159	19,780 54
1881	23	24	47	21	29	50	90	66	156	19,655 70
1882	25	38	63	20	35	55	95	69	164	20,342 15
1883	26	21	57	41	28	69	90	62	152	18,461 65
1884	46	51	97	43	30	73	93	83	176	21,124 52
1885	50	45	95	44	37	81	99	91	190	20,393 37
1886	42	40	82	46	42	88	95	89	184	18,252 39
1887	48	39	87	44	38	82	99	90	189	18,958 38
1888	53	37	90	55	40	95	97	87	184	17,906 76
1889	55	43	98	61	47	108	91	82	173	20,503 10
1890	45	40	85	39	34	73	97	89	186	25,776 18
1891	51	30	90	57	06	103	91	82	173	23,963 07
1892	58	39	97	65	69	134	84	52	136	19,750 91
1893	61	66	127	56	59	115	89	59	148	24,701 08
1894	66	52	118	61	48	109	94	63	157	24,687 44
1895	50	44	94	57	51	108	87	56	143	21,500 00
1896	39	41	80	39	34	73	91	59	163	21,853 19
1897	41	31	72	45	29	74	87	64	151	22,337 21
1898	39	38	77	38	37	75	88	65	153	25,362 00
1899	44	39	83	36	33	69	96	71	167	24,574 00
1900	57	43	100	66	31	97	87	83	170	26,136 16
1901	61	43	104	46	37	103	94	77	171	2,619 31
1902	62	38	100	53	30	83	103	85	188	30,623 16
1903	62	52	114	59	55	114	106	83	189	29,308 15
1904	52	55	107	52	32	84	106	106	212	30,058 76
1905	71	57	128	65	52	117	112	111	223	
1906	43	43	86	43	47	90	192	107	299	30,024 55
1907	62	63	125	57	49	106	117	121	238	32,550 74
1908	43	63	106	34	70	104	126	114	240	34,568 41
1909	73	62	135	74	58	132	125	118	243	40,384 33
1910	76	75	151	65	74	139	137	118	255	38,275 73

Graduating Scale Showing the Daily Quantities of

No. of Inmates.	1 lb.	oz.	2 lb.	oz.	3 lb.	oz.	4 lb.	oz.
BREAKFAST.								
Bread		4		8		12	1	
Butter		½		1		1½		2
Oatmeal		2½		5		7½		10
Molasses		½		1		1½		2
Milk	1—pt. 10		2—pts. 10		3—pts. 10		4—pts. 10	
Sugar		¾		1½		2½		3
Tea		⅛		2–8		⅜		½
DINNER.								
Beef		10	1	4	1	14	2	8
Pork		8	1		1	8	2	
Fish (Salt)		12	1	8	2	4	3	
Herring	1		2		3		4	
Peas		6		12	1	2	1	8
Beans (Calavances)		4		8		12	1	
Bread		4		8		12	1	
Molasses		½		1		1½		2
Potatoes	1		2		3		4	
Turnip (dinner)	½		1		1½		2	
Turnip (soup)		3		6		9		12
Beet		4		8		12	1	
Salt		1		2		3		4
Rice		2		4		6		8
LUNCH.								
Bread		4		8		12	1	
Cheese		1		2		3		4
SUPPER.								
Bread		12	1	8	2	4	3	
Tea		⅛		2–8		⅜		½
Butter		½		1		1½		2
Sugar		¾		1½		2¼		3
Milk	1—pt. 10		2—pts. 10		3—pts. 10		4—pts. 10	

Different Articles of Diet Allowed per Head.

5 lb.	oz.	6 lb.	oz.	7 lb.	oz.	8 lb.	oz.	9 lb.	oz.	10 lb.	oz.
1	4	1	8	1	12	2		2	4	2	8
	2½		3		3½		4		4½		5
	12½		15	1	1½	1	4	1	6½	1	9
	2½		3		3½		4		4½		5
5 —pts. 10		6 —pts. 10		7 —pts. 10		9 —pts. 10		9 —pts. 10		1 pint.	
	3¾		4½		5¼		6		6¾	½	
	⅝		6–8		⅞		1		1¼		1½
3	2	3	12	4	6	5		5	10	6	4
2	8	3		3	8	4		4	8	5	
3	12	4	8	5	4	6		6	12	7	8
5		6		7		8		9		10	
1	14	2	4	2	10	3		3	6	3	12
1	4	1	8	1	12	2		2	4	2	8
1	4	1	8	1	12	2		2	4	2	8
	2½		3		3½		4		4½		5
5		6		7		8		9		10	
2½		3		3½		4		4½		5	
	15	1	2	1	5	1	8	1	11	1	14
1	4	1	8	1	12	2		2	4	2	8
	5		6		7		8		9		10
	10		12		14	1		1	2	1	4
1	4	1	8	1	12	2		2	4	2	8
	5		6		7		8		9		10
3	12	4	8	5	4	6		6	12	7	8
	⅝		6–8		⅞		1		1¼		1½
	2½		3		3½		4		4½		5
	3¾		4½		5¼		6		6¾		
5 —pts. 10		6 —pts. 10		7 —pts 10		8 —pts. 10		9 —pts 10		1 pint	

Report of the Commission on Public Health, 1910.

Report of the Commission appointed by the Government to deal with and report upon the subject of Public Health in the Colony of Newfoundland, 1910.

St. John's, Newfoundland,
April 3rd, 1911.

Dear Sir or Madam—By way of keeping you posted in regard to the progress of the A. P. C. work, and what is being accomplished, we are herewith sending you the Official Report of the Commission on Public Health for 1910.

The Commission consists of Dr. L. Keegan (Secretary), Dr. A. Brehm, Dr. N. S. Fraser and Hon. John Harvey. While the A. P. C. remains a separate voluntary organization, dependent almost entirely upon voluntary contributions, it is working in partnership, so to speak, with the Commission on Public Health, and the Report of the latter fairly well covers the ground in which we, as an organization, are mainly concerned.

At the back of the Report will be found a balance of $62.93 forwarded to 1911. We may say that this amount has long since been expended, and the Society is now practically without funds, without which our work cannot be continued, and if you agree that valuable results are being practically attained, we shall be glad to receive your subscription for 1911.

This can be forwarded in the enclosed envelope, which will be taken free through the mails.

Yours very truly,

ASSOCIATION FOR PREVENTION OF CONSUMPTION,

JOHN HARVEY, President.

REPORT OF THE COMMISSION

The Commission have continued to sit during the past year, and in continuation of their Report for 1909, to which attention is directed, they now submit the following—

1.—In the last Report it was recommended that some Outport representatives and some or all of the Superintendents of Education should be added to the Commission with a view to obtaining the advantages of their co-operation. However, they have had several conferences, and have kept as much as possible in touch with these gentlemen during the past year. They have also had some conferences and correspondence with Dr. Grenfell and a large amount of correspondence with outport medical men. They are taking further steps, as will be seen later, to ensure the assistance and advice of the latter.

2.—The Commission are pleased to be able to say that the mortality figures of the Colony are beginning to show some improvement in regard to the general death rate from all causes, including the death rates from specific preventable disease.

The Vital Statistics are, unfortunately, only available so far up to the end of 1909, but it is confidently expected that the figures for 1910 will show a continuance of the advance that has apparently begun in earnest. Extracts from the tables are given below.

It is regrettable that these Vital Statistics cannot be obtained more quickly after the end of the year. The Commission made a great effort to get the returns from the Registering Officers sent to the Registrar General more promptly than has hitherto been the rule. These efforts have been vigorously backed by Mr. Doyle, and no doubt a number of the Registering Officers have made every endeavour to accomplish this end.

It must be conceded that the Colony owes considerable gratitude to a large majority of the Returning Officers for their efforts.

Unfortunately, a few of them are slow with the returns, and seem to be difficult to hurry, and if the figures from even one or two of the districts are missing it delays the entire report.

One of the first steps that the Commission took after their appointment was to go into the matter of Vital Statistics, and they circularized the Returning Officers, through Mr. Doyle, in reference to the matter, and arranged to pay a small additional fee for returns made within a certain period after the expiration of each quarter. Other circulars on the same lines have since been sent out.

3.—The total number of deaths in this Colony during the last five years, which are given for comparison, are as follows—

1905	3,925
1906	4,663
1907	4,122
1908	4,142
1909	3,683

For the purpose of further comparison, it may be mentioned that for 1901 the total deaths were 3,865.

4.—As is well known, the principal cause of deaths among adults in the Colony is Tuberculosis of the Lungs, and as it is a purely preventable disease, it requires the greatest attention from the authorities.

It constitutes far the heaviest drain upon the financial and social resources of the Colony, owing to the fact that the disease is a slow and lingering one, as a rule, and that the deaths are mainly among those who are in the prime of life.

During the past five years deaths from this cause have been as follows—

Year	Deaths	Rate per 1,000 living
1905	804	3·5
1906	933	4
1907	801	3·42
1908	802	3·38
1909	736	3·1

It will thus be seen that the number of deaths since 1906, when the agitation on this subject began, shows a steady decline and that they are now less than they were in 1905.

5.—The heaviest single statistical item in our death rate is that of Infantile Mortality. Although the figures are large, it is not such a serious item from the point of view of the general welfare, as is Pulmonary Tuberculosis, because the infantile death rate is high in all countries owing to the nature of the case, and also a life of less than one year old does not represent the investment to the community, nor the value as a social and financial asset that one of 25 years of age does. At the same time, however, there is no doubt that this death rate is altogether excessive, and the causes of this exceptionally high rate are to a large extent ascertainable and can be mitigated in some degree; the principal trouble being ignorance on the part of the mothers, and mal-nutrition.

The following table shows the deaths from Infantile Mortality for five years, ending 1909—

1905	1,028
1906	1,195
1907	1,015
1908	1,062
1909	1,032

6.—There is one item in our death rate which appears to be showing a steady increase, and one that cannot fail to arrest attention, though the question of how to deal with it is everywhere unsolved at present.

The disease referred to is Cancer, the figures for which are as follows—

1905	102
1906	116
1907	110
1908	131
1990	123

In 1901 the deaths were 88. It will be seen that during the last ten years there has been an increase of close upon 50 per cent.

Cancer is the only cause amongst those given above, which shows at an appreciable disadvantage by comparing 1905 with 1909.

7.—The Commission call attention to the contrast between certain rates of mortality in St. John's and the outports, which do not show to the advantage of St. John's, in fact the higher rate in St. John's corroborates what was reported by the Commission last year, that there was a special problem in connection with the question of Public Health appertaining to St. John's.

Comparative Death Rates

Pulmonary Tuberculosis

St. John's

1906, Total Deaths 151, equals 3.85 Rate
1909, Total Deaths 154, equals 3.85 Rate

The Colony

1906, Total Deaths 933, equals 4.00 Rate
1909, Total Deaths 736, equals 3.38 Rate

The Colony reduced the rate near one-quarter between 1906 and 1909.

St. John's remained stationary.

Infantile Deaths Rates

(Birth to One Year)

For the year 1909

St. John's—22 per 100 births.
The Colony—14 per 100 births.

General Death Rates

For the year 1909

St. John's—22 per 1,000 living.
The Colony—15.43 per 1,000 living

The Chairman of the Commission called the attention of the City Council to the contrast involved in these comparisons, and suggested that some improvement might be obtained if they would put in force Sections 12 and 13 of the last Municipal Act and instruct a regular and frequent inspection of the houses and inmates in certain parts of the town.

Attention was directed in the last report to the need of having some institution in the neighbourhood of St. John's to which advanced cases of consumption could be moved out of the overcrowded houses where they often become centres of infection. The matter was carefully gone into, in conjunction with Dr. Campbell, and it became apparent that satisfactory work in this direction could be done without great expense in the hospital at the top of Signal Hill. Some small expenditure is required in order to effectually separate the two parts of the hospital, and to ensure that consumptives should be entirely separated from smallpox patients, if the latter disease should break out. There is no difficulty in doing this, and the Commission is convinced that there is no risk attached to such a project.

A considerable number of advanced consumptives have been treated by Dr. Campbell at this hospital during the last five or six months, some of them with admirable results, and although the hospital is not as sheltered as could be wished, the absence of dust and smoke, and the pure air, are no doubt calculated to be of very great benefit to consumptives.

6.—The Commission have pleasure in stating that they are quite convinced that, on the whole, the agitation of the last few years regarding the prevention of consumption has resulted in real good throughout the Colony.

The effect of work of this sort cannot be seen immediately. A general tendency may become apparent in a year or two, but considerable results take a long time to show themselves.

Everything, however, combines to indicate that the downward trend which was apparent in the social condition of the Colony as regards Public Health up to the year 1906 has not only been checked, but that distinct progress in the other direction is now observable.

The reports from medical men, travellers and intelligent people generally from all parts of the Colony prove that the population, as a whole, is beginning to live in a sounder way; and the houses now going up are better, and better kept.

9.—The Commission feels that the expenditure of the grant of $100,000 recently provided by the Legislature, in connection with school buildings, is going to have a most marked effect on the health and happiness of the community. Each one of the denominational bodies which have the expenditure of this money is directing its attention in a most decided way towards the question of sanitation in connection with any schools which participate in the grant, and the educational effect, not only among children, but among the adults wherever this question is considered and discussed by School Boards and others is sure to be very marked.

10.—The Commission notes with pleasure the splendid work that has been done towards this end by the four Superintendents of Education, Messrs. Blackall, Curtis, Burke and Hanrahan. They have all been most enthusiastic and active workers in connection with the whole subject of Public Health, and have co-operated with and seconded the suggestions and desires of this Board. Furthermore, they have been ably supported by their teachers as a class.

As the Commission pointed out in its last Report, the most promising field for work is undoubtedly through our educational institutions.

It may be mentioned that Dr. Macpherson offered three medals—gold, silver and bronze—for essays by school teachers upon "Hygiene in School." These medals were awarded last year to the following teachers—Gold Medal, Miss Bride Joy, McCarthy's, Bay of Islands; Silver Medal; Mr. B. M. Benson, Grand Falls; Bronze Medal, Mr. Silas Loder, Thoro'fare. Further, as regards the schools, the Commission has, through the Superintendents, provided cash prizes to the value of three hundred dollars to teachers who have shown most activity in connection with hygienic work, both in the school and outside of the school.

It has also provided Elementary Illustrated Books on Hygiene for a large number of the poorer schools, which were unable to afford them themselves, the cost of same being $690.45.

During the winter of 1910, the Commission arranged for a series of lectures on hygiene to be given to teachers in training in St. John's. They were well attended and carefully followed by a large class of teachers, who have since been appointed to schools. The lectures were delivered by Doctors Macpherson and Rendell.

11.—The regulations instituting compulsory notification of cases of consumption, which were gazetted by the Government, at the request of the Commission, have been working with some success, the majority of the doctors conforming thereto. The value of the notification is already apparent in connection with the disinfection of houses. The Commission is making a small payment for each case notified.

12.—Referring to the Registration of Deaths, there is some difficulty in getting correct returns made throughout the Colony generally. Owing to the absence of medical men and the impossibility of getting certificates from competent persons, or a correct diagnosis, a certain amount of looseness is inevitable as regards the regulations for burial in many parts of the Colony. It was found, however, that it would be possible to adopt a much improved system in St. John's, and at the request of the Commission, the Government gazetted regulations whereby no burial takes place in the Municipal District of St. John's proper except on the order of the Registrar General, who, on his part, issues no permit except on presentation of a Medical Certificate of Death. Such a system should be in force wherever possible, but as noted above, it is not possible through a large part of this Colony.

13.—Also, on the suggestion of the Commission, the Government has issued new regulations with reference to the dwelling houses of those who have died from consumption. Under these regulations, it is the duty of all medical men in outports to report the death of any consumptive to the resident magistrate. The magistrate thereupon instructs the medical man to disinfect, at the Colony's expense. The Commission feel that it is impossible to exaggerate the importance of this regulation from the point of view of Public Health. In their opinion, it will do a very great deal towards reducing the prevalence of the scourge of consumption. Under the old system, families kept on living in infected houses, and after they had died out, or had left, it was not uncommon for another family to take the house and become infected. The infected dwelling house has been one of the principal causes of the transmission of the disease from one generation to another. The danger of this should now, to some extent, be prevented.

14.—In addition to the above, the Commission has given some financial assistance to and has worked with the Association for the Prevention of Consumption. The work done by this means includes the lecturing campaign carried on through the summer, principally in Trinity Bay, by Mr. Roberts; keeping nurses at work, two of whom, Miss Reid and Miss Anderson, were employed during a large part of the summer of 1910 in St. John's, Bay of Islands and neighbourhood, Catalina, Bonavista and other places, and this work is now being continued through the winter in St. John's by Miss Rowsell. The Commission express their indebtedness to these nurses for the admirable and valuable work accomplished by them.

15.—The prevailing ignorance of mothers in regard to the feeding of infants has been repeatedly brought to the notice of the Commission by medical men, clergymen and others, and a simple pamphlet on the subject was drawn up and distributed very widely over the Colony during the past summer. It is intended to furher circularize our public on this matter during the coming season.

16.—The Secretary, Dr. Keegan, having recently arranged to visit other countries in connection with Government business, the Commission also arranged with him to undertake at the same time an examination into the systems employed abroad for fighting tuberculosis, having more particularly in view the sanatarium and shack system. Dr. Keegan undertook this work, and visited some institutions and discussed the matter with a number of people before he returned.

17.—At a long conference held with Dr. Grenfell, the matter of making a test of the shack or open air system of treatment at St. Anthony was discussed. The Commission were anxious to make the experiment, and Dr. Grenfell was anxious to undertake it, and as a result the sum of $500 was donated for building two shacks or open air shelters at St. Anthony. These shelters have been in operation for some months, and it is hoped that good results will accrue therefrom, and later it may be desirable to extend this system.

18.—The expenditure of the Commission for 1910 is as follows—

Donated to A. P. C. for Nurses	$500.00
Fees for Compulsory Notification	750.00
Paid in connection with Registration of Births, Deaths and Marriages	200.00
Cost of Lectures to Teachers	50.00
Printing	24.35
Sputum Cups	29.60
Prizes for Schools	300.00

Paid towards Secretary's expenses abroad	200.00
Dr. Grenfell, for Open Air Shacks	500.00
Books supplied poor schools	690.45
	$3,244.00

There are still some items for 1910 not adjusted.

19.—Regarding the work for 1911, it is proposed to continue to utilize the services of nurses, if procurable, to pursue the work with the schools, and probably the travelling lecturer campaign.

Arrangements have been made with Dr. J. S. Tait to lecture to the teachers now in training in St. John's, a work which Dr. Tait is undertaking without remuneration.

Besides these things, however, the Commission have agreed with a certain number of doctors in the outports, who will act unofficially as agents of the Health Commission. Each of these gentlemen have undertaken to work on the following lines, as detailed in the instructions sent out, viz.—

1.—To act as representatives of the Commission on Public Health in his neighbourhood;

2.—To endeavour in any way that seems feasible to promote the prevention of the disease by the improvement of general conditions. It is not proposed for the season of 1911 to ask for any legislative powers, so that this matter becomes for the present a matter of personal influence and moral suasion;

Efforts should be directed principally to—

(a)—The schools, which are specially dealt with below;

(b)—The houses and domestic habits, food, ventilation, cleanliness, proper care of infants and children;

(c)—The water supply;

(d)—Offal disposal;

(e)—Use of sputum cups, etc., by consumptives.

Schools

(a)—To give at least one lecture or talk to each school in the district, (parents to be invited where possible) on the subject of Public Health, and thus endeavour to interest the children and adults in the subject;

(b)—To ascertain whether the children are getting proper hygienic instruction, and to consult with and assist as far as possible the teacher in connection more especially with the subject of consumption;

(c)—To examine the physical condition of the school buildings with a view to checking their sanitary and hygienic conditions;

(d)—To check, as far as may be possible, the health of the children, without necessarily making a detailed examination of individuals;

(e)—To endeavour to see that where necessary houses are properly fumigated;

5.—To make a short Report to the Commission at the end of the year referring to the above-named matters and on any other matters affecting Public Health that may appear to require attention . . . . including the sources of mortality, death rate of district, etc., with any recommendations that may suggest themselves as to a general policy, legal powers for health officers, and legislation generally.

A large number of doctors would have been already appointed except for the question of expense, and the desire of the Commission to keep within their means, and if they find it possible, they hope later on to increase the present number.

20.—The matters of establishing a Dispensary in St. John's has been under discussion, but the Commission are not yet in a position to give any definite advice in connection therewith.

21.—Attention was called in last year's report to the danger of the water supply from unprotected open wells affecting a large part of the island, and to the danger of the widespread absence of sanitary conveniences. The Commission are inclined to regard the latter as of much more importance than is generally appreciated. The absence of conveniences, public or private, undoubtedly tends to very deplorable habits among a large number of our people. It has been decided to devote tentatively some small portion of the funds to assist the Superintendents of Education in providing conveniences in connection with the schools where the people are too poor to provide them themselves.

22.—The Commission suggest for the consideration of the Government the advisability of enacting an anti-spitting law on the lines of the one attached hereto.

23.—A large amount of consideration has been given to the matter of the establishment of a sanatarium and to the Secretary's Report in connec-

tion with the information gleaned by him on his recent visit abroad. So far, the Commission is not prepared to recommend the Government to establish a large sanatarium in this Colony. Dr. Keegan considers that the actual results obtained by sanatoria elsewhere are often exaggerated and frequently doubtful, the principal reason being that it is difficult to get cases to go into sanatoria until they are too far advanced to be cured. The cases are frequently arrested, but they have to be taken very early in order to be cured. The Commission are of opinion that it would probably be even more difficult to get really incipient cases to go to a sanatarium in this country than it would be elsewhere. It would seem as if the principal value to be derived from a sanatarium would be the educational effect, for there is no doubt that patients who live in such an institution for any length of time adopt cleanly habits for the rest of their lives. It is probable that some modest development on the line of the shack or open air system may be desirable first of all, from an experimental point of view, and the Commission still have the matter under consideration.

The Commission feel, however, that at this time and in the light of their present information, it would be a mistake to recommend the expenditure of the very large sum that would be necessary for the establishment and upkeep of a large general sanatarium for the Colony.

24.—In conclusion, the Commission desire to express their extreme appreciation of the readiness with which the Government has always been prepared to consider their suggestions, and the prompt attention that has been invariably given to their recommendations in connection with a number of matters, among others—The gazetting of rules and regulations in connection with the registering system; also, in connection with the compulsory notification of cases of consumption; and also in connection with the disinfecting of outport houses; and to the recommendations of the Commission in connection with the Signal Hill Hospital.

(Signed) JOHN HARVEY,
Chairman Commission on Public Health.

Hon. R. Watson, Colonial Secretary.

ANTI-SPITTING LAW

No person shall expectorate or spit upon any public sidewalk, or upon any place used exclusively or principally by pedestrians, except in the gutter or in receptacles provided for the purpose, neither, except in such receptacles upon any part of any place or worship, any theatre or place of public entertainment, or any public hall or place of meeting, any mill or factory, any hall of any tenement building, any school building, any steamboat used for the conveyance of passengers in the waters of the Colony, any railway car or street railway car, any railroad station or waiting room.

When and so often as any of the offences against the provisions of this chapter shall happen, it shall and may by lawful for any constable, upon his own view thereof, or upon the complaint and information of any other person who shall declare his or her name and place of abode to the said constable, without further authority or warrant, to arrest such offender and provide for his appearance before a Justice of the Peace, to be dealt with by such Justice under the authority of this chapter.

Each complaint under the provisions of this chapter shall be made within one week after the cause of such complaint shall arise, and every offence committed against this chapter may be heard and determined by any Justice of the Peace within whose jurisdiction such offence shall be committed in a summary way, upon the complaint of any person, and without any information in writing, and if the party accused shall be convicted of having committed the offence charged or complained of, the party so convicted shall pay such penalty, damage or compensation as the said Justice shall, according to the provisions of this chapter, adjudge, order or award, together with the costs of conviction to be settled by such Justice.

In every case a conviction under this chapter, where the sum imposed as a penalty or the amount awarded for compensation or damages, together with costs (if any), by any Justice of the Peace, for or in respect of any offence against the provisions of this chapter, shall not be paid immediately upon the conviction or within such time as the convicting Justice shall, in the exercise of his discretion, appoint and limit in that behalf, the same may be recovered by distress upon the offender's goods or chattels, or the Justice may commit the offender to prison, with or without hard labor, for any time not exceeding one calendar month, unless payment be sooner made.

FINANCIAL STATEMENT

Income—

Balance forwarded from 1909	$159.97
Received from Commission on Public Health....	500.00
Donations, Subscriptions, etc.	1,982.36
	$2,642.33

Disbursements—

Paid for Printing	$441.30
Paid Account Public Lectures	580.50
Paid Account Travelling Nurses	1,344.60
Paid for Sputum Cups, Paper Handkerchiefs and Sundries	113.00
Paid Clerical	100.00
Balance in Bank of Nova Scotia	62.93
	$2,642.33

Audited and found correct—

(Sgd.) J. A. BRANSCOMBE,

Auditor.

Report of the Licensing Board, for the Year ended October 31, 1910

Report of the Licensing Board for the year ended Oct. 31st, 1910.

To His Excellency the Governor in Council.

May it please Your Excellency—

In accordance with Section 8 of the Act 6 Edward VII., Cap. 17, entitled "An Act respecting Licenses for the Sale of Intoxicating Liquors," the Licensing Board, appointed under that Act, beg to submit the following report to the end of the licensing session, October 31st, 1910.

The total number of retail licenses granted for the Electoral District of St. John's at the licensing session of 1909 was 56, of which 52 were in respect of premises within the municipal limits and 4 outside. The names and addresses of the licensees were set out in the first schedule hereto. The licenses expired on November 1st, 1910.

During the year from November 1st, 1909, to November 1st, 1910, three of these licensees died, namely—

John J. O'Reilly (Retail only)
James J. Collins (Retail only)
Alexander Rankin (Wholesale and retail).

The sale of intoxicating liquors on the premises occupied by these licensees was in each case continued up to November 1st, 1910, under special order of the Board.

The license of Hannah Canning (retail), lapsed on December 31st, 1909. The only other license affected during the year was that of Jacob Chafe (retail), who died on October 30th, 1910, but reference to his case will more properly be included in the next report, for the reason that the license affected was that for this year.

In accordance with what appeared to be a somewhat general desire, the Board decided to sit in public during the licensing session, October 15th to October 30th, of 1910, for the purpose of hearing all parties interested who desired to be heard, either in support of or against the granting or continuance of particular licenses.

No objection was raised to the granting or continuance of any of the licenses of the previous year except those which had been granted to the following, namely—

1.—Alexander D. Rankin
2.—James J. Collins
3.—John J. O'Reilly
4.—Daniel Flynn
5.—John Kelly
6.—Ellis & Company, Limited
7.—Thomas J. Allan

The licenses held by the first three of the parties, namely, Alexander D. Rankin, James J. Collins and John J. O'Reilly became affected during the year 1909-10 by the death of the licensees.

The sale of liquor on the premises, in respect of which these licenses had been granted, was continued, under special order of the Board, to the end of the then current licensing year, that is to say, to the end of October, 1910.

Applications in respect of these three licenses were made during the licensing session by A. D. Rankin & Co. (John J. Mulcahey); Frederick Collins (son of James J. Collins); and Elizabeth O'Reilly (widow of John J. O'Reilly); respectively.

The objections referred to were made to the Board in writing, and a copy of same is contained in the second schedule hereto. After hearing the parties interested, all of whom appeared by their solicitors, the Board granted the seven licenses in question, and made public a memorandum of its decisions for the information of those interested. A copy of this memorandum is contained in the third schedule hereto.

A list of the present licensees is contained in the fourth schedule hereto.

Undoubtedly the most important of these cases were the first three, in which the licensees had died.

It was vigorously contended that all licenses expire with the death of the holders, until existing licenses shall have been reduced to the number specified in Section 12 of the Act of 1906. The Board, however, was of opinion that the Act did not so provide either expressly or by implication.

Somewhat extended reference has been made to the case of licensees dying, because of the importance of the subject. All the cases are, however, referred to at length in the above-mentioned memorandum.

The Board desires to draw attention to the fact that it has no permanent Secretary. A. W. Knight, Esq., Barrister at Law and Clerk of the Peace, has been acting as Secretary gratuitously, but the Board is of opinion that a permanent officer should be provided at a suitable salary, and that such officer should be Clerk of the Peace ex officio. The convenience and desirability of such an appointment seems evident, particularly when it is remembered that access to the Court records and other information, which can be most readily supplied by the Clerk of the Peace, is frequently required by the Board.

The Board regrets that it is deprived of the assistance of the Magistrate at its meetings, as he holds it incompatible with his judicial duties to take part in the decisions of the Board. The Board also regrets that it was deprived of the assistance of the Inspector General during the last licensing session owing to his absence from the Colony.

Respectfully submitted,

WILLIAM J. ELLIS,
Chairman of Licensing Board.

St. John's, Nfld., February 16, 1911.

SCHEDULE 1

List of Persons Licensed to Sell Ale, Wines and Spirituous Liquors for the Electoral District of St. John's, whose Licenses will expire on November 1st, 1910

Retail License

James Stott, Water Street
James Dobbin, Water Street
Daniel Flynn, Water Street
Richard Byrne, Water Street
Henry Brownrigg, Water Street
Mary Connors, Water Street
Patrick J. Shea, Water Street
Garrett Brownrigg, Water Street
Mrs. John C. Strang, Water Street
John J. O'Reilly, Water Street
Bridget Shortall, Water Street
James F. Trelegan, Water Street
Sarah Kiely, Water Street
Jacob Chafe, Water Street
Robert Strang, Water Street

M. G. Lash, Water Street
James D. Ryan, Water Street
Edward Sinnott, Water Street
Thomas Wall, Water Street
Albert O'Reilly, Water Street
Thomas O'Neill, Water Street
*Hannah Canning, Water Street
James J. Collins, Water Street
John F. Clarke, Water Street
William Crotty, Water Street
Bridget Tobin, Water Street
John Coady, Water Street
James C. Baird, Water Street
Alexander D. Rankin, Water Street
William McKay, Water Street
Thomas J. Allan, Water Street
Hannah Phelan, Water Street
Hayward & Company, Water Street
James J. Molloy, Water Street
John Kelly, Water Street
Mary E. Kearney, Duckworth Street
James J. Tobin, Duckworth Street
Francis Nangle, Duckworth Street
William Goudie, Duckworth Street
John Meehan, Duckworth Street
John Hearn, Duckworth Street
Nicholas J. Vinnicombe, Duckworth Street
James Hawe, New Gower Street
Anastatia Gosse, New Gower Street
Patrick J. O'Reilly, Gower Street
Mogue Power, Cochrane Street
Edward Kielley, Prescott Street
John Trelegan, Queen Street
William Farrell, Harvey Road
Mary Corbett, LeMarchant Road
Louisa Gillion, Southside
John M. Dooley, Pleasantville
Patrick Flynn, Topsail Road
Bridget Gladney, Portugal Cove
William Liddy, Torbay

Wholesale and Brewers' License

Patrick J. Shea, Water Street
James J. Tobin, Duckworth Street
James C. Baird, Water Street
James D. Ryan, Water Street
James Stott, Water Street

Alexander D. Rankin, Water Street
Mrs. John C. Strang, Water Street
Newman & Company, Water Street
Edward Sinnott, Water Street
Ellis & Company, Limited, Water Street
Hayward & Company, Water Street
Bennett Brewing Co., Ltd., Water Street
Newfoundland Brewery, Circular Road
Lindberg Brewing Company, Signal Hill Road

*Expiring December 31st, 1909.

J. G. CONROY,
per Clerk of the Peace.

November 9th, 1909.

SCHEDULE 2

Objections to Applications for Licenses to Sell Intoxicating Liquors, 1910.

A. D. Rankin & Co., Frederick Collins and Elizabeth O'Reilly

In each of these cases the license has expired with the death of the licensee. The present application is, therefore, a new application, on behalf of a new "occupier" of the premises, and being "in addition" to the present existing licenses, comes within the prohibition under Section 12 of the Licensing Act.

Mary J. Flynn

This application is made by the wife of the present licensee, who has left St. John's, and ceased to be the occupier of the premises (under Section 16). It is, therefore, a new application, by a new person, and comes within the prohibition, under Section 12.

John Kelly

The premises in respect of which the present license was granted have been entirely demolished, and an entirely new building and premises erected in their place. The manner in which the work (of demolition and new erection) has been carried on is an attempted evasion of the provisions of the principal Act in respect of the "premises," and of the provisions of the Act of last session, in relation to entrance doors, rooms, other business on the same premises, etc.

T. J. Allan

The applicant has been convicted three times of offences against the provisions of the License Acts. Although, technically, none of these con-

victions have been found sufficient to warrant a forfeiture of the license, it is submitted that the case is a proper one for the refusal on the part of the Board, in the exercise of its discretion, of a renewal of the License.

Ellis & Company

The licenses at present held were originally obtained in contravention of the provisions of the License Act, in two particulars, viz.—(1) There was no notice of the application as required by Section 10; and (2) The "premises" are less than 250 yards from a church, within the provisions of Section 11

The licenses must have been obtained with a full knowledge on the part of the applicant of the above-stated facts, which were not brought under the notice of, but concealed from, the Licensing Board. It is submitted that not only the conduct of the licensee in thus procuring the license, but the fact that the continuance or renewal of the license can only operate as a sort of continued contravention or evasion of the provisions of Section 11 in respect of the situation of the premises (within 250 yards of a church) afford sufficient reasons for refusing a renewal of the licenses.

J. S. WINTER for Objectors.

October 18th, 1910.

SCHEDULE 3

Memorandum of Licensing Board's Decision Respecting Certain Licenses

A. D. Rankin & Co., Frederick Collins and Emily O'Reilly

The Board considers that a license or the right (whatever the nature of that right may be) to expect a further grant of same from year to year, which is to be gathered from the Act, does not expire with the death of the licensee.

It does not necessarily follow that such licenses will in all cases be continued, but it appears to the Board that ordinarily the circumstances will be such that they will. It appears to the Board that generally persons unconnected with the deceased should be refused.

Nos. 2 and 3 of above cases fall within those cases in which ordinarily the licenses should be continued, and in No. 1 the circumstances are, in the opinion of the Board, such as to take it out of the general rule, and to warrant the Board granting or continuing the license to the applicants. The license in the latter case will, however, be granted to John J. Mulcahy, as he is sole owner of the premises, and A. D. Rankin & Co. is only his firm name.

The objectors depended solely on the argument that the Board had no power to grant or continue such licenses. No objection was made to the applicants personally.

Mary J. Flynn

The circumstances of this case are very peculiar. Applicant's former husband, one Feehan, held a license for the premises now occupied by her. Upon his death some years ago, before the Act of 1906, his widow (the present applicant) continued the business, the license being granted to her. After she married her present husband (one Flynn) the license was granted in his name, in pursuance of a policy followed by the police and the then Licensing Magistrate of having all licenses held by men. The license was so continued for some years. Now Flynn neglects or refuses (as it is put) to apply for a license, and the applicant applies in her name. She has been and continues to be the owner of the stock in trade.

Under these circumstances, the Board considers that the license should be granted to applicant. To hold otherwise would be to permit an Act of Parliament and the Licensing Board, created thereunder, to be made instruments to victimize the applicant. It does not follow that the Board would exercise its discretion in favor of any other applicant. Generally and apart from the attendant circumstances of this particular case, it is conceived that it would not. No objection is made to applicant personally.

John Kelly

The Board is of opinion that the "premises" of this applicant is a "premises" that was licensed before the passing of the Act of 1910, and is therefore not subject to the provisions of that Act. The Board is of opinion that, having regard to the site and the nature and extent of the alterations, additions and deductions, the premises are now substantially the same as the premises licensed before the passing of the above Act. No objection is raised to the applicant personally. The application is therefore allowed.

Ellis & Company

The Board is asked to do in this case what practically amounts to a revision of its former decision, on the assumption that the former decision is erroneous. The consequences of the Board accepting the principle involved in this proposition is so far-reaching and serious, and is so contrary to the principle generally followed, that the Board cannot accede to it. It is consequently unnecessary to pursue the inquiry as to whether the Board was right or wrong in its former decision. If revision is desired, some Court of Appeal from the Board's decisions must be provided.

In the written objections, the charge is made that some concealment or suppression of facts from the Board by the applicant was made on his

former application. If that had been shown to the Board to be true, the Board would have had no hesitation whatever in re-opening the whole matter. At the hearing, however, objectors' counsel stated that he did not propose to show that the applicant had concealed or suppressed anything from the Board. No objection is raised to applicant personally. The application is therefore allowed.

T. J. Allan

Upon inquiry, the Board finds that applicant has been convicted on three different occasions of offences against the License Acts. These Acts provide severe penalties, and in certain cases forfeiture of license for such offences. The applicant has suffered the penalties imposed by the Magistrate, but he has not incurred the penalty of forfeiture.

Generally, the Board believes it should not refuse to continue licenses in such cases and thus practically supersede the authority of the Courts of Law, but should act in conformity therewith. It does not follow, however, that the Board will refrain from acting where it is known to it that although an offender has not actually legally forfeited his license, he is a notoriously unfit and improper person to have one. After such inquiry as the Board has found practicable in this case, it is not prepared to refuse this application, and it is therefore allowed.

SCHEDULE 4

List of Parties to whom Licenses have been granted by the Licensing Board at the Session of 1910 to sell Ales, Wines and Spirituous Liquors

Retail License

James Stott, Water Street
James Dobbin, Water Street
Mary J. Flynn, Water Street
Richard Byrne, Water Street
Henry Brownrigg, Water Street
Mary Connors, Water Street
Patrick J. Shea, Water Street
Garrett Brownrigg, Water Street
Elizabeth Strang, Water Street
Emily O'Reilly, Water Street
Bridget Shortall, Water Street
James F. Trelegan, Water Street
Sarah Kiely, Water Street
Jacob Chafe, Water Street
Robert Strang, Water Street
M. G. Lash, Water Street
James D. Ryan, Water Street

Edward Sinnott, Water Street
Thomas Wall, Water Street
Albert O'Reilly, Water Street
Thomas O'Neill, Water Street
Frederick C. Collins, Water Street
John F. Clarke, Water Street
William Crotty, Water Street
Bridget Tobin, Water Street
John Coady, Water Street
James C. Baird, Water Street
John Mulcahy, Water Street
William McKay, Water Street
Thomas J. Allan, Water Street
Hannah Phelan, Water Street
Hayward & Company, Water Street
James J. Molloy, Water Street
John Kelly, Water Street
Ellis & Company, Limited, Water Street
Mary E. Kearney, Duckworth Street
James J. Tobin, Duckworth Street
Francis Nangle, Duckworth Street
William Goudie, Duckworth Street
John Meehan, Duckworth Street
John Hearn, Duckworth Street
Nicholas J. Vinnicombe, Duckworth Street
James Hawe, New Gower Street
Anastatia Gosse, New Gower Street
Patrick J. O'Reilly, Gower Street
Mogue Power, Cochrane Street
Edward Kielley, Prescott Street
John Trelegan, Queen Street
William Farrell, Harvey Road
Mary Corbett, LeMarchant Road
Louisa Gillion, Southside
John M. Dooley, Pleasantville
Patrick Flynn, Topsail Road
Bridget Gladney, Portugal Cove
William Liddy, Torbay

Wholesale License

Patrick J. Shea, Water Street
James J. Tobin, Duckworth Street
James C. Baird, Water Street
James D. Ryan, Water Street
James Stott, Water Street

John Mulcahy, Water Street
Elizabeth Strang, Water Street
Newman & Company, Water Street
Edward Sinnott, Water Street
Ellis & Company, Limited, Water Street
Hayward & Company, Water Street
Bennett Brewing Co., Ltd., Water Street
Thomas O'Neill, Water Street
Newfoundland Brewery, Circular Road
Lindberg Brewing Company, Signal Hill Road

A. W. KNIGHT,
Clerk of the Peace.

November 19th, 1910.

North Atlantic Coast Fisheries Tribunal of Arbitration.

Special Agreement for the Submission of Questions Relating to Fisheries on the North Atlantic Coast.

North Atlantic Coast Fisheries Tribunal of Arbitration constituted under a Special Agreement between the United States and Great Britain, June 1st–Sept. 7th, 1910.

SPECIAL AGREEMENT FOR THE SUBMISSION OF QUESTIONS RELATING TO FISHERIES ON THE NORTH ATLANTIC COAST UNDER THE GENERAL TREATY OF ARBITRATION CONCLUDED BETWEEN THE UNITED STATES AND GREAT BRITAIN ON THE 4th DAY OF APRIL, 1908.

Article I.

Whereas by Article I. of the Convention signed at London on the 20th day of October, 1818, between Great Britain and the United States, it was agreed as follows—

Whereas differences have arisen respecting the liberty claimed by the United States for the inhabitants thereof, to take, dry and cure Fish on Certain Coasts, Bays, Harbours and Creeks of His Britannic Majesty's Dominions in America, it is agreed between the High Contracting Parties, that the Inhabitants of the said United States shall have forever, in common with the Subjects of His Britannic Majesty, the Liberty to take Fish of every kind on that part of the Southern Coast of Newfoundland which extends from Cape Ray to the Rameau Islands, on the Western and Northern Coasts of Newfoundland, from the said Cape Ray to the Quirpon Islands, on the shores of the Magdalen Islands, and also on the Coasts, Bays, Harbours and Creeks from Mount Joly on the Southern Coast of Labrador, to and through the Straits of Belle Isle, and thence Northwardly indefinitely along the Coast, without prejudice, however, to any of the exclusive Rights of the Hudson Bay Company; and that the American Fishermen shall also have liberty forever, to dry and cure Fish in any of the unsettled Bays, Harbours and Creeks of the Southern part of the Coast of Newfoundland hereabove described, and of the Coast of Labrador; but so soon as the same, or any Portion thereof, shall be settled, it shall not be lawful for the said Fishermen to dry or cure Fish at such Portion so settled, without previous agreement for such purpose with the Inhabitants, Proprietors or Possessors of the ground.—And the United States hereby renounce forever, any Liberty heretofore enjoyed or claimed by the Inhabitants thereof, to take, dry or cure Fish on, or within three marine Miles of any of the Coasts, Bays, Creeks or Harbours of His Britannic Maj-

esty's Dominions in America not included within the above-mentioned limits, provided, however, that the American Fishermen shall be admitted to enter such Bays or Harbours for the purpose of Shelter and of repairing Damages therein, of purchasing Wood, and of obtaining Water, and for no other purpose whatever. But they shall be under such Restrictions as may be necessary to prevent their taking, drying or curing Fish therein, or in any other manner whatever abusing the Privileges hereby reserved to them.

And, whereas, differences have arisen as to the scope and meaning of the said Article, and of the liberties therein referred to, and otherwise in respect of the rights and liberties which the inhabitants of the United States have or claim to have in the waters or on the shores therein referred to:

It is agreed that the following questions shall be submitted for decision to a tribunal of arbitration constituted as hereinafter provided.

Question 1.—To what extent are the following contentions or either of them justified?

It is contended on the part of Great Britain that the exercise of the liberty to take fish referred to in the said Article, which the inhabitants of the United States have forever in common with the subjects of His Britannic Majesty, is subject, without the consent of the United States, to reasonable regulation by Great Britain, Canada or Newfoundland in the form of municipal laws, ordinance or rules, as, for example, to regulations in respect of (1) the hours, days or seasons when fish may be taken on the treaty coasts; (2) the method, means and implements to be used in the taking of fish or in the carrying on of fishing operations on such coasts; (3) any other matters of a similar character relating to fishing; such regulations being reasonable, as being, for instance—

(a)—Appropriate or necessary for the protection and preservation of such fisheries and the exercise of the rights of British subjects therein and of the liberty which by the said Article I. the inhabitants of the United States have therein in common with British subjects;

(b)—Desirable on grounds of public order and morals;

(c)—Equitable and fair as between local fishermen and the inhabitants of the United States exercising the said treaty liberty and not so framed as to give unfairly an advantage to the former over the latter class.

It is contended on the part of the United States that the exercise of such liberty is not subject to limitations or restraints by Great Britain, Canada or Newfoundland in the form of municipal laws, ordinances or regulations in respect of (1) the hours, days or seasons when the inhabitants of the United

States may take fish on the treaty coasts; or (2) the method, means and implements used by them in taking fish or in carrying on fishing operations on such coasts; or (3) any other limitations or restraints of similar character—

(a)—Unless they are appropriate and necessary for the protection and preservation of the common rights in such fisheries and the exercise thereof; and

(b)—Unless they are reasonable in themselves and fair as between local fishermen and fishermen coming from the United States, and not so framed as to give an advantage to the former over the latter class; and

(c)—Unless their appropriateness, necessity, reasonableness and fairness be determined by the United States and Great Britain by common accord, and the United States concurs in their enforcement.

Question 2.—Have the inhabitants of the United States, while exercising the liberties referred to in said Article, a right to employ as members of the fishing crews of their vessels persons not inhabitants of the United States?

Question 3.—Can the exercise by the inhabitants of the United States of the liberties referred to in the said Article be subjected, without the consent of the United States, to the requirements of entry or report at custom-house or the payment of light or harbour or other dues, or to any other similar requirement or condition or exaction?

Question 4.—Under the provisions of the said Article that the American fishermen shall be admitted to enter certain bays or harbours for shelter, repairs, wood or water, and for no other purpose whatever, but that they shall be under such restrictions as may be necessary to prevent their taking, drying or curing fish therein or in any other manner whatever abusing the privileges thereby reserved to them, is it permissible to impose restrictions making the exercise of such privileges conditional upon the payment of light or harbour or other dues, or entering or reporting at custom-houses or any similar conditions?

Question 5.—From where must be measured the "three marine miles of any of the coasts, bays, creeks or harbours" referred to in the said article?

Question 6.—Have the inhabitants of the United States the liberty under the said Article or otherwise to take fish in the bays, harbours and creeks on that part of the southern coast of Newfoundland which extends from Cape Ray to Rameau Islands, or on the western and northern coasts of Newfoundland from Cape Ray to Quirpon Islands, or on the Magdalen Islands?

Question 7.—Are the inhabitants of the United States whose vessels resort to the treaty coasts for the purpose of exercising the liberties referred to in Article I. of the Treaty of 1818 entitled to have for those vessels, when duly authorized by the United States in that behalf, the commercial privileges on the treaty coasts accorded by agreement or otherwise to United States trading-vessels generally?

Article II.

Either Party may call the attention of the Tribunal to any legislative or executive act of the other Party, specified within three months of the exchange of notes enforcing this agreement, and which is claimed to be inconsistent with the true interpretation of the Treaty of 1818; and may call upon the Tribunal to express in its award its opinion upon such acts, and to point out in what respects, if any, they are inconsistent with the principles laid down in the award in reply to the preceding questions; and each Party agrees to conform to such opinion.

Article III.

If any question arises in the arbitration regarding the reasonableness of any regulation or otherwise which requires an examination of the practical effect of any provisions in relation to the conditions surrounding the exercise of the liberty of fishery enjoyed by the inhabitants of the United States, or which requires expert information about the fisheries themselves, the Tribunal may, in that case, refer such question to a Commission of three expert specialists in such matters; one to be designated by each of the Parties hereto, and the third, who shall not be a national of either Party, to be designated by the Tribunal. This Commission shall examine into and report their conclusions on any question or questions so referred to it by the Tribunal and such report shall be considered by the Tribunal and shall, if incorporated by them in the award, be accepted as a part thereof.

Pending the report of the Commission upon the question or questions so referred and without awaiting such report, the Tribunal may make a separate award upon all or any other questions before it, and such separate award, if made, shall become immediately effective, provided that the report aforesaid shall not be incorporated in the award until it has been considered by the Tribunal. The expenses of such Commission shall be borne in equal moieties by the Parties hereto.

Article IV.

The Tribunal shall recommend for the consideration of the High Contracting Parties rules and a method of procedure under which all questions which may arise in the future regrading the exercise of the liberties above referred to may be determined in accordance with the principles laid down

in the award. If the High Contracting Parties shall not adopt the rules and method of procedure so recommended, or if they shall not, subsequently to the delivery of the award, agree upon such rules and methods, then any differences which may arise in the future between the High Contracting Parties relating to the interpretation of the Treaty of 1818 or to the effect and application of the award of the Tribunal shall be referred informally to the Permanent Court at The Hague for decision by the summary procedure provided in Chapter IV. of The Hague Convention of the 18th October, 1907.

Article V.

The Tribunal of Arbitration provided for herein shall be chosen from the general list of members of the Permanent Court at The Hague, in accordance with the provisions of Article XLV. of the Convention for the Settlement of International Disputes, concluded at the Second Peace Conference at The Hague on the 18th of October, 1907. The provisions of said Convention, so far as applicable and not inconsistent herewith, and excepting Articles LIII. and LIV., shall govern the proceedings under the submission herein provided for.

The time allowed for the direct agreement of His Britannic Majesty and the President of the United States on the composition of such Tribunal shall be three months.

Article VI.

The pleadings shall be communicated in the order and within the time following—

As soon as may be and within a period not exceeding seven months from the date of the exchange of notes making this agreement binding the printed case of each of the Parties hereto, accompanied by printed copies of the documents, the official correspondence, and all other evidence on which each Party relies, shall be delivered in duplicate (with such additional copies as may be agreed upon) to the agent of the other Party. It shall be sufficient for this purpose if such case is delivered at the British Embassy at Washington or at the American Embassy at London, as the case may be, for transmission to the agent for its Government.

Within fifteen days thereafter such printed case and accompanying evidence of each of the Parties shall be delivered in duplicate to each member of the Tribunal, and such delivery may be made by depositing within the stated period the necessary number of copies with the International Bureau at The Hague for transmission to the Arbitrators.

After the delivery on both sides of such printed case, either Party may, in like manner, and within four months after the expiration of the period

above fixed for the delivery to the agents of the case, deliver to the agent of the other Party (with such additional copies as may be agreed upon), a printed counter-case accompanied by printed copies of additional documents, correspondence and other evidence in reply to the case, documents, correspondence and other evidence so presented by the other Party and within fifteen days thereafter such Party shall, in like manner as above provided, deliver in duplicate such counter-case and accompanying evidence to each of the Arbitrators.

The foregoing provisions shall not prevent the Tribunal from permitting either Party to rely at the hearing upon documentary or other evidence which is shown to have become open to its investigation or examination or available for use too late to be submitted within the period hereinabove fixed for the delivery of copies of evidence, but in case any such evidence is to be presented, printed copies of it, as soon as possible after it is secured, must be delivered, in like manner as provided for the delivery of copies of other evidence, to each of the Arbitrators and to the agent of the other Party. The admission of any such additional evidence, however, shall be subject to such conditions as the Tribunal may impose, and the other Party shall have a reasonable opportunity to offer additional evidence in rebuttal.

The Tribunal shall take into consideration all evidence which is offered by either Party.

Article VII.

If in the case or counter-case (exclusive of the accompanying evidence) either Party shall have specified or referred to any documents, correspondence or other evidence in its own exclusive possession without annexing a copy, such Party shall be bound, if the other Party shall demand it within thirty days after the delivery of the case or counter-case respectively, to furnish to the Party applying for it a copy thereof; and either Party may, within the like time, demand that the other shall furnush certified copies or produce for inspection the originals of any documentary evidence adduced by the Party upon whom the demand is made. It shall be the duty of the Party upon whom any such demand is made to comply with it as soon as may be, and within a period not exceeding fifteen days after the demand has been received. The production for inspection or the furnishing to the other Party of official governmental evidence referred to, shall be a sufficient compliance with such demand, if such governmental publications shall have been published prior to the 1st day of January, 1908. If the demand is not complied with, the reasons for the failure to comply must be stated to the Tribunal.

Article VIII.

The Tribunal shall meet within six months after the expiration of the period above fixed for the delivery to the agents of the case, and upon the assembling of the Tribunal at its first session each Party, through its agent or counsel shall deliver in duplicate to each of the Arbitrators and to the

agent and counsel of the other Party (with such additional copies as may be agreed upon) a printed argument showing the points and referring to the evidence upon which it relies.

The time fixed by this Agreement for the delivery of the case, counter-case or argument, and for the meeting of the Tribunal, may be extended by mutual consent of the Parties.

Article IX.

The decision of the Tribunal shall, if possible, be made within two months from the close of the arguments on both sides, unless on the request of the Tribunal the Parties shall agree to extend the period.

It shall be made in writing, and dated and signed by each member of the Tribunal, and shall be accompanied by a statement of reasons.

A member who may dissent from the decision may record his dissent when signing.

The language to be used throughout the proceedings shall be English.

Article X.

Each Party reserves to itself the right to demand a revision of the award. Such demand shall contain a statement of the grounds on which it is made and shall be made within five days of the promulgation of the award, and shall be heard by the Tribunal within ten days thereafter. The Party making the demand shall serve a copy of the same on the opposite Party, and both Parties shall be heard in argument by the Tribunal on said demand. The demand can only be made on the discovery of some new fact or circumstance calculated to exercise a decisive influence upon the award and which was unknown to the Tribunal and to the Party demanding the revision at the time the discussion was closed, or upon the ground that the said award does not fully and sufficiently, within the meaning of this Agreement, determine any question or questions submitted. If the Tribunal shall allow the demand for a revision, it shall afford such opportunity for further hearings and arguments as it shall deem necessary.

Article XI.

The present Agreement shall be deemed to be binding only when confirmed by the two Governments by an exchange of notes.

In witness whereof this Agreement has been signed and sealed by His Britannic Majesty's Ambassador at Washington, the Right Honourable James Bryce, O. M., on behalf of Great Britain, and by the Secretary of State of the United States, Elihu Root, on behalf of the United States.

Done at Washington on the 27th day of January, one thousand nine hundred and nine.

JAMES BRYCE [Seal]

ELIHU ROOT [Seal]

MR. BACON TO MR. BRYCE

Department of State,

No. 541] February 21, 1909.

Excellency—I have the honour to inform you that the Senate, by its resolution of the 18th instant, gave its advice and consent to the ratification of the Special Agreement between the United States and Great Britain, signed on January 27th, 1909, for the submission to the Permanent Court of Arbitration at The Hague of questions relating to fisheries on the North Atlantic Coast.

In giving this advice and consent to the ratification of the Special Agreement, and as a part of the act of ratification, the Senate states in the resolution its understanding—

That it is agreed by the United States and Great Britain that Question 5 of the series submitted, namely, "from where must be measured the three marine miles of any of the coasts, bays, creeks or harbors referred to in said article," does not include any question as to the Bay of Fundy, considered as a whole apart from its bays or creeks or as to innocent passage through the Gut of Canso, and that the respective views or contentions of the United States and Great Britain on either subject shall be in no wise prejudiced by anything in the present arbitration, and that this agreement on the part of the United States will be mentioned in the ratification of the special agreement and will, in effect, form part of this special agreement.

In thus formally confirming what I stated to you orally, I have the honour to express the hope that you will in like manner formally confirm the assent of His Majesty's Government to this understanding which you heretofore stated to me orally, and that you will be prepared at an early day to exchange the notes confirming the Special Agreement as provided for therein and in the general arbitration convention of June 5, 1908.

I have the honour to be, with the highest consideration,

Your Excellency's most obedient servant,

ROBERT BACON.

His Excellency The Right Honourable James Bryce,

Etc., Etc., Etc.

MR. BRYCE TO MR. BACON

No. 55] British Embassy,
Washington, March 4, 1909.

Sir—I have the honour to acknowledge the receipt of your note informing me that the Senate of the United States has approved the Special Agreement for the reference to arbitration of the questions relating to the fisheries on the North Atlantic Coast and of the terms of the Resolution in which that approval is given.

It is now my duty to inform you that the Government of His Britannic Majesty confirms the Special Agreement aforesaid and in so doing confirms also the understanding arrived at by us that Question V. of the series of questions submitted for arbitration, namely, from where must be measured the "three marine miles of any of the coasts, bays, creeks or harbours" referred to in the said article, is submitted in its present form with the agreed understanding that no question as to the Bay of Fundy considered as a whole apart from its bays or creeks, or as to innocent passage through the Gut of Canso, is included in this question as one to be raised in the present arbitration, it being the intention of the Parties that their respective views or contentions on either subject shall be in no wise prejudiced by anything in the present arbitration.

This understanding is that which was embodied in notes exchanged between your predecessor and myself on January 27th, and is that expressed in the above-mentioned Resolution of the Senate of the United States.

I have the honour to be, with the humblest respect, Sir,
Your most obedient, humble Servant,

JAMES BRYCE.

The Honourable Robert Bacon,
Etc., Etc., Etc.

PROTOCOL I.

Meeting of Wednesday, June 1st, 1910.

The Tribunal assembled at 4 p.m. at The Hague at the Permanent Court of Arbitration.

There were present the five Members of the Tribunal of Arbitration—

Mr. H. Lammasch, Doctor of Law, Professor of the University of Vienna, Aulic Councillor, Member of the Upper House of the Austrian Parliament;

His Excellency Jonkheer A. F. de Savornin Lohman, Doctor of Law, Minister of State, former Minister of the Interior, Member of the Second Chamber of the Netherlands;

The Honourable George Gray, Doctor of Law, formerly United States Senator, Judge of the United States Circuit Court of Appeals;

The Right Honourable Sir Charles Fitzpatrick, Doctor of Law, Chief Justice of Canada;

The Honourable Luis Maria Drago, Doctor of Law, former Minister of Foreign Affairs of the Argentine Republic, Member of the Law Academy of the University of Buenos Aires.

The Honourable Chandler P. Anderson and the Honourable Allan B. Aylesworth, Minister of Justice of Canada, King's Counsel, were present at the meeting as Agents for the Governments of the United States and Great Britain.

Mr. Lammasch took the chair as President and delivered the following address—

Your Excellencies, Gentlemen—Ten years have elapsed since the Permanent Court of International Arbitration has been established by the first Conference of the Peace which has met under the reign of a glorious and all-beloved Queen in this charming town.

In those few years already this novel institution has done a great deal of good all over the world. It has shown that, instead of appealing to brute force with all its casualties, cruelties and injustices, differences, important differences between mighty States may be adjusted according to the laws of equity, justice and humanity.

Tribunals instituted in virtue of the Convention of 1899 and 1907 have decided disputes touching all four continents, divided in various realms, differences which have arisen in the North of Europe, in Northern and in Southern America, in Japan, in Arabia and in Morocco.

The greatest Powers of the world have submitted by their free will to this Court and nations of minor forces have found their protection before it.

Governments which once had appealed to this High Court have intrusted it a second and third time with the decision of their conflicts; arbitrators who had been chosen in one case, have been nominated to decide other affairs, certainly the most convincing evidence, I think, that nations have been contented with the work that has been done here.

Matters of great importance have been adjusted in these modest, provisional rooms, some of them involving the most delicate questions of sovereignty and national pride, all implicating intricate problems of international law.

But perhaps never till now has there been entrusted to an arbitral tribunal a question of such gravity and of so complex a nature as in the present case of almost secular standing. Many of the documents in this case are prior to the independence of the United States of America, some of them go as far back as the 17th century. Upwards from 1818, during more than 90 years, the questions implicated in the present arbitration have been the subject of almost uninterrupted diplomatic correspondence and transaction, and more than once they have brought the two great seafaring nations of Europe and America to the verge of the extremities of war.

And now these two nations, to which the world is indebted for so much of its progress in every sphere of human thought and action, have agreed to submit their longstanding conflict to the arbitration of this Tribunal.

In doing so, they have expressed their full confidence in this peaceful mode of resolving international differences, which the first Conference of 1899 has recognized as the most efficacious and at the same time the most equitable method of deciding controversies which have not been settled by diplomatic means.

In doing so, these Governments have set an example for the whole community of nations and have acquired a new merit in the sublime cause of international justice and peace, to the progress of which they have contributed perhaps more than any other nation, especially under the peaceful reign of a great King, whose premature and sudden loss his vast Empire lamented in the last three weeks, and under the presidency of that illustrious Statesman who has the historical merit of having initiated the first meeting of this Court in the "Pious Fund" case.

Having been appointed by agreement of the Parties to be the Umpire in this arbitration and being therefore called to the high honour of presiding at these debates, it is my first duty to thank Their Excellencies the President and the Members of the Administrative Council of the Permanent Court for honouring the opening of these proceedings by their presence.

Then I may be permitted to offer a most hearty welcome to my eminent Colleagues and to the honourable and distinguished Agents and Counsel of the two litigant Parties.

Only consciousness of being at your side, my dear and most honoured Colleagues, and of being assisted by your experience, your tact and your knowledge has inspired me with the courage to accept the functions so noble, but also so responsible and so difficult, incumbent on me in this arbitration.

Let me express to you once more in public, what I have said already to you in private, that I consider it the greatest distinction in my life to sit in your company in this historic proceeding.

My illustrious Colleagues and myself have studied in these last months with all care and assiduity the voluminous and highly interesting documents which have been presented to us by the Parties; but we have deliberately forborne to form a definite opinion on the arduous questions involved in the case, before having had the most valuable—I may say the indispensable—assistance from the speeches of those eminent lawyers and statesmen, who have accepted the functions of Counsel in this case.

Be assured, Gentlemen representing the litigant Parties, that all we arbitrators are imbued with the sense of our responsibility not only to the Governments which honoured us with their confidence and to the two great nations they represent, but also to the noble idea of international arbitration, so dear to all of us.

We are fully aware that with the end of promoting this peaceful mode of settling international differences the award we have to pronounce must by the force of its motives meet with the approval of all who by their unbiassed knowledge of international law are entitled to criticize us.

Every sentence rendered by this Court ought to be by virtue of its impartiality and equity a new marble pillar to sustain the ideal palace of Justice and Peace, the symbol of which is to be that noble edifice which has been dedicated to this town by the munificence of a man whose name is dear to both litigant nations.

Being conscious of our responsibilities, we shall do our best to render justice to those „captains courageous" and hardy fishermen of both nations,

who in the uproar of the sea and at the risk of their lives, pile the treasures of the Ocean for the benefit of men. In doing our duty in that way, we hope to settle peacefully and definitely a difference, which for so long a time has agitated the two branches of the Anglo-Saxon race.

May we with the help of Him, who bade His peace to all who are of good will succeed in promoting the progress of mankind through Justice to Peace, per justitiam ad pacem.

And now I beg the Secretary general of this Court, Baron Michiels van Verduynen, and the first Secretary of the International Bureau of this Court, Jonkheer Roell, to assist us with their rich experience in this arbitration as they have done to so great an advantage in former cases as Secretary general and Secretary of the Tribunal; and nominate as Secretaries of the Tribunal Mr. Charles D. White, Secretary of the Legation of the United States of America at Havana, and Mr. George Young, Secretary to His Majesty's Embassy at Washington.

At the request of the President, the Secretary general then read the list of the Agents, Counsel and Secretaries of the interested Powers viz—

For the United States of America—

The Honourable Chandler P. Anderson, Agent;

The Honourable Elihu Root, Senator of the United States from the State of New York, formerly Secretary of War and Secretary of State of the United States, Counsel;

The Honourable George Turner, formerly the United States Senator, Counsel;

The Honourable Samuel J. Elder, Counsel;

The Honourable Charles B. Warren, Counsel;

The Honourable James Brown Scott, Solicitor for the Department of State of the United States, Counsel;

The Honourable Robert Lansing, Counsel;

Mr. Otis Thomas Cartwright, Secretary of the Agency.

For Great Britain—

The Honourable Allen B. Aylesworth, King's Counsel, Minister of Justice of Canada, Agent;

The Right Honourable Sir William Snowdon Robson, Member of the Privy Council, King's Counsel, Member of Parliament, His Majesty's Attorney General, Counsel;

The Right Honourable Sir Robert Bannatyne Finlay, Member of the Privy Council, King's Counsel, Member of Parliament, Counsel;

The Honourable Sir Edward P. Morris, Doctor of Law, King's Counsel, Prime Minister of Newfoundland;

The Honourable Donald Morison, King's Counsel, Minister of Justice of Newfoundland;

Sir James S. Winter, King's Counsel, Counsel;

Mr. John S. Ewart, King's Counsel, Counsel;

Mr. George F. Shepley, King's Counsel, Counsel;

Sir H. Erle Richards, King's Counsel, Counsel;

Mr. A. F. Peterson, King's Counsel, Counsel;

Mr. W. N. Tilley, Counsel;

Mr. Raymond Asquith, Counsel;

Mr. Geoffrey Lawrence, Counsel;

Mr. Hamar Greenwood, Counsel;

Messrs. Blake and Redden, Solicitors;

Mr. H. E. Dale, of the British Colonial Office;

Mr. John D. Clarke, Secretary of the Agency.

By agreement of the Parties, the meetings will be open to the public.

The meeting closed at 4.30 p.m.

The Tribunal of Arbitration adjourned till Monday, the sixth of June, at 10 a.m.

Done at The Hague, the 1st of June, 1910.

The President: LAMMASCH

The Secretary general: MICHIELS VAN VERDUYNEN

The Secretaries: ROELL

CHARLES D. WHITE

GEORGE YOUNG

PROTOCOL II.

Meeting of Monday, June 6th, 1910.

The Tribunal assembled at The Hague at 10 a.m. in the Hall of the Knights.

There were present the Members of the Tribunal of Arbitration—

Mr. H. Lammasch, Doctor of Law, Professor of the University of Vienna, Aulic Councillor, Member of the Upper House of the Austrian Parliament;

His Excellency Jonkheer A. F. de Savornin Lohman, Doctor of Law, Minister of State, former Minister of the Interior, Member of the Second Chamber of the Netherlands;

The Honourable George Gray, Doctor of Law, formerly United States Senator, Judge of the United States Circuit Court of Appeals;

The Right Honourable Sir Charles Fitzpatrick, Doctor of Law, Chief Justice of Canada;

The Honourable Luis Maria Drago, Doctor of Law, former Minister of Foreign Affairs of the Argentine Republic, Member of the Law Academy of the University of Buenos Aires.

The President spoke as follows—

On holding our first meeting in this historical building of ths Netherlands, where three years ago the important Sessions of the Second Peace Conference were held, I have to thank, above all, His Excellency the Minister of Waterstaat, for having placed these comfortable rooms at our disposal; and I have to thank also the Secretary general and the First Secretary of this Court for having completed, in so short a time, the preparations necessary for our accommodation.

I will now beg the Secretary general to read the telegram which the Court at its first meeting sent to Her Majesty the Queen of the Netherlands, and the answer by which Her Majesty deigned to answer.

The Secretary general then read, in both French and English, the following telegram—

,,A Sa Majesté la Reine des Pays-Bas,
Palais,
Amsterdam.

,,Le Président et les Membres du Tribunal pour juger le différend entre ,,les Etats-Unis d'Amérique et la Grande Bretagne au sujet des pêcheries ,,atlantiques déposent aux pieds de Votre Majesté leurs hommages bien re- ,,spectueux, ainsi que les vœux les plus sincères qu'ils forment pour Son ,,bonheur et Son Auguste Famille.''

(signé) Président :
H. LAMMASCH.

Membres du Tribunal—
DE SAVORNIN LOHMAN,
G. GREY,
Sir CH. FITZPATRICK,
L. M. DRAGO.

Translation—

„ To Her Majesty the Queen of the Netherlands,
Palace,
Amsterdam

„ The President and the Members of the Tribunal for deciding the „ question pending between the United States of America and Great Britain „ in the matter of the Atlantic Coast Fisheries lay at Your Majesty's feet „ their respectful homage and the sincerest good wishes which they formulate „ for the happiness of Your Majesty and Your August Family."

(Signed) President—
H. LAMMASCH.

Members of the Tribunal—
DE SAVORNIN LOHMAN,
G. GREY,
Sir CH. FITZPATRICK,
L. M. DRAGO.

In reply, the Tribunal of Arbitration has been honoured by the following telegram—

„Au Tribunal arbitral réuni à La Haye.

„Het Loo."

„Très sensible aux vœux que le Président et les Membres du Tribunal „arbitral forment pour Moi et Ma Maison, Je leur donne l'assurance de Mon „intérêt et de Ma vive sympathie pour leur tâche."

(signé) WILHELMINA.

Translation—

„ To the Arbitral Tribunal assembled at The Hague.

„ Het Loo."

„ Very grateful for the good wishes that the President and the Members „ of the Arbitral Tribunal offer to Myself and My House, I send them the „ assurance of My interest in and great sympathy with their task."

(Signed) WILHELMINA.

The Right Honourable Sir Robert Finlay then opened his Argument at 10.10.

At 11.35 the Tribunal took a recess.

The Tribunal reassembled at 2 p.m., when the Right Honourable Sir Robert Finlay continued his Argument.

At 4 p.m. the Tribunal adjourned until Tuesday, June 7th, at 10 a.m.

Done at The Hague, the 6th of June, 1910.

The President: LAMMASCH
The Secretary general: MICHIELS VAN VERDUYNEN
The Secretaries: ROELL
CHARLES D. WHITE
GEORGE YOUNG

PROTOCOL III.

Meeting of Tuesday, June 7th, 1910.

The Tribunal assembled at 10 a.m.

The Right Honourable Sir Robert Finlay resumed his Argument of the previous day.

At 12.03 the Tribunal took a recess.

The Tribunal reassembled at 2 p.m., when the Right Honourable Sir Robert Finlay continued his Argument.

At 4.02 p.m. the Tribunal adjourned until Thursday, June 9th, at 10 a.m.

Done at The Hague, June 7th, 1910.

The President: LAMMASCH

The Secretary general: MICHIELS VAN VERDUYNEN

The Secretaries: ROELL

CHARLES D. WHITE

GEORGE YOUNG

POTOCOL IV.

Meeting of Thursday, June 9th, 1910.

The Tribunal assembled at 10 a.m.

The Right Honourable Sir Robert Finlay resumed his Argument of the previous day.

At 12.— the Tribunal took a recess.

The Tribunal reassembled at 2 p.m., when the Right Honourable Sir Robert Finlay continued his Argument.

At 4.05 p.m. the Tribunal adjourned until Friday, June 10th, at 10 a.m.
Done at The Hague, June 9th, 1910.

The President: LAMMASCH

The Secretary general: MICHIELS VAN VERDUYNEN

The Secretaries: ROELL

CHARLES D. WHITE

GEORGE YOUNG

PROTOCOL V.

Meeting of Friday, June 10th, 1910.

The Tribunal assembled at 10 a.m.

The Right Honourable Sir Robert Finlay resumed his Argument of the previous day.

The President, referring to a few questions which had been made by Members of the Tribunal, announced that, if in the course of the Arguments the Arbitrators were led to make observations or to address questions to the Agents and Counsel of the Parties, these observations or questions—in conformity with Article 72 of the Convention for the Pacific Settlement of International Disputes—cannot be regarded as an expression of opinion by the Tribunal in general or by its Members in particular. They are simply, so far as the Tribunal is concerned, the means of obtaining from the Representatives of the Parties explanations on doubtful points.

At 12.02 the Tribunal took a recess.

The Tribunal reassembled at 2 p.m., when the Right Honourable Sir Robert Finlay continued his Argument.

At 4 p.m. the Tribunal adjourned until Monday, June 13th, at 10 a.m.

Done at The Hague, June 10th, 1910.

The President: LAMMASCH
The Secretary general: MICHIELS VAN VERDUYNEN
The Secretaries: ROELL
CHARLES D. WHITE
GEORGE YOUNG

PROTOCOL VI.

Meeting of Monday, June 13th, 1910.

The Tribunal assembled at 10 a.m.

The Right Honourable Sir Robert Finlay resumed his Argument of the previous day.

At 12.07 the Tribunal took a recess.

The Tribunal reassembled at 2 p.m., when the Right Honourable Sir Robert Finlay continued his Argument.

At 4.03 p.m. the Tribunal adjourned until Tuesday, June 14th, at 10 a.m.

Done at The Hague, June 13th, 1910.

The President: LAMMASCH
The Secretary general: MICHIELS VAN VERDUYNEN
The Secretaries: ROELL
CHARLES D. WHITE
GEORGE YOUNG

PROTOCOL VII.

Meeting of Tuesday, June 14th, 1910.

The Tribunal assembled at 10 a.m.

The Right Honourable Sir Robert Finlay resumed his Argument of the previous day.

At 12.03 the Tribunal took a recess.

The Tribunal reassembled at 2 p.m., when the Right Honourable Sir Robert Finlay continued his Argument.

At 4.02 p.m. the Tribunal adjourned until Thursday, June, 16th, at 10 a.m.

Done at The Hague, June 14th, 1910.

The President: LAMMASCH
The Secretary general: MICHIELS VAN VERDUYNEN
The Secretaries: ROELL
CHARLES D. WHITE
GEORGE YOUNG

PROTOCOL VIII.

Meeting of Thursday, June 16th, 1910.

The Tribunal assembled at 10 a.m.

The Right Honourable Sir Robert Finlay resumed his Argument of the previous day.

At 12.05 the Tribunal took a recess.

The Tribunal reassembled at 2 p.m., when the Right Honourable Sir Robert Finlay continued his Argument.

At 4.07 p.m. the Tribunal adjourned until Friday, June 17th, at 10 a.m.

Done at The Hague, June 16th, 1910.

The President: LAMMASCH
The Secretary general: MICHIELS VAN VERDUYNEN
The Secretaries: ROELL
CHARLES D. WHITE
GEORGE YOUNG

PROTOCOL IX.

Meeting of Friday, June 17th, 1910.

The Tribunal assembled at 10 a.m.

The Right Honourable Sir Robert Finlay resumed his Argument of the previous day.

At 12.10 the Tribunal took a recess.

The Tribunal reassembled at 2 p.m.

At the request of the President, the Secretary General announced that, on account of the Festival at the University of Leiden, the Tribunal will assemble on Wednesday, June 22nd, instead of Tuesday, June 21st.

The Right Honourable Sir Robert Finlay continued and concluded his Argument.

At 4.40 p.m. the Tribunal adjourned until Monday, June 20th, at 10 a.m.

Done at The Hague, June 17th, 1910.

The President: LAMMASCH
The Secretary general: MICHIELS VAN VERDUYNEN
The Secretaries: ROELL
CHARLES D. WHITE
GEORGE YOUNG

PROTOCOL X.

Meeting of Monday, June 20th, 1910.

The Tribunal assembled at 10 a.m.

The Honourable George Turner began his Argument on behalf of the United States.

At 12.03 the Tribunal took a recess.

The Tribunal reassembled at 2 p.m., when the Honourable George Turner continued his Argument.

At 4.05 p.m. the Tribunal adjourned until Wednesday, June 22nd, at 10 a.m.

Done at The Hague, June 20th, 1910.

The President: LAMMASCH
The Secretary general: MICHIELS VAN VERDUYNEN
The Secretaries: ROELL
CHARLES D. WHITE
GEORGE YOUNG

PROTOCOL XI.

Meeting of Wednesday, June 22nd, 1910.

The Tribunal assembled at 10 a.m.

The Honourable George Turner resumed his Argument.

At 12.03 the Tribunal took a recess.

The Tribunal reassembled at 2 p.m., when the Honourable George Turner continued his Argument.

At 4.07 p.m. the Tribunal adjourned until Thursday, June 23rd, at 10 a.m.

Done at The Hague, June 22nd, 1910.

The President: LAMMASCH
The Secretary general: MICHIELS VAN VERDUYNEN
The Secretaries: ROELL
CHARLES D. WHITE
GEORGE YOUNG

PROTOCOL XII.

Meeting of Thursday, June 23rd, 1910.

The Tribunal assembled at 10 a.m.

The Honourable George Turner resumed his Argument.

At 12.03 the Tribunal took a recess.

The Tribunal reassembled at 2 p.m., when the Honourable George Turner continued his Argument.

At 3.52 p.m. the Tribunal adjourned until Friday, June 24th, at 10 a.m.

Done at The Hague, June 23rd, 1910.

The President: LAMMASCH
The Secretary general: MICHIELS VAN VERDUYNEN
The Secretaries: ROELL
CHARLES D. WHITE
GEORGE YOUNG

PROTOCOL XIII.

Meeting of Friday, June 24th, 1910.

The Tribunal assembled at 10 a.m.

The Honourable George Turner resumed his Argument.

At 12.03 the Tribunal took a recess.

The Tribunal reassembled at 2 p.m., when the Honourable George Turner continued his Argument.

At 4.18 p.m. the Tribunal adjourned until Monday, June 27th, at 10 a.m.

Done at The Hague, June 24th, 1910.

The President: LAMMASCH
The Secretary general: MICHIELS VAN VERDUYNEN
The Secretaries: ROELL
CHARLES D. WHITE
GEORGE YOUNG

PROTOCOL XIV.

Meeting of Monday, June 27th, 1910.

The Tribunal assembled at 10 a.m.

The Honourable George Turner resumed his Argument.

At 12.12 the Tribunal took a recess.

The Tribunal reassembled at 2 p.m., when the Honourable George Turner continued his Argument.

At 4.10 p.m. the Tribunal adjourned until Tuesday, June 28th, at 10 a.m.

Done at The Hague, June 27th, 1910.

The President: LAMMASCH
The Secretary general: MICHIELS VAN VERDUYNEN
The Secretaries: ROELL
CHARLES D. WHITE
GEORGE YOUNG

PROTOCOL XV.

Meeting of Tuesday, June 28th, 1910.

The Tribunal assembled at 10 a.m.

The Honourable George Turner resumed his Argument.

At 12.— the Tribunal took a recess.

The Tribunal reassembled at 2 p.m., when the Honourable George Turner continued his Argument.

At 4.15 p.m. the Tribunal adjourned until Thursday, June 30th, at 10 a.m.

Done at The Hague, June 28th, 1910.

The President: LAMMASCH
The Secretary general: MICHIELS VAN VERDUYNEN
The Secretaries: ROELL
CHARLES D. WHITE
GEORGE YOUNG

PROTOCOL XVI.

Meeting of Thursday, June 30th, 1910.

The Tribunal assembled at 10 a.m.

The Honourable George Turner resumed his Argument.

At 12.15 the Tribunal took a recess.

The Tribunal reassembled at 2 p.m., when the Honourable George Turner continued his Argument.

At 4.40 p.m. the Tribunal adjourned until Friday, July 1st, at 10 a.m.

Done at The Hague, June 30th, 1910.

The President: LAMMASCH
The Secretary general: MICHIELS VAN VERDUYNEN
The Secretaries: ROELL
CHARLES D. WHITE
GEORGE YOUNG

PROTOCOL XVII.

Meeting of Friday, July 1st, 1910.

The Tribunal assembled at 10 a.m.

The Honourable George Turner resumed his Argument.

At 12.— the Tribunal took a recess.

The Tribunal reassembled at 2 p.m., when the Honourable George Turner continued and concluded his Argument.

At 3.35 p.m. the Tribunal adjourned until Monday, July 4th, at 10 a.m.

Done at The Hague, July 1st, 1910.

The President: LAMMASCH
The Secretary general: MICHIELS VAN VERDUYNEN
The Secretaries: ROELL
CHARLES D. WHITE
GEORGE YOUNG

PROTOCOL XVIII.

Meeting of Monday, July 4th, 1910.

The Tribunal assembled at 10 a.m.

Sir James S. Winter began his Argument on behalf of Great Britain.

At the request of the President, the Secretary General read the following—

The two Counsel who have opened the case for both Parties, having discussed all the questions and some of them in all their details, the Court expresses the opinion that the four Counsel who are next to follow might content themselves with the discussion of those topics which have not so far been treated ex professo, and might succeed in doing so by taking together not more than two weeks, that is to say, four days for each Party.

For the purpose of enlarging the time at the disposal of these Counsel, the Court is willing, if wanted, to sit in the next two weeks in the afternoon till five o'clock.

Of course it is expected that the Counsel who close for the respective Parties will cover all the questions at issue without any limitation as to time.

At 12.10 the Tribunal took a recess.

The Tribunal reassembled at 2 p.m., when Sir James S. Winter continued his Argument.

At 4.10 p.m. the Tribunal adjourned until Tuesday, July 5th, at 10 a.m.

Done at The Hague, July 4th, 1910.

The President: LAMMASCH
The Secretary general: MICHIELS VAN VERDUYNEN
The Secretaries: ROELL
CHARLES D. WHITE
GEORGE YOUNG

PROTOCOL XIX.

Meeting of Tuesday, July 5th, 1910.

The Tribunal assembled at 10 a.m.

Sir James S. Winter resumed and concluded his Argument.

At 11.55 the Tribunal took a recess.

The Tribunal reassembled at 2 p.m., when the Honourable Charles B. Warren began his Argument on behalf of the United States.

At 4.05 p.m. the Tribunal adjourned until Thursday, July 7th, at 10 a.m.

Done at The Hague, July 5th, 1910.

The President: LAMMASCH
The Secretary general: MICHIELS VAN VERDUYNEN
The Secretaries: ROELL
CHARLES D. WHITE
GEORGE YOUNG

PROTOCOL XX.

Meeting of Thursday, July 7th, 1910.

The Tribunal assembled at 10 a.m.

The Honourable Charles B. Warren resumed his Argument.

At 12.— the Tribunal took a recess.

The Tribunal reassembled at 2 p.m., when the Honourable Charles B. Warren continued his Argument.

At the close of the meeting, the President, on behalf of the Court, asked Counsel on both sides to state whether they understand the position of Great Britain to be that under the renunciation clause of the Treaty of 1818 the United States have announced for their inhabitants the right to enter bays that are non-territorial, as well as those that are territorial, that is to say, bays in the geographical sense of the word, without referring to their territoriality.

At 4.30 p.m. the Tribunal adjourned until Friday, July 8th, at 10 a.m.

Done at The Hague, July 7th, 1910.

The President: LAMMASCH

The Secretary general: MICHIELS VAN VERDUYNEN

The Secretaries: ROELL

CHARLES D. WHITE

GEORGE YOUNG

PROTOCOL XXI.

Meeting of Friday, July 8th, 1910.

The Tribunal assembled at 10 a.m.

The Honourable Elihu Root, Counsel for the United States, replying to the question put by the President at the ending of the preceding sitting, read the following statement—

The Counsel of the United States have the honour to answer the question asked by the President, in behalf of the Tribunal, on the 7th of July, as follows—

They understand the position of Great Britain to be that, under the renunciation clause of the Treaty of 1818, the United States has renounced the right to have its inhabitants take fish in bays in the geographical sense of the word, without referring to their territoriality, as stated—

1.—In the British Case, page 83—

> "His Majesty's Government contend that the negotiators of the treaty meant by 'bays' all those waters which, at the time, everyone knew as bays."

2.—In the British Case, page 103—

> "His Majesty's Government contend that the term 'bays,' as used in the renunciation clause of article one, includes all tracts of water on the non-treaty coasts which were known under the name of bays in 1818, and that the 3 marine miles must be measured from a line drawn between the headlands of those waters."

3.—In the British Case, page 104—

> "The negotiators of the convention were dealing, therefore, with tracts of water on the shores of His Majesty's dominions which were known to everyone under the name of 'bays'—tracts of varying size and of varying conformation, some with greater and some with less width between their headlands, ranging from inclosures of considerable extent to inlets of small size. They used the term 'bays' without any qualification whatever, and the inference is irresistible, as His Majesty's Government submits, that the term was intended to apply to all the waters on those shores which were known to the negotiators and to the public, and were marked on the maps at the time as 'bays.' If it had been intended that the

term should apply only to a limited class of the waters which were then called 'bays,' an express limitation would have been inserted to give effect to that intention."

4.—In the British Counter Case, page 43—

"There is no qualification of any kind in regard to bays, and the necessary conclusion is that the treaty meant what it said and applied to all those tracts of waters on the British-American coasts which were known as bays at the date of the treaty."

5.—In the British Argument, page 92—

"It has been suggested that the natural meaning of the term 'bays' may be limited by the words which follow, namely, 'of His Britannic Majesty's dominions in America.' Great Britain contends that these words are merely descriptive of the locality of the bays, and that they have no other significance. In the Counter Case of the United States, the attitude of Great Britain on this point had been misunderstood. It is there stated that 'the British Case is based on the assumption that the words "bays, creeks or harbours of His Britannic Majesty's Dominions in America," as used in the renunciatory clause of the treaty, were intended to be descriptive of territorial waters of Great Britain,' and an argument is thereupon formulated on that issue. This is a misapprehension. The contention of His Majesty's Government is stated quite clearly in the British Case, and has been stated in the same way on many occasions during the last seventy years. It is that the treaty relates to all bays on the British coasts. In that view no question can arise as to territorial jurisdiction; the words of the article are read in their natural sense as referring to all the tracts of water known as bays on the coasts of the British dominions in North America."

The Right Honourable Sir William Snowdon Robson, Counsel for Great Britain, spoke as follows—

I will just add to the extract that my learned friend, Mr. Root, has read, the last sentence of that passage on page 92 of the British Argument. It follows on—

"It is abundantly clear that all the bays on these coasts were within British jurisdiction, but, in the view that His Majesty's Government presents, the question is not material."

I think I may add to that passage the answer to the question that the learned President put in very simple and concise terms. It is that Great Britain, while contending that the bays in question (referred to by the President) are in fact territorial, says also that the United States, by the terms of the treaty, have renounced for their fishermen the right to enter these bays, except for the purposes mentioned in the treaty itself—whether apart from the treaty these bays be territorial or be not territorial. We say they are territorial, but we say that in view of the terms of the Treaty of 1818, which contain an express renunciation, their territoriality is immaterial, so far as this Tribunal is concerned.

The Honourable Charles B. Warren then resumed his Argument.

At 12.— the Tribunal took a recess.

The Tribunal reassembled at 2 p.m., when the Honourable Charles B. Warren continued his Argument.

At 4.06 p.m. the Tribunal adjourned until Monday, July 11th, at 10 a.m.

Done at The Hague, July 8th, 1910.

The President: LAMMASCH
The Secretary general: MICHIELS VAN VERDUYNEN
The Secretaries: ROELL
CHARLES D. WHITE
GEORGE YOUNG

PROTOCOL XXII.

Meeting of Monday, July 11th, 1910.

The Tribunal assembled at 10 a.m.

The Honourable Charles B. Warren resumed his Argument.

At 12.— the Tribunal took a recess.

The Tribunal reassembled at 2 p.m., when the Honourable Charles B. Warren continued and concluded his Argument.

At 5.45 p.m. the Tribunal adjourned until Tuesday, July 12th, at 10 a.m.

Done at The Hague, July 11th, 1910.

The President: LAMMASCH
The Secretary general: MICHIELS VAN VERDUYNEN
The Secretaries: ROELL
CHARLES D. WHITE
GEORGE YOUNG

PROTOCOL XXIII.

Meeting of Tuesday, July 12th, 1910.

The Tribunal assembled at 10 a.m.

Mr. John S. Ewart began his Argument on behalf of Great Britain.

At 12.— the Tribunal took a recess.

The Tribunal reassembled at 2 p.m., when Mr. John S. Ewart continued his Argument.

At 4 p.m. the Tribunal adjourned until Thursday, July 14th, at 10 a.m.

Done at The Hague, July 12th, 1910.

The President: LAMMASCH
The Secretary general: MICHIELS VAN VERDUYNEN
The Secretaries: ROELL
CHARLES D. WHITE
GEORGE YOUNG

PROTOCOL XXIV.

Meeting of Thursday, July 14th, 1910.

The Tribunal assembled at 10 a.m.

Mr. John S. Ewart resumed his Argument.

At 12.— the Tribunal took a recess.

The Tribunal reassembled at 2 p.m., when Mr. John S. Ewart continued his Argument.

At 4 p.m. the Tribunal adjourned until Monday, July 18th, at 10 a.m.

Done at The Hague, July 14th, 1910.

The President: LAMMASCH
The Secretary general: MICHIELS VAN VERDUYNEN
The Secretaries: ROELL
CHARLES D. WHITE
GEORGE YOUNG

PROTOCOL XXV.

Meeting of Monday, July 18th, 1910.

The Tribunal assembled at 10 a.m.

Mr. John S. Ewart resumed his Argument.

At 12.— the Tribunal took a recess.

The Tribunal reassembled at 2 p.m., when Mr. John S. Ewart continued his Argument.

At 4.37 p.m. the Tribunal adjourned until Tuesday, July 19th, at 10 a.m.

Done at The Hague, July 18th, 1910.

The President: LAMMASCH
The Secretary general: MICHIELS VAN VERDUYNEN
The Secretaries: ROELL
CHARLES D. WHITE
GEORGE YOUNG

PROTOCOL XXVI.

Meeting of Tuesday, July 19th, 1910.

The Tribunal assembled at 10 a.m.

Mr. John S. Ewart resumed and concluded his Argument.

At 12.20 the Tribunal took a recess.

The Tribunal reassembled at 2.15 p.m.

At the request of the President, the Secretary general read the following—

In pursuance of the provisions of Article II. of the Special Agreement of the 27th of January, 1909, both parties have called the attention of the Tribunal to different legislative and executive acts of the other party for the purpose of asking the Tribunal to point out in what respects, if any, they are inconsistent with the true interpretation of the Treaty. Without in any way expressing an opinion on any of the questions submitted to the Tribunal, it believes that it would facilitate its work and expedite the final disposition of this case if the Parties supplied the Tribunal with a detailed statement of the particular provisions of the statutes and regulations to which they object, accompanied by an exposition of the grounds of such objection. The objection of each Party to be communicated to the other. The objections should be made known to the Tribunal and the adverse Party within one week from this day, and the answer of the adverse Party within one week thereafter, so that the Tribunal, before taking the question submitted under advisement, may have the benefit of a complete statement of the objections from each Party with such answer as the other Party may desire to make. In addition to the written objections, the Tribunal would be pleased to receive such further oral statement as either Party may choose to make.

If the Counsel of the respective Parties desire to submit to the Tribunal, either orally or in writing, any view or suggestions in regard to the subject mater of Article 4 of the special agreement, they will be heard or received at the convenience of counsel.

The Honourable Samuel J. Elder began his Argument on behalf of the United States.

At 4.25 p.m. the Tribunal adjourned until Thursday, July 21st, at 10 a.m.

Done at The Hague, July 19th, 1910.

The President: LAMMASCH
The Secretary general: MICHIELS VAN VERDUYNEN
The Secretaries: ROELL
CHARLES D. WHITE
GEORGE YOUNG

PROTOCOL XXVII.

Meeting of Thursday, July 21st, 1910.

The Tribunal assembled at 10 a.m.

The Honourable Samuel J. Elder resumed his Argument.

At 12.10 the Tribunal took a recess.

The Tribunal reassembled at 2 p.m., when the Honourable Samuel J. Elder continued his Argument.

At 4.02 p.m. the Tribunal adjourned until Friday, July 22nd, at 10 a.m.

Done at The Hague, July 21st, 1910.

The President: LAMMASCH
The Secretary general: MICHIELS VAN VERDUYNEN
The Secretaries: ROELL
CHARLES D. WHITE
GEORGE YOUNG

PROTOCOL XXVIII.

Meeting of Friday, July 22nd, 1910.

The Tribunal assembled at 10 a.m.

The Honourable Samuel J. Elder resumed his Argument.

At 12.10 the Tribunal took a recess.

The Tribunal reassembled at 2 p.m., when the Honourable Samuel J. Elder continued and concluded his Argument.

At 4.45 p.m. the Tribunal adjourned until Monday, July 25th, at 10 a.m.

Done at The Hague, July 22nd, 1910.

The President: LAMMASCH
The Secretary general: MICHIELS VAN VERDUYNEN
The Secretaries: ROELL
CHARLES D. WHITE
GEORGE YOUNG

PROTOCOL XXIX.

Meeting of Monday, July 25th, 1910.

The Tribunal assembled at 10 a.m.

The Right Honourable Sir William Snowdon Robson began his Argument on behalf of Great Britain.

At 12.— the Tribunal took a recess.

The Tribunal reassembled at 2 p.m., when the Right Honourable Sir William Snowdon Robson continued his Argument.

At 3.55 p.m. the Tribunal adjourned until Tuesday, July 26th, at 10 a.m.

Done at The Hague, July 25th, 1910.

The President: LAMMASCH
The Secretary general: MICHIELS VAN VERDUYNEN
The Secretaries: ROELL
CHARLES D. WHITE
GEORGE YOUNG

PROTOCOL XXX.

Meeting of Tuesday, July 26th, 1910.

The Tribunal assembled at 10 a.m.

The Right Honourable Sir William Snowdon Robson continued his Argument on behalf of Great Britain.

At 12.05 the Tribunal took a recess.

The Tribunal reassembled at 2 p.m., when, pursuant to the request on the part of the Tribunal which is incorporate in the Protocal of July 19th, the Right Honourable Sir William Snowdon Robson said, with regard to the particulars of objection which had been delivered by Great Britain complaining of the executive act of the United States Government in sending warships to the territorial waters in question, that it would be unnecessary to trouble the Tribunal for any judgment upon that particular executive act in view of the recognized motives of the United States in taking this action and of the relations maintained by their representatives with the local authorities.

The Honourable Elihu Root presented to the Members of the Tribunal printed copies of a Statement of specific provisions of certain legislative and executive acts of Newfoundland and Canada called to the attention of the Tribunal by the United States for action pursuant to Articles II. and III. of the Special Agreement of January 27th, 1909, copies of which Statement were also put at the disposal of the other Party.

He further said in reply to the last clause of the aforesaid request of the Tribunal, which is in these words: "If the counsel of the respective Parties "desire to submit to the Tribunal, either orally or in writing, any view or "suggestions in regard to the subject matter of Article IV. of the Special "Agreement, they will be heard or received at the convenience of counsel," that the United States have under consideration the question, whether it would be practicable to make any suggestion of any value upon that subject in advance of the Award. Any rules which may be formulated by the Tribunal under Article IV. would necessarily depend so largely upon the Award, that Counsel for the United States have not yet seen how they could make any useful suggestions. They have it under consideration, however, and will be at any time ready to conform to any further expression on the part of the Tribunal.

The Right Honourable Sir William Snowdon Robson then said, with regard to the particulars of objection put forward by the United States, that he had not had an opportunity yet of considering them and asked that consideration of them might be delayed.

The President stated that the Tribunal had no objection to offer to that course.

The Right Honourable Sir William Snowdon Robson then continued his Argument.

At 4.— p.m. the Tribunal adjourned until Thursday, July 28th, at 10 a.m.

Done at The Hague, July 26th, 1910.

The President: LAMMASCH
The Secretary general: MICHIELS VAN VERDUYNEN
The Secretaries: ROELL
CHARLES D. WHITE
GEORGE YOUNG

PROTOCOL XXXI.

Meeting of Thursday, July 28th, 1910.

The Tribunal assembled at 10 a.m.

The Right Honourable Sir William Snowdon Robson resumed his Argument.

At 12.02 the Tribunal took a recess.

The Tribunal reassembled at 2 p.m., when the Right Honourable Sir William Snowdon Robson continued his Argument.

At 4.— p.m. the Tribunal adjourned until Friday, July 29th, at 10 a.m.

Done at The Hague, July 28th, 1910.

The President: LAMMASCH
The Secretary general: MICHIELS VAN VERDUYNEN
The Secretaries: ROELL
CHARLES D. WHITE
GEORGE YOUNG

PROTOCOL XXXII.

Meeting of Friday, July 29th, 1910.

The Tribunal assembled at 10 a.m.

The Right Honourable Sir William Snowdon Robson resumed his Argument.

At 12.— the Tribunal took a recess.

The Tribunal reassembled at 2 p.m., when the Right Honourable Sir William Snowdon Robson continued his Argument.

The Right Honourable Sir William Snowdon Robson resumed his Argument.

At 4.10 p.m. the Tribunal adjourned until Monday, August 1st at 10 a.m.

Done at The Hague, July 29th, 1910.

The President: LAMMASCH
The Secretary general: MICHIELS VAN VERDUYNEN
The Secretaries: ROELL
CHARLES D. WHITE
GEORGE YOUNG

PROTOCOL XXXIII.

Meeting of Monday, August 1st, 1910.

The Tribunal assembled at 10 a.m.

The Right Honourable Sir William Snowdon Robson resumed his Argument.

At 12.— the Tribunal took a recess.

The Tribunal reassembled at 2 p.m., when the Right Honourable Sir William Snowdon Robson continued his Argument.

At 4.— p.m. the Tribunal adjourned until Tuesday, August 2nd, at 10 a.m.

Done at The Hague, August 1st, 1910.

The President: LAMMASCH
The Secretary general: MICHIELS VAN VERDUYNEN
The Secretaries: ROELL
CHARLES D. WHITE
GEORGE YOUNG

PROTOCOL XXXIV.

Meeting of Tuesday, August 2nd, 1910.

The Tribunal assembled at 10 a.m.

The Right Honourable Sir William Snowdon Robson resumed his Argument.

At 12.15 the Tribunal took a recess.

The Tribunal reassembled at 2.15 p.m., when the Right Honourable Sir William Snowdon Robson continued his Argument, concluding the same at 2.35, and laid before the Tribunal the answer of Great Britain to the Statement of the United States as to the Statutes and Regulations to which objection is taken.

After a recess of five minutes, the Honourable Elihu Root began his Argument on behalf of the United States.

At 4.30 p.m. the Tribunal adjourned until Thursday, August 4th, at 10 a.m.

Done at The Hague, August 2nd, 1910.

The President: LAMMASCH
The Secretary general: MICHIELS VAN VERDUYNEN
The Secretaries: ROELL
CHARLES D. WHITE
GEORGE YOUNG

PROTOCOL XXXV.

Meeting of Thursday, August 4th, 1910.

The Tribunal assembled at 10 a.m.

The Honourable Elihu Root resumed his Argument.

At 12.15 the Tribunal took a recess.

The Tribunal reassembled at 2.15 p.m., when the Honourable Elihu Root continued his Argument.

A 4.15 p.m. the Tribunal adjourned until Friday, August 5th, at 10 a.m.

Done at The Hague, August 4th, 1910.

The President: LAMMASCH
The Secretary general: MICHIELS VAN VERDUYNEN
The Secretaries: ROELL
CHARLES D. WHITE
GEORGE YOUNG

PROTOCOL XXXVI.

Meeting of Friday, August 5th, 1910.

The Tribunal assembled at 10 a.m.

The Honourable Elihu Root resumed his Argument.

At 12.15 the Tribunal took a recess.

The Tribunal reassembled at 2.15 p.m., when the Honourable Elihu Root continued his Argument.

Mr. Root announced, in response to the request of the Tribunal made June 20th to the Agent and Counsel of the respective Parties, that Mr. Hugh M. Smith, Deputy Commissioner of Fisheries of the United States, was designated by the United States to act as member of the Commission provided for by Article III. of the Special Agreement of January 27th, 1909.

At 4.15 p.m. the Tribunal adjourned until Monday, August 8th, at 10 a.m.

Done at The Hague, August 5th, 1910.

The President: LAMMASCH
The Secretary general: MICHIELS VAN VERDUYNEN
The Secretaries: ROELL
CHARLES D. WHITE
GEORGE YOUNG

PROTOCOL XXXVII.

Meeting of Monday, August 8th, 1910.

The Tribunal assembled at 10 a.m.

The Honourable Elihu Root resumed his Argument.

At 12.15 the Tribunal took a recess.

The Tribunal reassembled at 2.15 p.m., when the Honourable Elihu Root continued his Argument.

At 4.15 p.m. the Tribunal adjourned until Tuesday, August 9th, at 10 a.m.

Done at The Hague, August 8th, 1910.

The President: LAMMASCH
The Secretary general: MICHIELS VAN VERDUYNEN
The Secretaries: ROELL
CHARLES D. WHITE
GEORGE YOUNG

PROTOCOL XXXVIII.

Meeting of Tuesday, August 9th, 1910.

The Tribunal assembled at 10 a.m.

The Honourable Elihu Root resumed his Argument.

At 12.05 the Tribunal took a recess.

The Tribunal reassembled at 2.— p.m., when the Honourable Elihu Root continued his Argument.

At 3.50 p.m. the Tribunal adjourned until Thursday, August 11th, at 10 a.m.

Done at The Hague, August 9th, 1910.

The President: LAMMASCH
The Secretary general: MICHIELS VAN VERDUYNEN
The Secretaries: ROELL
CHARLES D. WHITE
GEORGE YOUNG

PROTOCOL XXXIX.

Meeting of Thursday, August 11th, 1910.

The Tribunal assembled at 10 a.m.

The Honourable Elihu Root resumed his Argument.

At 12.15 the Tribunal took a recess.

The Tribunal reassembled at 2.15 p.m., when the Honourable Elihu Root continued his Argument.

At 4.35 p.m. the Tribunal adjourned until Friday, August 12th, at 10 a.m.

Done at The Hague, August 11th, 1910.

The President: LAMMASCH

The Secretary general: MICHIELS VAN VERDUYNEN

The Secretaries: ROELL

CHARLES D. WHITE

GEORGE YOUNG

PROTOCOL XL.

Meeting of Friday, August 12th, 1910.

The Tribunal assembled at 10 a.m.

The Honourable Elihu Root resumed his Argument.

At 12,— the Tribunal took a recess.

The Tribunal reassembled at 2.— p.m., when the Honourable Elihu Root continued his Argument, concluding the same at 3.15.

The Right Honourable William Snowdon Robson thereupon made some further observations in regard to new evidence introduced by the Honourable Elihu Root.

The President then spoke as follows—

Gentlemen—There is a noble custom prevailing among the members of the Bar in Anglo-Saxon countries to address one another as friends, even if they represent the adverse parties of a litigation. So Counsel on one side and on the other have done in this international proceeding.

So much the more it may be my privilege in the name of the Tribunal, to address Counsel on both sides as our friends and to thank you for all the friendly assistance you have lent us during these weeks and months. You have led us through the maze of a hundred years of diplomatic correspondence, through the jungle of entangled statutes, through the dark forest of almost metaphysical problems, in which it was sometimes difficult to see our path, up to the summit of the mountain, where we hope we may see the problem we have to deal with in the light of truth and of justice.

I thank you all for the most valuable assistance we have had from your speeches, for the courtesy you have shown us and especially for the courtesy you have shown to one another. I am sure that the chivalrous spirit in which you have treated the grave controversies existing between your countries will facilitate us to come to a just and happy solution of them.

It is with regret that we take leave of you, who have been our friends and our guides in this long and sometimes laborious journey.

I beg the Agents of both Parties, as well as the Secretary General and his Colleagues, to accept the preliminary expression of our thanks, preliminary, as we shall apply to their assistance still for some time in our future work.

I also consider it my duty, before leaving, to thank the gentlemen who have their places immediately before me—and I desire to have their names on the record: Mr. Nelson R. Butcher, Mr. F. R. Hanna, Mr. Geo. Simpson, Mr. G. Van Casteel and Mr. Joh. W. Hulse—and their assistants, for the accuracy, intelligence and punctuality with which they have reported the case.

The day of the next meeting for publication of the Award will be communicated to the Agents and Counsel of the Parties at least four days in advance.

I declare the discussion closed; the Tribunal adjourns sine die.

Done at The Hague, August 12th, 1910.

The President: LAMMASCH
The Secretary general: MICHIELS VAN VERDUYNEN
The Secretaries: ROELL
CHARLES D. WHITE
GEORGE YOUNG

PROTOCOL XLI.

Meeting of September 7th, 1910.

The Tribunal met at 10 a.m. at the Permanent Court of Arbitration, with closed doors, all the Arbitrators being present.

The five Arbitrators signed the final Award of the Tribunal in triplicate original, one for each of the Parties, and the third to be preserved in the Archives of the International Bureau of the Permanent Court of Arbitration.

The meeting with closed doors was followed at 2.30 p.m. by a public meeting.

There were present the five Members of the Tribunal of Arbitration.

There were also present at the meeting—

For the United States of America—

The Honourable Chandler P. Anderson, Agent;

The Honourable George Turner, formerly a Senator of the United States from the State of Washington, Counsel;

The Honourable Samuel J. Elder, Counsel;

The Honourable Charles B. Warren, Counsel;

The Honourable James Brown Scott, Solicitor for the Department of State of the United States, Counsel;

The Honourable Robert Lansing, Counsel;

Mr. Otis Thomas Cartwright, Secretary of the Agency.

For Great Britain—

The Honourable Allen B. Aylesworth, King's Counsel, Minister of Justice of Canada, Agent;

The Right Honourable Sir William Snowdon Robson, Member of the Privy Council, King's Counsel, Member of Parliament, His Majesty's Attorney General, Counsel;

The Honourable Donald Morison, King's Counsel, Minister of Justice of Newfoundland;

Mr. George F. Shepley, King's Counsel, Counsel;

Mr. A. F. Peterson, King's Counsel, Counsel;

Mr. W. N. Tilley, Counsel;

Mr. F. A. C. Redden, Solicitor.

The President called on the Secretary General of the Tribunal to read the Award of the Tribunal, which is as follows—

THE NORTH ATLANTIC COAST FISHERIES

Preamble

Whereas a Special Agreement between the United States of America and Great Britain, signed at Washington the 27th January, 1909, and confirmed by interchange of Notes, dated the 4th March, 1909, was concluded, in conformity with the provisions of the General Arbitration Treaty between the United States of America and Great Britain, signed the 4th April, 1908, and ratified the 4th June, 1908;

And whereas the said Special Agreement for the submission of questions relating to fisheries on the North Atlantic Coast, under the general treaty of arbitration concluded between the United States and Great Britain on the 4th day of April, 1908, is as follows—

Article I.

Whereas by Article I. of the Convention signed at London on the 20th day of October, 1818, between Great Britain and the United States, it was agreed as follows—

Whereas differences have arisen respecting the liberty claimed by the United States for the inhabitants thereof, to take, dry and cure Fish on Certain Coasts, Bays, Harbours and Creeks of His Britannic Majesty's Dominions in America, it is agreed between the High Contracting Parties, that the Inhabitants of the said United States shall have forever, in common with the Subjects of His Britannic Majesty, the Liberty to take Fish of every kind on that part of the Southern Coast of Newfoundland which extends from Cape Ray to the Rameau Islands, on the Western and Northern Coasts of Newfoundland, from the said Cape Ray to the Quirpon Islands, on the shores of the Magdalen Islands, and also on the Coasts, Bays, Harbours and Creeks from Mount Joly on the Southern Coast of Labrador, to and through the Straits of Belle Isle, and thence Northwardly indefinitely along the Coast, without prejudice, however, to any of the exclusive Rights of the Hudson Bay Company; and that the American Fishermen shall also have liberty for-

ever, to dry and cure Fish in any of the unsettled Bays, Harbours and Creeks of the Southern part of the Coast of Newfoundland hereabove described, and of the Coast of Labrador; but so soon as the same, or any Portion thereof, shall be settled, it shall not be lawful for the said Fishermen to dry or cure Fish at such Portion so settled, without previous agreement for such purpose with the Inhabitants, Proprietors or Possessors of the ground.—And the United States hereby renounce forever, any Liberty heretofore enjoyed or claimed by the Inhabitants thereof, to take, dry or cure Fish on, or within three marine Miles of any of the Coasts, Bays, Creeks or Harbours of His Britannic Majesty's Dominions in America not included within the above-mentioned limits, provided, however, that the American Fishermen shall be admitted to enter such Bays or Harbours for the purpose of Shelter and of repairing Damages therein, of purchasing Wood, and of obtaining Water, and for no other purpose whatever. But they shall be under such Restrictions as may be necessary to prevent their taking, drying or curing Fish therein, or in any other manner whatever abusing the Privileges hereby reserved to them.

And, whereas, differences have arisen as to the scope and meaning of the said Article, and of the liberties therein referred to, and otherwise in respect of the rights and liberties which the inhabitants of the United States have or claim to have in the waters or on the shores therein referred to:

It is agreed that the following questions shall be submitted for decision to a tribunal of arbitration constituted as hereinafter provided.

Question 1.—To what extent are the following contentions or either of them justified?

It is contended on the part of Great Britain that the exercise of the liberty to take fish referred to in the said Article, which the inhabitants of the United States have forever in common with the subjects of His Britannic Majesty, is subject, without the consent of the United States, to reasonable regulation by Great Britain, Canada or Newfoundland in the form of municipal laws, ordinance or rules, as, for example, to regulations in respect of (1) the hours, days or seasons when fish may be taken on the treaty coasts; (2) the method, means and implements to be used in the taking of fish or in the carrying on of fishing operations on such coasts; (3) any other matters of a similar character relating to fishing; such regulations being reasonable, as being, for instance—

(a)—Appropriate or necessary for the protection and preservation of such fisheries and the exercise of the rights of British subjects therein and of the liberty which by the said Article I. the inhabitants of the United States have therein in common with British subjects;

(b)—Desirable on grounds of public order and morals;

(c)—Equitable and fair as between local fishermen and the inhabitants of the United States exercising the said treaty liberty and not so framed as to give unfairly an advantage to the former over the latter class.

It is contended on the part of the United States that the exercise of such liberty is not subject to limitations or restraints by Great Britain, Canada or Newfoundland in the form of municipal laws, ordinances or regulations in respect of (1) the hours, days or seasons when the inhabitants of the United States may take fish on the treaty coasts; or (2) the method, means and implements used by them in taking fish or in carrying on fishing operations on such coasts; or (3) any other limitations or restraints of similar character—

(a)—Unless they are appropriate and necessary for the protection and preservation of the common rights in such fisheries and the exercise thereof; and

(b)—Unless they are reasonable in themselves and fair as between local fishermen and fishermen coming from the United States, and not so framed as to give an advantage to the former over the latter class; and

(c)—Unless their appropriateness, necessity, reasonableness and fairness be determined by the United States and Great Britain by common accord, and the United States concurs in their enforcement.

Question 2.—Have the inhabitants of the United States, while exercising the liberties referred to in said Article, a right to employ as members of the fishing crews of their vessels persons not inhabitants of the United States?

Question 3.—Can the exercise by the inhabitants of the United States of the liberties referred to in the said Article be subjected, without the consent of the United States, to the requirements of entry or report at custom-house or the payment of light or harbour or other dues, or to any other similar requirement or condition or exaction?

Question 4.—Under the provisions of the said Article that the American fishermen shall be admitted to enter certain bays or harbours for shelter, repairs, wood or water, and for no other purpose whatever, but that they shall be under such restrictions as may be necessary to prevent their taking, drying or curing fish therein or in any other manner whatever abusing the privileges thereby reserved to them, is it permissible to impose restrictions making the exercise of such privileges conditional upon the payment of light or harbour or other dues, or entering or reporting at custom-houses or any similar conditions?

Question 5.—From where must be measured the "three marine miles of any of the coasts, bays, creeks or harbours" referred to in the said article?

Question 6.—Have the inhabitants of the United States the liberty under the said Article or otherwise to take fish in the bays, harbours and creeks on that part of the southern coast of Newfoundland which extends from Cape Ray to Rameau Islands, or on the western and northern coasts of Newfoundland from Cape Ray to Quirpon Islands, or on the Magdalen Islands?

Question 7.—Are the inhabitants of the United States whose vessels resort to the treaty coasts for the purpose of exercising the liberties referred to in Article I. of the Treaty of 1818 entitled to have for those vessels, when duly authorized by the United States in that behalf, the commercial privileges on the treaty coasts accorded by agreement or otherwise to United States trading-vessels generally?

Article II.

Either Party may call the attention of the Tribunal to any legislative or executive act of the other Party, specified within three months of the exchange of notes enforcing this agreement, and which is claimed to be inconsistent with the true interpretation of the Treaty of 1818; and may call upon the Tribunal to express in its award its opinion upon such acts, and to point out in what respects, if any, they are inconsistent with the principles laid down in the award in reply to the preceding questions; and each Party agrees to conform to such opinion.

Article III.

If any question arises in the arbitration regarding the reasonableness of any regulation or otherwise which requires an examination of the practical effect of any provisions in relation to the conditions surrounding the exercise of the liberty of fishery enjoyed by the inhabitants of the United States, or which requires expert information about the fisheries themselves, the Tribunal may, in that case, refer such question to a Commission of three expert specialists in such matters; one to be designated by each of the Parties hereto, and the third, who shall not be a national of either Party, to be designated by the Tribunal. This Commission shall examine into and report their conclusions on any question or questions so referred to it by the Tribunal and such report shall be considered by the Tribunal and shall, if incorporated by them in the award, be accepted as a part thereof.

Pending the report of the Commission upon the question or questions so referred and without awaiting such report, the Tribunal may make a separate award upon all or any other questions before it, and such separate award, if made, shall become immediately effective, provided that the report

aforesaid shall not be incorporated in the award until it has been considered by the Tribunal. The expenses of such Commission shall be borne in equal moieties by the Parties hereto.

Article IV.

The Tribunal shall recommend for the consideration of the High Contracting Parties rules and a method of procedure under which all questions which may arise in the future regrading the exercise of the liberties above referred to may be determined in accordance with the principles laid down in the award. If the High Contracting Parties shall not adopt the rules and method of procedure so recommended, or if they shall not, subsequently to the delivery of the award, agree upon such rules and methods, then any differences which may arise in the future between the High Contracting Parties relating to the interpretation of the Treaty of 1818 or to the effect and application of the award of the Tribunal shall be referred informally to the Permanent Court at The Hague for decision by the summary procedure provided in Chapter IV. of The Hague Convention of the 18th October, 1907.

Article V.

The Tribunal of Arbitration provided for herein shall be chosen from the general list of members of the Permanent Court at The Hague, in accordance with the provisions of Article XLV. of the Convention for the Settlement of International Disputes, concluded at the Second Peace Conference at The Hague on the 18th of October, 1907. The provisions of said Convention, so far as applicable and not inconsistent herewith, and excepting Articles LIII. and LIV., shall govern the proceedings under the submission herein provided for.

The time allowed for the direct agreement of His Britannic Majesty and the President of the United States on the composition of such Tribunal shall be three months.

Article VI.

The pleadings shall be communicated in the order and within the time following—

As soon as may be and within a period not exceeding seven months from the date of the exchange of notes making this agreement binding the printed case of each of the Parties hereto, accompanied by printed copies of the documents, the official correspondence, and all other evidence on which each Party relies, shall be delivered in duplicate (with such additional copies as may be agreed upon) to the agent of the other Party. It shall be sufficient for this purpose if such case is delivered at the British Embassy at Washington or at the American Embassy at London, as the case may be, for transmission to the agent for its Government.

Within fifteen days thereafter such printed case and accompanying evidence of each of the Parties shall be delivered in duplicate to each member of the Tribunal, and such delivery may be made by depositing within the stated period the necessary number of copies with the International Bureau at The Hague for transmission to the Arbitrators.

After the delivery on both sides of such printed case, either Party may, in like manner, and within four months after the expiration of the period above fixed for the delivery to the agents of the case, deliver to the agent of the other Party (with such additional copies as may be agreed upon), a printed counter-case accompanied by printed copies of additional documents, correspondence and other evidence in reply to the case, documents, correspondence and other evidence so presented by the other Party and within fifteen days thereafter such Party shall, in like manner as above provided, deliver in duplicate such counter-case and accompanying evidence to each of the Arbitrators.

The foregoing provisions shall not prevent the Tribunal from permitting either Party to rely at the hearing upon documentary or other evidence which is shown to have become open to its investigation or examination or available for use too late to be submitted within the period hereinabove fixed for the delivery of copies of evidence, but in case any such evidence is to be presented, printed copies of it, as soon as possible after it is secured, must be delivered, in like manner as provided for the delivery of copies of other evidence, to each of the Arbitrators and to the agent of the other Party. The admission of any such additional evidence, however, shall be subject to such conditions as the Tribunal may impose, and the other Party shall have a reasonable opportunity to offer additional evidence in rebuttal.

The Tribunal shall take into consideration all evidence which is offered by either Party.

Article VII.

If in the case or counter-case (exclusive of the accompanying evidence) either Party shall have specified or referred to any documents, correspondence or other evidence in its own exclusive possession without annexing a copy, such Party shall be bound, if the other Party shall demand it within thirty days after the delivery of the case or counter-case respectively, to furnish to the Party applying for it a copy thereof; and either Party may, within the like time, demand that the other shall furnush certified copies or produce for inspection the originals of any documentary evidence adduced by the Party upon whom the demand is made. It shall be the duty of the Party upon whom any such demand is made to comply with it as soon as may be, and within a period not exceeding fifteen days after the demand has been received. The production for inspection or the furnishing to the other Party of official governmental evidence referred to, shall be a sufficient compliance

with such demand, if such governmental publications shall have been published prior to the 1st day of January, 1908. If the demand is not complied with, the reasons for the failure to comply must be stated to the Tribunal.

Article VIII.

The Tribunal shall meet within six months after the expiration of the period above fixed for the delivery to the agents of the case, and upon the assembling of the Tribunal at its first session each Party, through its agent or counsel shall deliver in duplicate to each of the Arbitrators and to the agent and counsel of the other Party (with such additional copies as may be agreed upon) a printed argument showing the points and referring to the evidence upon which it relies.

The time fixed by this Agreement for the delivery of the case, counter-case or argument, and for the meeting of the Tribunal, may be extended by mutual consent of the Parties.

Article IX.

The decision of the Tribunal shall, if possible, be made within two months from the close of the arguments on both sides, unless on the request of the Tribunal the Parties shall agree to extend the period.

It shall be made in writing, and dated and signed by each member of the Tribunal, and shall be accompanied by a statement of reasons.

A member who may dissent from the decision may record his dissent when signing.

The language to be used throughout the proceedings shall be English.

Article X.

Each Party reserves to itself the right to demand a revision of the award. Such demand shall contain a statement of the grounds on which it is made and shall be made within five days of the promulgation of the award, and shall be heard by the Tribunal within ten days thereafter. The Party making the demand shall serve a copy of the same on the opposite Party, and both Parties shall be heard in argument by the Tribunal on said demand. The demand can only be made on the discovery of some new fact or circumstance calculated to exercise a decisive influence upon the award and which was unknown to the Tribunal and to the Party demanding the revision at the time the discussion was closed, or upon the ground that the said award does not fully and sufficiently, within the meaning of this Agreement, determine any question or questions submitted. If the Tribunal shall allow the demand for a revision, it shall afford such opportunity for further hearings and arguments as it shall deem necessary.

Article XI.

The present Agreement shall be deemed to be binding only when confirmed by the two Governments by an exchange of notes.

In witness whereof this Agreement has been signed and sealed by His Britannic Majesty's Ambassador at Washington, the Right Honourable James Bryce, O. M., on behalf of Great Britain, and by the Secretary of State of the United States, Elihu Root, on behalf of the United States.

Done at Washington on the 27th day of January, one thousand nine hundred and nine.

JAMES BRYCE [Seal]
ELIHU ROOT [Seal]

And whereas the parties to the said Agreement have by common accord, in accordance with Article V., constituted as a Tribunal of Arbitration the following Members of the Permanent Court at The Hague—Mr. H. Lammasch, Doctor of Law, Professor of the University of Vienna, Aulic Councillor, Member of the Upper House of the Austrian Parliament; His Excellency Jonkheer A. F. De Savornin Lohman, Doctor of Law, Minister of State, Former Minister of the Interior, Member of the Second Chamber of the Netherlands; the Honourable George Gray Doctor of Laws, Judge of the United States Circuit Court of Appeals, former United States Senator; the Right Honourable Sir Charles Fitzpatrick, Member of the Privy Council, Doctor of Laws, Chief Justice of Canada; the Honourable Luis Maria Drago, Doctor of Law, former Minister of Foreign Affairs of the Argentine Republic, Member of the Law Academy of Buenos Aires;

And whereas, the Agents of the Parties to the said Agreement have duly and in accordance with the terms of the Agreement communicated to this Tribunal their cases, counter cases, printed arguments and other documents;

And whereas Counsel for the Parties have fully presented to this Tribunal their oral arguments in the sittings held between the first assembling of the Tribunal on 1st June, 1910, to the close of the hearings on 12th August, 1910;

Now, therefore, this Tribunal, having carefully considered the said Agreement, cases, counter cases, printed and oral arguments, and the documents presented by either side, after due deliberation, makes the following decisions and awards—

QUESTION I.

To what extent are the following contentions or either of them justified?

It is contended, on the part of Great Britain, that the exercise of the liberty to take fish referred to in the said Article, which the inhabitants of the United States have forever in common with the subjects of His Britannic Majesty, is subject, without the consent of the United States, to reasonable regulation by Great Britain, Canada or Newfoundland in the form of municipal laws, ordinances or rules, as, for example, to regulations in respect of (1) the hours, days or seasons when fish may be taken on the treaty coasts; (2) the method, means and implements to be used in the taking of fish or in the carrying on of fishing operations on such coasts; (3) any other matters of a similar character relating to fishing; such regulations being reasonable, as being, for instance—

(a)—Appropriate or necessary for the protection and preservation of such fisheries and the exercise of the rights of British subjects therein and of the liberty which, by the said Article I., the inhabitants of the United States have therein in common with British subjects;

(b)—Desirable on grounds of public order and morals;

(c)—Equitable and fair as between local fishermen and the inhabitants of the United States exercising the said treaty liberty, and not so framed as to give unfairly an advantage to the former over the latter class.

It is contended, on the part of the United States, that the exercise of such liberty is not subject to limitations or restraints by Great Britain, Canada or Newfoundland in the form of municipal laws, ordinances or regulations in respect of (1) the hours, days or seasons when the inhabitants of the United States may take fish on the treaty coasts, or (2) the method, means and implements used by them in taking fish or in carrying on fishing operations on such coasts, or (3) any other limitations or restraints of similar character—

(a)—Unless they are appropriate and necessary for the protection and preservation of the common rights in such fisheries and the exercise thereof; and

(b)—Unless they are reasonable in themselves and fair as between local fishermen and fishermen coming from the United States, and not so framed as to give an advantage to the former over the latter class; and

(c)—Unless their appropriateness, necessity, reasonableness and fairness be determined by the United States and Great Britain by common accord and the United States concurs in their enforcement.

Question I., thus submitted to the Tribunal, resolves itself into two main contentions—

1st.—Whether the right of regulating reasonably the liberties conferred by the Treaty of 1818 resides in Great Britain;

2nd.—And, if such right does so exist, whether such reasonable exercise of the right is permitted to Great Britain without the accord and concurrence of the United States.

The Treaty of 1818 contains no explicit disposition in regard to the right of regulation, reasonable or otherwise; it neither reserves that right in express terms, nor refers to it in any way. It is therefore incumbent on this Tribunal to answer the two questions above indicated by interpreting the general terms of Article I. of the Treaty, and more especially the words "the inhabi-" tants of the United States shall have forever, in common with the subjects " of His Britannic Majesty, the liberty to take fish of every kind." This interpretation must be conformable to the general import of the instrument, the general intention of the parties to it, the subject matter of the contract, the expressions actually used and the evidence submitted.

Now in regard to the preliminary question as to whether the right of reasonable regulation resides in Great Britain:

Considering that the right to regulate the liberties conferred by the Treaty of 1818 is an attribute of sovereignity, and as such must be held to reside in the territorial sovereign, unless the contrary be provided; and considering that one of the essential elements of sovereignity is that it is to be exercised within territorial limits, and that, failing proof to the contrary, the territory is coterminous with the Sovereignity, it follows that the burden of the assertion involved in the contention of the United States (viz., that the right to regulate does not reside independently in Great Britain, the territorial Sovereign) must fall on the United States. And for the purpose of sustaining this burden, the United States have put forward the following series of propositions, each one of which must be singly considered.

It is contended by the United States—

(1)—That the French right of liberty under the Treaty of 1763, designated also as a liberty, was never subjected to regulation by Great Britain, and therefore the inference is warranted that the American liberties of fishery are similiarly exempted.

The Tribunal is unable to agree with this contention—

(a)—Because, although the French right designated in 1713 merely "an allowance," (a term of even less force than that used in regard to the American fishery) was nevertheless converted, in practice, into an exclusive right, this concession on the part of Great Britain was presumably made because France, before 1713, claimed to be the sovereign of Newfoundland, and, in ceding the Island, had, as the American argument says, "reserved for "the benefit of its subjects the right to fish and to use the strand;"

(b)—Because the distinction between the French and American right is indicated by the different wording of the Statutes for the observance of Treaty obligations towards France and the United States, and by the British Declaration of 1783;

(c)—And, also, because this distinction is maintained in the Treaty with France of 1904, concluded at a date when the American claim was approaching its present stage, and by which certain common rights of regulation are recognized to France.

For the further purpose of such proof, it is contended by the United States—

(2)—That the liberties of fishery, being accorded to the inhabitants of the United States "forever," acquire, by being in perpetuity and unilaterial, a character exempting them from local legislation.

The Tribunal is unable to agree with this contention—

(a)—Because there is no necessary connection between the duration of a grant and its essential status in its relation to local regulation; a right granted in perpetuity may yet be subject to regulation, or, granted temporarily, may yet be exempted therefrom, or being reciprocal may yet be unregulated, or being unilaterial may yet be regulated; as is evidenced by the claim of the United States that the liberties of fishery accorded by the Reciprocity Treaty of 1854 and the Treaty of 1871 were exempt from regulation, though they were neither permanent nor unilaterial;

(b)—Because no peculiar character need be claimed for these liberties in order to secure their enjoyment in perpetuity, as is evidenced by the American negotiators in 1818 asking for the insertion of the word "forever." International law, in its modern development, recognizes that a great number of Treaty obligations are not annulled by war, but at most suspended by it;

(c)—Because the liberty to dry and cure is, pursuant to the terms of the Treaty, provisional and not permanent, and is nevertheless, in respect of the liability to regulation, identical in its nature with, and never distinguished from, the liberty to fish.

For the further purpose of such proof, the United States allege—

(3)—That the liberties of fishery granted to the United States constitute an International servitude in their favour over the territory of Great Britain, thereby involving a derogation from the sovereignity of Great Britain, the servient State, and that therefore Great Britain is deprived, by reason of the grant, of its independent right to regulate the fishery.

The Tribunal is unable to agree with this contention—

(a)—Because there is no evidence that the doctrine of International servitudes was one with which either American or British Statesmen were conversant in 1818, no English publicists employing the term before 1818, and the mention of it in Mr. Gallatin's report being insufficient;

(b)—Because a servitude in the French law, referred to by Mr. Gallatin, can, since the Code, be only real and cannot be personal (Code Civil, art. 686);

(c)—Because a servitude in International law predicates an express grant of a sovereign right and involves an analogy to the relation of praedium dominans and a praedium serviens; whereas by the Treaty of 1818 one State grants a liberty to fish, which is not a sovereign right, but a purely economic right, to the inhabitants of another State;

(d)—Because the doctrine of international servitude in the sense which is now sought to be attributed to it originated in the peculiar and now obsolete conditions prevailing in the Holy Roman Empire, of which the domini terrae were not fully sovereigns; they holding territory under the Roman Empire, subject at least theoretically, and in some respects also practically, to the Courts of that Empire; their right being, moreover, rather of a civil than of a public nature, partaking more of the character of dominium than of imperium, and therefore certainly not a complete sovereignity. And because in contradistinction to this quasi-sovereignity with its incoherent attributes acquired at various times, by various means and not impaired in its character by being incomplete in any one respect or by being limited in favour of another territory and its possessor, the modern State, and particularly Great Britain, has never admitted partition of sovereignty, owing to the constitution of a modern State requiring essential sovereignity and independence;

(e)—Because this doctrine, being but little suited to the principle of sovereignty which prevails in States under a system of constitutional government, such as Great Britain and the United States, and to the present International relations of Sovereign States, has found little, if any, support from modern publicists. It could, therefore, in the general interest of the Community of Nations, and of the Parties to this Treaty, be affirmed by this Tribunal only on the express evidence of an International contract;

(f)—Because even if these liberties of fishery constituted an International servitude, the servitude would derogate from the sovereignity of the servient State only in so far as the exercise of the rights of sovereignity by the servient State would be contrary to the exercise of the servitude right by the dominant State. Whereas it is evident that, though every regulation of the fishery is to some extent a limitation, as it puts limits to the exercise of the fishery at will, yet such regulations as are reasonable and made for the purpose of securing and preserving the fishery, and its exercise for the common benefit, are clearly to be distinguished from those restrictions and "molestations," the annulment of which was the purpose of the American demands formulated by Mr. Adams in 1782, and such regulations consequently cannot be held to be inconsistent with a servitude;

(g)—Because the fishery to which the inhabitants of the United States were admitted in 1783, and again in 1818, was a regulated fishery, as is evidenced by the following regulations—

Act 15, Charles II., Cap. 16, s. 7 (1663) forbidding "to lay any seine or other net in or near any harbour in Newfoundland, whereby to take the spawn or young fry of the Poor-John, or for any other use or uses, except for the taking of bait only," which had not been superseded either by the order in council of March 10th, 1670, or by the statute 10 and XI. Wm. III., Cap. 25, 1699. The order in council provides expressly for the obligation "to sub-

mit unto and to observe all rules and orders as are now or hereafter shall be established," an obligation which cannot be read as referring only to the rules established by this very act, and having no reference to anteceding rules "as are now established." In a similar way, the statute of 1699 preserves in force prior legislation, conferring the freedom of fishery only "as fully and freely as at any time heretofore." The order in council, 1670, provides that the Admirals, who always were fishermen, arriving from an English or Welsh port, "see that His Majesty's rules and orders concerning the regulation of the fisheries are duly put in execution" (Sec. 13). Likewise the Act 10 and XI., Wm. III., Cap. 25 (1699) provides that the Admirals do settle differences between the fishermen arising in respect of the places to be assigned to the different vessels. As to Nova Scotia, the proclamation of 1665 ordains that no one shall fish without license; that the licensed fishermen are obliged "to observe all laws and orders which now are made and published, or shall hereafter be made and published in this jurisdiction," and that they shall not fish on the Lord's day and shall not take fish at the time they come to spawn. The judgment of the Chief Justice of Newfoundland, October 26th, 1820, is not held by the Tribunal sufficient to set aside the proclamations referred to. After 1783, the Statute 26, Geo. III., Cap. 26, 1786, forbids "the use, on the shores of Newfoundland, of seines or nets for catching cod by hauling on shore or taking into boat, with meshes less than four inches;" a prohibition which cannot be considered as limited to the bank fishery. The act for regulating the fisheries of New Brunswick, 1793, which forbids "the placing of nets or seines across any cove or creek in the Province so as to obstruct the natural course of fish," and which makes specific provision for fishing in the Harbour of St. John, as to the manner and time of fishing, cannot be read as being limited to fishing from the shore. The act for regulating the fishing on the coast of Northumberland (1799) contains very elaborate dispositions concerning the fisheries in the Bay of Miramichi, which were continued in 1823, 1829 and 1834. The statutes of Lower Canada, 1788 and 1807, forbid the throwing overboard of offal. The fact that these acts extend the prohibition over a greater distance than the first marine league from the shore may make them non-operative against foreigners without the territorial limits of Great Britain, but is certainly no reason to deny their obligatory character for foreigners within these limits;

(h)—Because the fact that Great Britain rarely exercised the right of regulation in the period immediately succeeding 1818 is to be explained by various circumstances and is not evidence of the non-existence of the right;

(i)—Because the words "in common with British subjects" tend to confirm the opinion that the inhabitants of the United States were admitted to a regulated fishery;

(j)—Because the statute of Great Britain, 1819, which gives legislative sanction to the Treaty of 1818, provides for the making of "regulations with relation to the taking, drying and curing of fish by inhabitants of the United States in 'common.' "

For the purpose of such proof, it is further contended by the United States, in this latter connection—

(4)—That the words "in common with British subjects," used in the Treaty, should not be held as importing a common subjection to regulation, but as intending to negative a possible pretention on the part of the inhabitants of the United States to liberties of fishery exclusive of the right of British subjects to fish.

The Tribunal is unable to agree with this contention—

(a)—Because such an interpretation is inconsistent with the historical basis of the American fishing liberty. The ground on which Mr. Adams founded the American right in 1782 was that the people then constituting the United States had always, when still under British rule, a part in these fisheries and that they must continue to enjoy their past right in the future. He proposed "that the subjects of His Britannic Majesty and the people of the United States shall continue to enjoy unmolested the right to take fish . . . . . where the inhabitants of both countries used, at any time heretofore, to fish." The theory of the partition of the fisheries, which by the American negotiators had been advanced with so much force, negatives the assumption that the United States could ever pretend to an exclusive right to fish on the British shores; and to insert a special disposition to that end would have been wholly superfluous;

(b)—Because the words "in common" occur in the same connexion in the Treaty of 1818 as in the Treaties of 1854 and 1871. It will certainly not be suggested that in these Treaties of 1854 and 1871 the American negotiators meant by inserting the words "in common" to imply that without these words American citizens would be precluded from the right to fish on their own coasts, and that, on American shores, British subjects should have an exclusive privilege. It would have been the very opposite of the concept of territorial waters to suppose that, without special treaty-provision, British subjects could be excluded from fishing in British waters. Therefore that cannot have been the scope and the sense of the words "in common;"

(c)—Because the words "in common" exclude the supposition that American inhabitants were at liberty to act at will for the purpose of taking fish, without any regard to the co-existing rights of other persons entitled to do the same thing; and because these words admit them only as members of a social community, subject to the ordinary duties binding upon the citi-

zens of that community, as to the regulations made for the common benefit; thus avoiding the "bellum omnium contra omnes" which would otherwise arise in the exercise of this industry;

(d)—Because these words are such as would naturally suggest themselves to the negotiators of 1818 if their intention had been to express a common subjection to regulations as well as a common right.

In the course of the Argument, it has been alleged by the United States—

(5)—That the Treaty of 1818 should be held to have entailed a transfer or partition of sovereignity, in that it must in respect to the liberties of fishery be interpreted in its relation to the Treaty of 1783; and that this latter Treaty was an act of partition of sovereignity and of separation, and as such was not annulled by the war of 1812.

Although the Tribunal is not called upon to decide the issue whether the Treaty of 1783 was a treaty of partition or not, the questions involved therein having been set at rest by the subsequent Treaty of 1818, nevertheless the Tribunal could not forbear to consider the contention on account of the important bearing the controversy has upon the true interpretation of the Treaty of 1818. In that respect, the Tribunal is of opinion—

(a)—That the right to take fish was accorded as a condition of peace to a foreign people; wherefore the British negotiators refused to place the right of British subjects on the same footing with those of American inhabitants; and further, refused to insert the words also proposed by Mr. Adams —"continue to enjoy"—in the second branch of Art. III. of the Treaty of 1783;

(b)—That the Treaty of 1818 was in different terms, and very different in extent, from that of 1783, and was made for different considerations. It was, in other words, a new grant.

For the purpose of such proof it is further contended by the United States—

(6)—That as contemporary Commercial Treaties contain express provisions for submitting foreigners to local legislation, and the Treaty of 1818 contains no such provisions, it should be held, a contrario, that inhabitants of the United States exercising these liberties are exempt from regulation.

The Tribunal is unable to agree with this contention—

(a)—Because the Commercial Treaties contemplated did not admit foreigners to all and equal rights, seeing that local legislation excluded them

from many rights of importance, e.g., that of holding land; and the purport of the provisions in question consequently was to preserve these discriminations. But no such discriminations existing in the common enjoyment of the fishery by American and British fishermen, no such provision was required;

(b)—Because no proof is furnished of similar exemptions of foreigners from local legislation in default of Treaty stipulations subjecting them hereto;

(c)—Because no such express provision for subjection of the nationals of either Party to local law was made either in this Treaty, in respect to their reciprocal admission to certain territories as agreed in Art. III., or in Art. III. of the Treaty of 1794; although such objection was clearly contemplated by the Parties.

For the purpose of such proof, it is further contended by the United States—

(7)—That, as the liberty to dry and cure on the Treaty Coasts and to enter bays and harbours on the Non-Treaty Coasts are both subjected to conditions, and the latter to specific restrictions, it should therefore be held that the liberty to fish should be subjected to no restrictions, as none are provided for in the Treaty.

The Tribunal is unable to apply the principle of "expressio unius exclusio alterius" to this case—

(a)—Because the conditions and restrictions as to the liberty to dry and cure on the shore and to enter the harbours are limitations of the rights themselves, and no restrictions of their exercise. Thus the right to dry and cure is limited in duration, and the right to enter bays and harbours is limited to particular purposes—

(b)—Because these restrictions of the right to enter bays and harbours applying solely to American fishermen must have been expressed in the Treaty, whereas regulations of the fishery, apply equally to American and British, are made by right of territorial sovereignity.

For the purpose of such proof, it has been contended by the United States—

(8)—That Lord Bathurst, in 1815, mentioned the American right under the Treaty of 1783 as a right to be exercised "at the discretion of the United States;" and that should be held as to be derogatory to the claim of exclusive regulation by Great Britain.

But the Tribunal is unable to agree with this contention—

(a)—Because these words implied only the necessity of an express stipulation for any liberty to use foreign territory at the pleasure of the grantee, without touching any question as to regulation;

(b)—Because in this same letter Lord Bathurst characterized this right as a policy "temporary and experimental, depending on the use that might be made of it, on the condition of the islands and places where it was to be exercised, and the more general conveniences or inconveniences from a military, naval and commercial point of view;" so that it cannot have been his intention to acknowledge the exclusion of British interference with this right;

(c)—Because Lord Bathurst, in his note to Governor Sir C. Hamilton, in 1819, orders to Governor to take care that the American fishery on the coast of Labrador be carried on **in the same manner** as previous to the late war; showing that he did not interpret the Treaty just signed as a grant conveying absolute immunity from interference with the American fishery right.

For the purpose of such proof, it is further contended by the United States—

(9)--That on various other occasions following the conclusion of the Treaty, as evidenced by official correspondence, Great Britain made use of expressions inconsistent with the claim to a right of regulation.

The Tribunal, unwilling to invest such expressions with an importance entitling them to affect the general question, considers that such conflicting or inconsistent expressions as have been exposed on either side are sufficiently explained by their relations to ephemeral phases of a controversy of almost secular duration, and should be held to be without direct effect on the principal and present issues.

Now with regard to the second contention involved in Question I., as to whether the right of regulation can be reasonably exercised by Great Britain without the consent of the United States—

Considering that the recognition of a concurrent right of consent in the United States would affect the independence of Great Britain, which would become dependent on the Government of the United States for the exercise of its sovereign right of regulation, and considering that such a co-dominium would be contrary to the constitution of both sovereign states; the burden of proof is imposed on the United States to show that the independence of Great Britain was thus impaired by international contract in 1818 and that a co-dominium was created.

For the purpose of such proof, it is contended by the United States—

(10)—That a concurrent right to co-operate in the making and enforcement of regulations is the only possible and proper security to their inhabitants for the enjoyment of their liberties of fishery, and that such a right must be held to be implied in the grant of those liberties by the Treaty under interpretation.

The Tribunal is unable to accede to this claim on the ground of a right so implied—

(a)—Because every State has to execute the obligations incurred by Treaty bona fide, and is urged thereto by the ordinary sanctions of International Law in regard to observance of Treaty obligations. Such sanctions are, for instance, appeal to public opinion, publication of correspondence, censure by Parliamentary vote, demand for arbitration with the odium attendant on a refusal to arbitrate, rupture of relations, reprisal, etc. But no reason has been shown why this Treaty, in this respect, should be considered as different from every other Treaty under which the right of a State to regulate the action of foreigners admitted by it on its territory is recognized;

(b)—Because the exercise of such a right of consent by the United States would predicate an abandonment of its independence in this respect by Great Britain, and the recognition by the latter of a concurrent right of regulation in the United States. But the Treaty conveys only a liberty to take fish in common, and neither directly nor indirectly conveys a joint right of regulation;

(c)—Because the Treaty does not convey a common right of fishery, but a liberty to fish in common. This is evidenced by the attitude of the United States Government in 1823, with respect to the relations of Great Britain and France in regard to the fishery;

(d)—Because if the consent of the United States were requisite for the fishery, a general veto would be accorded them, the full exercise of which would be socially subversive and would lead to the consequence of an unregulatable fishery;

(e)—Because the United States cannot by assent give legal force and validity to British legislation;

(f)—Because the liberties to take fish in British territorial waters and to dry and cure fish on land in British territory are in principle on the same footing; but in practice a right of co-operation in the elaboration and enforcement of regulations in regard to the latter liberty (drying and curing fish on land) is unrealisable.

In any event, Great Britain, as the local sovereign, has the duty of preserving and protecting the fisheries. In so far as it is necessary for that purpose, Great Britain is not only entitled, but obliged, to provide for the protection and preservation of the fisheries; always remembering that the exercise of this right of legislation is limited by the obligation to execute the Treaty in good faith. This has been admitted by counsel and recognized by Great Britain in limiting the right of regulation to that of reasonable regulation. The inherent defect of this limitation of reasonableness, without any sanction except in diplomatic remonstrance, has been supplied by the submission to arbitral reward as to existing regulations in accordance with Arts. II. and III. of the Special Agreement, and as to further regulation by the obligation to submit their reasonableness to an arbitral test in accordance with Art. IV. of the Agreement.

It is finally contended by the United States—

That the United States did not expressly agree that the liberty granted to them could be subjected to any restriction that the grantor might choose to impose, on the ground that in her judgment such restriction was reasonable. And that while admitting that all laws of a general character, controlling the conduct of men within the territory of Grreat Britain, are effective, binding and beyond objection by the United States, and competent to be made upon the sole determination of Great Britain or her colony, without accountability to anyone whomsoever; yet there is somewhere a line, beyond which it is not competent for Great Britain to go, or beyond which she cannot rightfully go, because to go beyond it would be an invasion of the right granted to the United States in 1818. That the legal effect of the grant of 1818 was not to leave the determination as to where that line is to be drawn to the uncontrolled judgment of the grantor, either upon the grantor's consideration as to what would be a reasonable exercise of its sovereignity over the British Empire, or upon the grantor's consideration of what would be a reasonable exercise thereof towards the grantee.

But this contention is founded on assumptions, which this Tribunal cannot accept, for the following reasons, in addition to those already set forth—

(a)—Because the line by which the respective rights of both Parties accruing out of the Treaty are to be circumscribed, can refer only to the right granted by the Treaty; that is to say, to the liberty of taking, drying and curing fish by American inhabitants in certain British waters in common with British subjects, and not to the exercise of rights of legislation by Great Britain not referred to in the Treaty;

(b)—Because a line which would limit the exercise of sovereignity of a State within the limits of its own territory can be drawn only on the ground of express stipulation, and not by implication from stipulations concerning a different subject-matter;

(c)—Because the line in question is drawn according to the principle of international law that treaty obligations are to be executed in perfect good faith, therefore excluding the right to legislate **at will** concerning the subject-matter of the Treaty, and limiting the exercise of sovereignity of the States bound by a treaty with respect to that subject-matter to such acts as are consistent with the treaty;

(d)—Because on a true construction of the Treaty the question does not arise whether the United States agreed that Great Britain should retain the right to legislate with regard to the fisheries in her own territory; but whether the Treaty contains an abdication by Great Britain of the right which Great Britain, as the sovereign power, undoubtedly possessed when the Treaty was made, to regulate those fisheries;

(e)—Because the right to make reasonable regulations, not inconsistent with the obligations of the Treaty, which is all that is claimed by Great Britain, for a fishery which both Parties admit requires regulations for its preservation, is not a restriction of or an invasion of the liberty granted to the inhabitants of the United States. This grant does not contain words to justify the assumption that the sovereignity of Great Britain upon its own territory was in any way affected; nor can words be found in the treaty transferring any part of that sovereignity to the United States. Great Britain assumed only duties with regard to the exercise of its sovereignity. The sovereignity of Great Britain over the coastal waters and territory of Newfoundland remains after the Treaty as unimpaired as it was before. But from the Treaty results an obligatory relation whereby the right of Great Britain to exercise its right of sovereignity by making regulations is limited to such regulations as are made in good faith, and are not in violation of the Treaty;

(f)—Finally, to hold that the United States, the grantee of the fishing right, has a voice in the preparation of fishery legislation involves the recognition of a right in that country to participate in the internal legislation of Great Britain and her Colonies, and to that extent would reduce these countries to a state of dependence.

While, therefore, unable to concede the claim of the United States, as based on the Treaty, this Tribunal considers that such claim has been, and is to some extent, conceded in the relations now existing between the two Parties. Whatever may have been the situation under the Treaty of 1818 standing alone, the exercise of the right of regulation inherent in Great Britain has been, and is, limited by the repeated recognition of the obligations already referred to, by the limitations and liabilities accepted in the Special Agreement, by the unequivocal position assumed by Great Britain in the presentation of its case before this Tribunal, and by the consequent view of this Tribunal that it would be consistent with all the circumstances, as re-

vealed by this record, as to the duty of Great Britain, that she should submit the reasonableness of any future regulation to such an impartial arbitral test, affording full opportunity therefor, as is hereafter recommended under the authority of Article IV. of the Special Agreement, whenever the reasonableness of any regulation is objected to or challenged by the United States in the manner, and within the time hereinafter specified in the said recommendation.

Now, therefore, this Tribunal decides and awards as follows—

The right of Great Britain to make regulations without the consent of the United States, as to the exercise of the liberty to take fish, referred to in Article I. of the Treaty of October 20th, 1818, in the form of municipal laws, ordinances or rules of Great Britain, Canada or Newfoundland is inherent to the sovereignity of Great Britain.

The exercise of that right by Great Britain is, however, limited by the said Treaty in respect of the said liberties therein granted to the inhabitants of the United States in that such regulations must be made bona fide and must not be in violation of the said Treaty.

Regulations which are (1) appropriate or necessary for the protection and preservation of such fisheries, or (2) desirable or necessary on grounds of public order and morals without unnecessarily interfering with the fishery itself, and in both cases equitable and fair as between local and American fishermen, and not so framed as to give unfairly an advantage to the former over the latter class, are not inconsistent with the obligation to execute the Treaty in good faith, and are therefore reasonable and not in violation of the Treaty.

For the decision of the question whether a regulation is or is not reasonable, as being or not in accordance with the dispositions of the Treaty and not in violation thereof, the Treaty of 1818 contains no special provision. The settlement of differences in this respect that might arise thereafter was left to the ordinary means of diplomatic intercourse. By reason, however, of the form in which Question I. is put, and by further reason of the admission of Great Britain by her counsel before this Tribunal, that it is not now for either of the Parties to the Treaty to determine the reasonableness of any such regulation, if contested, must be decided, not by either of the Parties, but by an impartial authority, in accordance with the principles hereinabove laid down, and in the manner proposed in the recommendations made by the Tribunal in virtue of Article IV. of the Agreement.

The Tribunal further decides that Article IV. of the Agreement is, as stated by counsel of the respective Parties at the argument, permanent in its effect, and not terminable by the expiration of the General Arbitration Treaty of 1908, between Great Britain and the United States.

In execution, therefore, of the responsibilities imposed upon this Tribunal in regard to Articles II., III. and IV. of the Special Agreement, we hereby pronounce in their regard as follows—

AS TO ARTICLE II.

Pursuant to the provisions of this Article, hereinbefore cited, either Party has called the attention of this Tribunal to acts of the other claimed to be inconsistent with the true interpretation of the Treaty of 1818.

But, in response to a request from the Tribunal, recorded in Protocol No. XXVI., of 19th July, for an exposition of the grounds of such objections, the Parties replied as reported in Protocol No. XXX., of 28th July, to the following effect—

His Majesty's Government considered that it would be unnecessary to call upon the Tribunal for an opinion under the second clause of Article II., in regard to the executive act of the United States of America in sending warships to the territorial waters in question, in view of the recognized motives of the United States of America in taking this action and of the relations maintained by their representatives with the local authorities. And this being the sole act to which the attention of this Tribunal has been called by His Majesy's Government, no further action in their behalf is required from this Tribunal under Article II.

The United States of America presented a statement in which their claim that specific provisions of certain legislative and executive acts of the Governments of Canada and Newfoundland were inconsistent with the true interpretation of the Treaty of 1818 was based on the contention that these provisions were not "reasonable" within the meaning of Question I.

After calling upon this Tribunal to express an opinion on these acts, pursuant to the second clause of Article II., the United States of America pointed out in that statement that under Article III. any question regarding the reasonableness of any regulation might be referred by the Tribunal to a Commission of expert specialists, and expressed an intention of asking for such reference under certain circumstances.

The Tribunal, having carefully considered the counter-statement presented on behalf of Great Britain at the session of August 2nd, is of opinion that the decision on the reasonableness of these regulations requires expert information about the fisheries themselves and an examination of the practical effect of a great number of these provisions in relation to the conditions surrounding the exercise of the liberty of fishing enjoyed by the inhabitants of the United States, as contemplated by Article III. No further action on behalf of the United States is therefore required from this Tribunal, under Article II.

AS TO ARTICLE III.

As provided in Article III., hereinbefore cited and above referred to, "any question regarding the reasonableness of any regulation, or otherwise, which requires an examination of the practical effect of any provisions surrounding the exercise of the liberty of fishery enjoyed by the inhabitants of the United States, or which requires expert information about the fisheries themselves, may be referred by this Tribunal to a Commission of expert specialists; one to be designated by each of the Parties here, and the third, who shall not be a national of either Party, to be designated by the Tribunal."

The Tribunal now, therefore, calls upon the Parties to designate within one month their national Commissioners for the expert examination of the questions submitted.

As the third non-national Commissioner, this Tribunal designates Doctor P. P. C. Hoek, Scientific Adviser for the Fisheries of the Netherlands, and if any necessity arises therefor a substitute may be appointed by the President of this Tribunal.

After a reasonable time, to be agreed on by the Parties, for the expert Commission to arrive at a conclusion, by conference, or, if necessary, by local inspection, the Tribunal shall, if convoked by the President at the request of either Party, thereupon at the earliest convenient date, reconvene to consider the report of the Commission, and if it be on the whole unanimous, shall incorporate it in the award. If not on the whole unanimous, i. e., on all points which, in the opinion of the Tribunal, are of essential importance, the Tribunal shall make its award as to the regulations concerned after consideration of the conclusions of the expert Commissioners and after hearing argument by counsel.

But while recognizing its responsibilities to meet the obligations imposed on it under Article III. of the Special Agreement, the Tribunal hereby recommends as an alternative to having recourse to a reconvention of this Tribunal, that the Parties should accept the unanimous opinion of the Commission or the opinion of the non-national Commissioner on any points in dispute as an arbitral award rendered under the provisions of Chapter IV. of The Hague Convention of 1907.

AS TO ARTICLE IV.

Pursuant to the provisions of this Article, hereinbefore cited, this Tribunal recommends for the consideration of the Parties the following rules and method of procedure under which all questions which may arise in the future regarding the exercise of the liberties above referred to may be determined in accordance with the principles laid down in this award.

1

All future municipal laws, ordinances or rules for the regulation of the fishery by Great Britain in respect of (1) the hours, days or seasons when fish may be taken on the Treaty coasts; (2) the method, means and implements used in the taking of fish or in carrying on fishing operations; (3) any other regulation of a similar character shall be published in the London Gazette two months before going into operation.

Similar regulation by Canada or Newfoundland shall be similarly published in the Canadian Gazette and the Newfoundland Gazette respectively.

2

If the Government of the United States considers any such laws or regulations inconsistent with the Treaty of 1818, it is entitled to so notify the Government of Great Britain within the two months referred to in Rule No. I.

3

Any law or regulation so notified shall not come into effect with respect to inhabitants of the United States until the Permanent Mixed Fishery Commission has decided that the regulation is reasonable within the meaning of this award.

4

Permanent Mixed Fishery Commissions for Canada and Newfoundland, respectively, shall be established for the decision of such questions as to the reasonableness of future regulations, as contemplated by Article IV. of the Special Agreement; these Commissions shall consist of an expert national appointed by either Party for five years. The third member shall not be a national of either Party; he shall be nominated for five years, by agreement of the Parties, or failing such agreement within two months, he shall be nominated by Her Majesty the Queen of the Netherlands. The two national members shall be convoked by the Government of Great Britain within one month from the date of notification by the Government of the United States.

5

The two national members having failed to agree within one month, within another month the full Commission, under the presidency of the umpire, is to be convoked by Great Britain. It must deliver its decision, if the two Governments do not agree otherwise, at the latest in three months. The umpire shall conduct the procedure, in accordance with that provided in Chapter IV. of the Convention for the Pacific Settlement of International Disputes, except in so far as herein otherwise provided.

6

The form of convocation of the Commission, including the terms of reference of the question at issue, shall be as follows—"The provision hereinafter fully set forth of an Act dated , published in the , has been notified to the Government of Great Britain by the Government of the United States, under date of , as provided by the award of The Hague Tribunal of September 7th, 1910.

"Pursuant to the provision of that award, the Government of Great Britain hereby convokes the Permanent Mixed Fishery Commission for (Canada-Newfoundland), composed of Commissioner of the United States of America, and of Commissioner for (Canada-Newfoundland), which shall meet at and render a decision within one month as to whether the provision so notified is reasonable and consistent with the Treaty of 1818, as interpreted by the award of The Hague Tribunal of September 7th, 1910, and, if not, in what respect it is unreasonable and inconsistent therewith.

"Failing an agreement on this question within one month, the Commission shall so notify the Government of Great Britain, in order that the further action required by that award may be taken for the decision of the above question.

"The provision is as follows—

7

The unanimous decision of the two national Commissioners, or the majority decision of the Umpire and one Commissioner, shall be final and binding.

QUESTION II.

Have the inhabitants of the United States, while exercising the liberties referred to in said Article, a right to employ as members of the fishing crews of their vessels persons not inhabitants of the United States?

In regard to this question, the United States claim in substance—

1.—That the liberty assured to their inhabitants by the Treaty plainly includes the right to use all the means customary or appropriate for fishing upon the sea, not only ships and nets and boats, but crews to handle the ships and the nets and the boats;

2.—That no right to control or limit the means which these inhabitants shall use in fishing can be admitted unless it is provided in the terms of the Treaty and no right to question the nationality or inhabitancy of the crews employed is contained in the terms of the Treaty.

And Great Britain claims—

1.—That the Treaty confers the liberty to inhabitants of the United States exclusively;

2.—That the Governments of Great Britain, Canada or Newfoundland may, without infraction of the Treaty, prohibit persons from engaging as fishermen in American vessels.

Now considering (1) that the liberty to take fish is an economic right attributed by the Treaty; (2) that it is attributed to inhabitants of the United States, without any mention of their nationality; (3) that the exercise of an economic right includes the right to employ servants; (4) that the right of employing servants has not been limited by the Treaty to the employment of persons of a distinct nationality or inhabitancy; (5) that the liberty to take fish as an economic liberty refers not only to the individuals doing the manual act of fishing, but also to those for whose profit the fish are taken.

But considering that the Treaty does not intend to grant to individual persons or to a class of persons the liberty to take fish in certain waters "in common," that is to say in company with individual British subjects, in the sense that no law could forbid British subjects to take service on American fishing ships (2) that the Treaty intends to secure to the United States a share of the fisheries designated therein, not only in the interest of a certain class of individuals, but also in the interest of both the United States and Great Britain, as appears from the evidence and notably from the correspondence between Mr. Adams and Lord Bathurst in 1815; (3) that the inhabitants of the United States do not derive the liberty to take fish directly from the Treaty, but from the United States Government as party to the Treaty with Great Britain, and moreover exercising the right to regulate the conditions under which its inhabitants may enjoy the granted liberty; (4) that it is in the interest of the inhabitants of the United States that the fishing liberty granted to them may be restricted to exercise by them and removed from the enjoyment of other aliens not entitled by this Treaty to participate in the fisheries; (5) that such restriction have been throughout enacted in the British Statute of June 15, 1819, and that of June 3, 1824, to this effect, that no alien or stranger whatsoever shall fish in the waters designated therein, except in so far as by treaty thereto entitled, and that this exception will, in virtue of the Treaty of 1818, as hereinabove interpreted by this award, exempt from these statutes American fishermen fishing by the agency of non-inhabitant aliens employed in their service; (6) that the Treaty does not affect the sovereign right of Great Britain as to aliens, non-inhabitants of the United States, nor the right of Great Britain to regulate the engagement of British subjects, while these aliens or British subjects are on British territory.

Now, therefore, in view of the preceding considerations, this Tribunal is of opinion that the inhabitants of the United States, while exercising the liberties referred to in the said article, have a right to employ, as members of the fishing crews of their vessels, persons not inhabitants of the United States

But in view of the preceding considerations, the Tribunal, to prevent any misunderstanding as to the effect of its award, expresses the opinion that non-inhabitants employed as members of the fishing crews of United States vessels derive no benefit or immunity from the Treaty, and it is so decided and awarded.

QUESTION III.

Can the exercise by the inhabitants of the United States of the liberties referred to in the said Article be subjected, without the consent of the United States, to the requirements of entry or report at custom houses or the payment of light or harbour or other dues, or to any other similar requirement or condition or exaction?

The Trbiunal is of opinion as follows—

It is obvious that the liberties referred to in this question are those that relate to taking fish and to drying and curing fish on certain coasts as prescribed in the Treaty of October 20, 1818. The exercise of these liberties by the inhabitants of the United States in the prescribed waters to which they relate, has no reference to any commercial privileges which may or may not attach to such vessels by reason of any supposed authority outside the Treaty, which itself confers no commercial privileges whatever upon the inhabitants of the United States or the vessels in which they may exercise the fishing liberty. It follows, therefore, that when the inhabitants of the United States are not seeking to exercise the commercial privileges accorded to trading vessels for the vessels in which they are exercising the granted liberty of fishing, they ought not to be subjected to requirements as to report and entry at custom houses that are only appropriate to the exercise of commercial privileges. The exercise of the fishing liberty is distinct from the exercise of commercial or trading privileges and it is not competent for Great Britain or her colonies to impose upon the former exactions only appropriate to the latter. The reasons for the requirements enumerated in the case of commercial vessels, have no relation to the case of fishing vessels.

We think, however, that the requirement that American fishing vessels should report, if proper conveniences and an opportunity for doing so are provided, is not unreasonable or inappropriate. Such a report, while serving the purpose of a notification of the presence of a fishing vesseel in the treaty waters for the purpose of exercising the treaty liberty, while it gives an opportunity for a proper surveillance of such vessel by revenue officers, may also serve to afford to such fishing vessel protection from interference in the

exercise of the fishing liberty. There should be no such requirement, however, unless reasonably convenient opportunity therefor be afforded in person or by telegraph, at a custom house or to a customs official.

The Tribunal is also of opinion that light and harbour dues, if not imposed on Newfoundland fishermen, should not be imposed on American fishermen while exercising the liberty granted by the Treaty. To impose such dues on American fishermen only would constitute an unfair discrimination between them and Newfoundland fishermen and one inconsistent with the liberty granted to American fishermen to take fish, etc., "in common with the subjects of His Britannic Majesty."

Further, the Tribunal considers that the fulfilment of the requirement as to report by fishing vessels on arrival at the fishery would be greatly facilitated in the interests of both parties by the adoption of a system of registration, and distinctive marking of the fishing boats of both parties, analogous to that established by Articles V. to XIII., inclusive, of the International Convention signed at The Hague, May 8, 1882, for the regulation of the North Sea Fisheries.

The Tribunal, therefore, decides and awards as follows—

The requirement than an American fishing vessel should report, if proper conveniences for doing so are at hand, is not unreasonable, for the reasons stated in the foregoing opinion. There should be no such requirement, however, unless there be reasonably convenient opportunity afforded to report in person or by telegraph, either at a custom house or to a customs official.

But the exercise of the fishing liberty by the inhabitants of the United States should not be subjected to the purely commercial formalities of report, entry and clearance at a custom house, nor to light, harbour or other dues not imposed upon Newfoundland fishermen.

QUESTION IV.

Under the provision of the said Article, that the American fishermen shall be admitted to enter certain bays or harbours for shelter, repairs, wood or water, and for no other purpose whatever, but that they shall be under such restrictions as may be necessary to prevent their taking, drying or curing fish therein or in any other manner whatever abusing the privileges thereby reserved to them, is it permissible to impose restrictions, making the exercise of such privileges conditional upon the payment of light or harbour or other dues, or entering or reporting at custom houses or any similar conditions?

The Tribunal is of opinion that the provision in the first Article of the Treaty of October 20th, 1818, admitting American fishermen to enter certain bays or harbours for shelter, repairs, wood and water, and for no other pur-

pose whatever, is an exercise in large measure of those duties of hospitality and humanity which all civilized nations impose upon themselves and expect the performance of from others. The enumerated purposes for which entry is permitted all relate to the exigencies in which those who pursue their perilous calling on the sea may be involved. The proviso which appears in the first article of the said Treaty immediately after the so-called renunciation clause, was doubtless due to a recognition by Great Britain of what was expected from the humanity and civilization of the then leading commercial nation of the world. To impose restrictions making the exercise of such privileges conditional upon the payment of light, harbour or other dues, or entering and reporting at custom houses, or any similar conditions, would be inconsistent with the grounds upon which such privileges rest, and therefore is not permissible.

And it is decided and awarded that such restrictions are not permissible.

It seems reasonable, however, in order that these privileges accorded by Great Britain on these grounds of hospitality and humanity should not be abused, that the American fishermen entering such bays for any of the four purposes aforesaid and remaining more than forty-eight hours therein, should be required, if thought necessary by Great Britain or the Colonial Government, to report, either in person or by telegraph, at a custom house or to a customs official, if reasonably convenient opportunity therefor is afforded.

And it is so decided and awarded.

QUESTION V.

From where must be measured the "three marine miles of any of the coasts, bays, creek or harbours" referred to in the said Article?

In regard to this question, Great Britain claims that the renunciation applies to all bays generally; and

The United States contend that it applies to bays of a certain class or condition.

Now, considering that the Treaty used the general term "bays" without qualification, the Tribunal is of opinion that these words of the Treaty must be interpreted in a general sense as applying to every bay on the coast in question that might be reasonably supposed to have been considered as a bay by the negotiators of the Treaty under the general conditions then prevailing, unless the United States can adduce satisfactory proof that any restrictions or qualifications of the general use of the term were or should have been present to their minds.

And for the purpose of such proof, the United States contend—

1*.—That while a State may renounce the treaty right to fish in foreign territorial waters, it cannot renounce the natural right to fish on the High Seas.

But the Tribunal is unable to agree with this contention. Because though a State cannot grant rights on the High Seas, it certainly can abandon the exercise of its right to fish on the High Seas within certain definite limits. Such an abandonment was made with respect to their fishing rights in the waters in question by France and Spain in 1763. By a convention between the United Kingdom and the United States in 1846, the two countries assumed ownership over waters in Fuca Straits at distance from the shores as great as seventeen miles.

The United States contend moreover—

2*.—That by the use of the term "liberty to fish" the United States manifested the intention to renounce the liberty in the waters referred to only in so far as that liberty was dependent upon or derived from a concession on the part of Great Britain, and not to renounce the right to fish in those waters where it was enjoyed by virtue of their natural right as an independent State.

But the Tribunal is unable to agree with this contention—

(a)—Because the term "liberty to fish" was used in the renunciatory clause of the Treaty of 1818 because the same term had been previously used in the Treaty of 1783 which gave the liberty; and it was proper to use in the renunciation clause the same term that was used in the grant with respect to the object of the grant; and, in view of the terms of the grant, it would have been improper to use the term "right" in the renunciation. Therefore the conclusion drawn from the use of the term "liberty" instead of the term "right" is not justified;

(b)—Because the term "liberty" was a term properly applicable to the renunciation, which referred not only to fishing in the territorial waters, but also to drying and curing on the shore. This latter right was undoubtedly held under the provisions of the Treaty and was not a right accruing to the United States by virtue of any principle of International law.

3*.—The United States also contend that the term "bays of His Britannic Majesty's Dominions," in the renunciatory clause, must be read as including only those bays which were under the territorial sovereignity of Great Britain.

But the Tribunal is unable to accept this contention—

(a)—Because the description of the coast on which the fishery is to be exercised by the inhabitants of the United States is expressed throughout the Treaty of 1818 in geographical terms and not by reference to political control; the Treaty describes the coast as contained between capes;

(b)—Because to express the political concept of dominions as equivalent to sovereignity, the word "dominion" in the singular would have been an adequate term, and not "dominions" in the plural; this latter term having a recognized and well settled meaning as descriptive of those portions of the earth which owe political allegiance to His Majesty; e.g., "His Britannic Majesty's Dominions beyond the Seas."

4*.—It has been further contended by the United States that the renunciation applies only the bays six miles or less in width "inter fauces terrae," those bays only being territorial bays, because the three mile rule is, as shown by this Treaty, a principle of international law applicable to coasts and should be strictly and systematically applied to bays.

But the Tribunal is unable to agree with this contention—

(a)—Because admittedly the geographical character of a bay contains conditions which concern the interests of the territorial sovereign to a more intimate and important extent than do those connected with the open coast. Thus conditions of national and territorial integrity, of defence, of commerce and of industry are all vitally concerned with the control of the bays penetrating the national coast line. This interest varies, speaking generally in proportion to the penetration inland of the bay; but as no principle of international law recognizes any specified relation between the concavity of the bay and the requirements for control by the territorial sovereignity, this Tribunal is unable to qualify by the application of any new principle its interpretation of the Treaty of 1818 as excluding bays in general from the strict and systematic application of the three mile rule; nor can this Tribunal take cognizance in this connection of other principles concerning the territorial sovereignity over bays such as ten mile or twelve mile limits of exclusion based on international acts subsequent to the Treaty of 1818 and relating to coasts of a different configuration and conditions of a different character;

(b)—Because the opinion of jurists and publicists quoted in the proceeding conduce to the opinion that, speaking generally, the three mile rule should not be strictly and systematically applied to bays;

(c)—Because the treaties referring to these coasts, antedating the Treaty of 1818, made special provisions as to bays, such as the Treaties of 1686 and

1713, between Great Britain and France, and especially the Treaty of 1778, between the United Statute and France. Likewise Jay's Treaty of 1794, Art. 25, distinguished bays from the space "within cannon-shot of the coast" in regard to the right of seizure in times of war. If the proposed Treaty of 1806 and the Treaty of 1818 contained no disposition to that effect, the explanation may be found in the fact that the first extended the marginal belt to five miles, and also in the circumstance that the American proposition of 1818 in that respect was not limited to "bays," but extended to "chambers formed by headlands" and to "five marine miles from a right line from one headland to another," a proposition which in the times of the Napoleonic wars would have affected to a very large extent the operations of the British navy;

(d)—Because it has not been shown by the documents and correspondence in evidence here that the application of the three mile rule to bays was present to the minds of the negotiators in 1818 and they could not reasonably have been expected either to presume it or to provide against its presumption;

(e)—Because it is difficult to explain the words in Art. III. of the Treaty under interpretation "country . . . . . together with its bays, harbours and creeks" otherwise than that all bays, without distinction as to their width, were, in the opinion of the negotiators, part of the territory;

(f)—Because, from the information before this Tribunal, it is evident that the three mile rule is not applied to bays strictly or systematically either by the United States or by any other Power;

(g)—It has been recognized by the United States that bays stand apart, and that in respect of them territorial jurisdiction may be exercised farther than the marginal belt, in the case of Delaware Bay, by the report of the United States Attorney General of May 19th, 1793; and the letter of Mr. Jefferson to Mr. Genet, of Nov. 8th, 1793, declares the bays of the United States generally to be "as being landlocked, within the body of the United States."

5*.—In this latter regard, it is further contended by the United States that such exceptions only should be made from the application of the three mile rule to bays as are sanctioned by conventions and established usage; that all exceptions for which the United States of America were responsible are so sanctioned; and that His Majesty's Government are unable to provide evidence to show that the bays concerned by the Treaty of 1818 could be claimed as exception on these grounds, either generally, or except possibly in one or two cases, specifically.

But the Tribunal, while recognizing that conventions and established usage might be considered as the basis for claiming as territorial those bays

which on this ground might be called historic bays, and that such claim should be held valid in the absence of any principle of international law on the subject; nevertheless is unable to apply this, a contrario, so as to subject the bays in question to the three mile rule, as desired by the United States—

(a).—Because Great Britain has, during this controversy, asserted a claim to these bays generally, and has enforced such claim specifically in statutes or otherwise, in regard to the more important bays, such as Chaleurs, Conception and Miramichi;

(b)—Because neither should such relaxations of this claim, as are in evidence, be construed as renunciations of it; nor should omissions to enforce the claim in regard to bays as to which no controversy arose, be so construed. Such a construction by this Tribunal would not only be intrinsically inequitable, but internationally injurious; in that it would discourage conciliatory diplomatic transactions and encourage the assertion of extreme claims in their fullest extent;

(c) Because any such relaxations in the extreme claim of Great Britain in its international relations are compensated by recognitions of it in the same sphere by the United States; notably in relations with France, for instance, in 1823, when they applied to Great Britain for the protection of their fishery in the bays on the western coast of Newfoundland, whence they had been driven by French war vessels on the ground of the pretended exclusive right of the French. Though they never asserted that their fishermen had been disturbed within the three mile zone, only alleging that the disturbance had taken place in the bays, they claimed to be protected by Great Britain for having been molested in waters which were, as Mr. Rush stated, "clearly within the jurisdiction and sovereignity of Great Britain."

6*.—It has been contended by the United States that the words "coasts, bays, creeks or harbours" are here used only to express different parts of the coast and are intended to express and be equivalent to the word "coast," whereby the three marine miles would be measured from the sinuosities of the coast and the renunciation would apply only to the waters of bays within three miles.

But the Tribunal is unable to agree with this contention—

(a)—Because it is a principle of interpretation that words in a document ought not to be considered as being without any meaning if there is not specific evidence to that purpose and the interpretation referred to would lead to the consequence, practically, of reading the words "bays, creeks and harbours" out of the Treaty; so that it would read "within three miles of any of the coasts," including therein the coasts of the bays and harbours;

(b)—Because the word "therein" in the proviso—"restrictions necessary to prevent their taking, drying or curing fish therein" can refer only to "bays," and not to the belt of three miles along the coast; and can be explained only on the supposition that the words "bays, creeks and harbours" are to be understood in their usual ordinary sense and not in an artificially restricted sense of bays within the three mile belt;

(c)—Because the practical distinction for the purpose of this fishery between coasts and bays and the exceptional conditions pertaining to the latter has been shown from the correspondence and the documents in evidence, especially the Treaty of 1783, to have been in all probability present to the minds of the negotiators of the Treaty of 1818;

(d)—Because the existence of this distinction is confirmed in the same article of the Treaty by the proviso permitting the United States fishermen to enter bays for certain purposes;

(e)—Because the word "coasts" is used in the plural form, whereas the contention would require its use in the singular;

(f)—Because the Tribunal is unable to understand the term "bays" in the renunciatory clause in other than its geographical sense, by which a bay is to be considered as an indentation of the coast, bearing a configuration of a particular character easy to determine specifically, but difficult to describe generally.

The negotiators of the Treaty of 1818 did probably not trouble themselves with subtle theories concerning the notion of "bays;" they most probably thought that everybody would know what was a bay. In this popular sense the term must be interpreted in the Treaty. The interpretation must take into account all the individual circumstances which for any one of the different bays are to be appreciated, the relation of its width to the length of penetration inland, the possibility and the necessity of its being defended by the State in whose territory it is indented; the special value which it has for the industry of the inhabitants of its shores; the distance which it is secluded from the highways of nations on the open sea and other circumstances not possible to enumerate in general.

For these reasons, the Tribunal decides and awards—

In case of bays, the three marine miles are to be measured from a straight line drawn across the body of water at the place where it ceases to have the configuration and characteristics of a bay. At all other places the three marine miles are to be measured following the sinuosities of the coast.

But considering the Tribunal cannot overlook that this answer to Question V., although correct in principle and the only one possible in view of

the want of a sufficient basis for a more concrete answer, is not entirely satisfactory as to its practical applicability, and that it leaves room for doubts and differences in practice. Therefore the Tribunal considers it its duty to render the decision more practicable and to remove the danger of future differences by adjoining to it a recommendation in virtue of the responsibilities imposed by Art. IV. of the Special Agreement.

Considering, moreover, that in treaties with France, with the North German Confederation and the German Empire, and likewise in the North Sea Convention, Great Britain has adopted for similar cases the rule that only bays of ten miles width should be considered as those wherein the fishing is reserved to nationals. And that in the course of the negotiations between Great Britain and the United States, a similar rule has been on various occasions proposed and adopted by Great Britain in instructions to the naval officers stationed on these coasts. And that, though these circumstances are not sufficient to constitute this a principle of international law, it seems reasonable to propose this rule with certain exceptions, all the more that this rule, with such exceptions, has already formed the basis of an agreement between the two Powers.

Now, therefore, this Tribunal, in pursuance of the provisions of Art. IV., hereby recommends for the consideration and acceptance of the High Contracting Parties the following rules and method of procedure for determining the limits of the bays hereinbefore enumerated.

1

In every bay not hereinafter specifically provided for the limits of exclusion shall be drawn three miles seaward from a straight line across the bay in the part nearest the entrance at the first point where the width does not exceed ten miles.

2

In the following bays, where the configuration of the coast and the local climatic conditions are such that foreign fishermen, when within the geographic headlands, might reasonably and bona fide believe themselves on the high seas, the limits of exclusion shall be drawn in each case between the headlands hereinafter specified as being those at and within which such fishermen might be reasonably expected to recognize the bay under average conditions.

For the Baie des Chaleurs, the line from the Light at Birch Point, on Miscou Island, to Macquereau Point Light; for the Bay of Miramichi, the line from the Light at Point Escuminac to the Light on the Eastern Point of Tabisintac Gully; for Egmont Bay, in Prince Edward Island, the line from the Light at Cape Egmont to the Light at West Point; and off St. Ann's Bay, in the Province of Nova Scotia, the line from the Light at Point Anconi to the nearest point on the opposite shore of the mainland.

For Fortune Bay, in Newfoundland, the line from Connaigre Head to the Light on the South-easterly end of Brunet Island, thence to Fortune Head.

For or near the following bays, the limits of exclusion shall be three marine miles seawards from the following lines, namely—

For or near Barrington Bay, in Nova Scotia, the line from the Light on Stoddart Island to the Light on the South Point of Cape Sable, thence to the Light at Baccaro Point; at Chedabucto and St. Peter's Bays, the line from Cranberry Island Light to Green Island Light, thence to Point Rouge; for Mira Bay, the line from the Light on the East Point of Scatari Island to the North-easterly Point of Cape Morien; and at Placentia Bay, in Newfoundland, the line from Latine Point, on the eastern mainland shore, to the most Southerly Point of Red Island, thence by the most Southerly Point of Merasheen Island to the mainland.

Long Island and Bryer Island, on St. Mary's Bay, in Nova Scotia, shall, for the purpose of delimitation, be taken as the coasts of such bays.

It is understood that nothing in these rules refers either to the Bay of Fundy, considered as a whole, apart from its bays and creeks, or as to the innocent passage through the Gut of Canso, which were excluded by the agreement made by exchange of notes between Mr. Bacon and Mr. Bryce, dated February 21st, 1909, and March 4th, 1909; or to Conception Bay, which was provided for by the decision of the Privy Council in the case of the Direct United States Cable Company versus the Anglo-American Telegraph Company, in which decision the United States have acquiesced.

QUESTION VI.

Have the inhabitants of the United States the liberty, under the said Article or otherwise, to take fish in the bays, harbours and creeks on that part of the southern coast of Newfoundland which extends from Cape Ray to Rameau Islands, or on the western and northern coasts of Newfoundland, from Cape Ray to Quirpon Islands, or on the Magdalen Islands?

In regard to this question, it is contended by the United States that the inhabitants of the United States have the liberty, under Art. I. of the Treaty, of taking fish in the bays, harbours and creeks on that part of the Southern Coast of Newfoundland which extends from Cape Ray to Rameau Islands, or on the Western and Northern Coast of Newfoundland from Cape Ray to Quirpon Islands, and on the Magdalen Islands. It is contended by Great Britain that they have no such liberty.

Now, considering that the evidence seems to show that the intention of the Parties to the Treaty of 1818, as indicated by the records of the negotia-

tions and by the subsequent attitude of the Governments was to admit the United States to such fishery, this Tribunal is of opinion that it is incumbent on Great Britain to produce satisfactory proof that the United States are not so entitled under the Treaty.

For this purpose, Great Britain points to the fact that whereas the Treaty grants to American fishermen liberty to take fish "on the coasts, bays, harbours and creeks from Mount Joly, on the Southern Coast of Labrador," the liberty is granted to the "coast" only of Newfoundland and to the "shore" only of the Magdalen Islands; and argues that evidence can be found in the correspondence submitted indicating an intention to exclude Americans from Newfoundland bays on the Treaty Coast, and that no value would have been attached at that time by the United States Government to the liberty of fishing in such bays, because there was no cod fishery there as there was in the bays of Labrador.

But the Tribunal is unable to agree with this contention—

(a)—Because the words "part of the Southern Coast . . . from . . . to" and the words "Western and Northern Coast . . . from . . . to," clearly indicate one uninterrupted coast-line; and there is no reason to read into the words "coasts" a contradistinction to bays, in order to exclude bays. On the contrary, as already held in the answer to Question V., the words "liberty, forever, to dry and cure fish in any of the unsettled bays, harbours and creeks of the Southern part of the Coast of Newfoundland hereabove described," indicate that in the meaning of the Treaty, as in all the preceding treaties relating to the same territories, the words coast, coasts, harbours, bays, etc., are used, without attaching to the word "coast" the specific meaning of excluding bays. Thus, in the provision of the Treaty of 1783, giving liberty "to take fish on such part of the coast of Newfoundland as British fishermen shall use;" the word "coast" necessarily includes bays, because if the intention had been to prohibit the entering of the bays for fishing the following words "but not to dry or cure the same on that island," would have no meaning. The contention that in the Treaty of 1783 the word "bays" is inserted lest otherwise Great Britain would have had the right to exclude the Americans to the three mile limit, is inadmissible, because in that Treaty that line is not mentioned;

(b)—Because the correspondence between Mr. Adams and Lord Bathurst also shows that during the negotiations for the Treaty the United States demanded the former rights enjoyed under the Treaty of 1783, and that Lord Bathurst, in the letter of 30th October, 1815, made no objection to granting those "former rights" "placed under some modifications," which latter did not relate to the right of fishing in bays, but only to the "pre-occupation of British harbours and creeks by the fishing vessels of the United States and the forcible exclusion of British subjects where the fishery might be most

advantageously conducted," and "to the clandestine introduction of prohibited goods into the British colonies." It may be therefore assumed that the word "coast" is used in both Treaties in the same sense, including bays;

(c)—Because the Treaty expressly allows the liberty to dry and cure in the unsettled bays, etc., of the southern part of the coast of Newfoundland, and this shows that, a fortiori, the taking of fish in those bays is also allowed; because the fishing liberty was a lesser burden than the grant to cure and dry, and the restrictive clauses never refer to fishing in contradistinction to drying, but always to drying in contradistinction to fishing. Fishing is granted without drying, never drying without fishing;

(d)—Because there is not sufficient evidence to show that the enumeration of the component parts of the coast of Labrador was made in order to discriminate between the coast of Labrador and the coast of Newfoundland;

(e)—Because the statement that there is no codfish in the bays of Newfoundland and that the Americans only took interest in the codfishery is not proved; and evidence to the contrary is to be found in Mr. John Adams' Journal of Peace Negotiations of November 25, 1782;

(f)—Because the Treaty grants the right to take fish of every kind, and not only codfish;

(g)—Because the evidence shows that in 1823 the Americans were fishing in Newfoundland bays and that Great Britain, when summoned to protect them against expulsion therefrom by the French, did not deny their right to enter such bays.

Therefore this Tribunal is of opinion that American inhabitants are entitled to fish in the bays, creeks and harbours of the Treaty Coasts of Newfoundland and the Magdalen Islands, and it is so decided and awarded.

QUESTION VII.

Are the inhabitants of the United States, whose vessels resort to the Treaty Coasts for the purpose of exercising the liberties referred to in Article I. of the Treaty of 1818, entitled to have for those vessels, when duly authorized by the United States in that behalf, the commercial privileges on the Treaty Coasts accorded by agreement or otherwise to United States trading vessels generally?

Now assuming that commercial privileges on the Treaty Coasts are accorded by agreement or otherwise to United States trading vessels generally, without any exception, the inhabitants of the United States, whose vessels may resort to the same coasts for the purpose of exercising the liberties

referred to in Article I. of the Treaty of 1818, are entitled to have for those vessels, when duly authorized by the United States in that behalf, the above mentioned commercial privileges, the Treaty containing nothing to the contrary. But they cannot, at the same time and during the same voyage, exercise their Treaty rights and enjoye their commercial privileges, because Treaty rights and commercial privileges are submitted to different rules, regulations and restraints.

For these reasons this Tribunal is of opinion that the inhabitants of the United States are so entitled, in so far as concerns this Treaty, there being nothing in its provisions to disentitle them, provided the Treaty liberty of fishing and the commercial privileges are not exercised concurrently, and it is so decided and awarded.

Done at The Hague, in the Permanent Court of Arbitration, in triplicate original, September 7th, 1910.

H. LAMMASCH,
A. F. DE SAVORNIN LOHMAN,
GEORGE GRAY,
C. FITZPATRICK,
LUIS M. DRAGO.

Signing the award, I state, pursuant to Article IX., Clause 2, of the Special Agreement, my dissent from the majority of the Tribunal in respect to the considerations and enacting part of the Award as to Question V.

Grounds for this dissent have been filed at the International Bureau of the Permanent Court of Arbitration.

LUIS M. DRAGO.

The President then asked the Agents of both Parties whether they wished to make any declaration or communication to the Tribunal.

The Honourable Chandler P. Anderson, Agent for the United States, said that in case he should desire to present any communication to the Tribunal, on behalf of his Government, in regard to the award or any part of it, he would do so within the period fixed by Article X. of the Special Agreement, reserving any rights which his Government might have in the premises.

The Right Honourable Sir William Snowdon Robson, Counsel for Great Britain, said that he had nothing to add.

The President then spoke as follows—

After more than three months of uninterrupted work, a sentence has been pronounced, which is destined to put an end to controversies of almost secular standing, involving not only great economic, but still more important political questions and interests.

During three months, the Temple of International Arbitration has been open, and in three weeks it will be opened again; while two new arbitrations are already in preparation.

So that it seems that one of the features of a really Permanent Court of Arbitration is already established, as such a Court was proposed at the Second Peace Conference in 1907 by the two Powers which are the Parties in the present litigation, that is, the feature of continuity in the work, though the personnel of the Court may change.

It is not to be expected that at first sight the award which has just been read will entirely satisfy either of the Parties, especially if it is considered not as a whole, but in its different parts.

In questions so complicated and involving interests so conflicting and important, it is not likely that the right should be all on one side. The Tribunal has endeavoured to find out where the right is in every special point, according to the conviction at which it arrived, on the basis of a most careful and conscientious examination of the whole matter. We hope and are of the conviction that, if not at the first moment, yet certainly after a reasonable time, both Parties will agree that the solution is fair, just and equitable to both of them.

Before concluding, I consider it my duty to renew the expression of our thanks to the Secretary general, Baron Michiels van Verduynen, and the First Secretary of the Court, Jonkheer Roell, for all the pains they have taken and the assistance they have afforded us, and also to Messrs. Charles D. White and George Young, Secretaries of the Tribunal.

I avail myself of this opportunity to thank Messrs. Van Langenhuysen Brothers, Printers at The Hague, for the expeditious and precise manner in which they have executed the difficult printing in a language foreign to their employees.

And now I beg the Secretary general to deliver the originals of the Award, signed by the Arbitrators, to the Agents of the Parties.

The Secretary general then handed to the Honourable Chandler P. Anderson, Agent of the United States, and to the Honourable Allen B. Aylesworth, Agent of Great Britain, the Award of the Tribunal destined for their respective Governments.

The Court adjourned sine die.

Done at The Hague, September 7th, 1910.

The President: LAMMASCH
The Secretary general: MICHIELS VAN VERDUYNEN
The Secretaries: ROELL
CHARLES D. WHITE
GEORGE YOUNG

GROUNDS FOR THE DISSENT TO THE AWARD ON QUESTION V.

By Dr. Luis M. Drago.

Counsel for Great Britain have very clearly stated that, according to their contention, the territoriality of the bays, referred to in the Treaty of 1818, is immaterial, because whether they are or are not territorial, the United States should be excluded from fishing in them by the terms of the renunciatory clause, which simply refers to "bays, creeks or harbours of His Britannic Majesty's Dominions," without any other qualification or description. If that were so, the necessity might arise of discussing whether or not a nation has the right to exclude another by contract or otherwise from any portion or portions of the high seas. But, in my opinion, the Tribunal need not concern itself with such general question, the wording of the Treaty being clear enough to decide the point at issue.

Article I. begins with the statement that differences have arisen respecting the liberty claimed by the United States for the inhabitants thereof to take, dry and cure fish on "certain coasts, bays, harbours and creeks of His Britannic Majesty's Dominions in America," and then proceeds to locate the specific portions of the coast, with its corresponding indentations, in which the liberty of taking, drying and curing fish should be exercised. The renunciatory clause, which the Tribunal is called upon to construe, runs thus: "And the United States hereby renounce, forever, any liberty heretofore enjoyed or claimed by the inhabitants thereof, to take, dry or cure fish on or within three marine miles of any of the coasts, bays, creeks or harbours of His Britannic Majesty's Dominions in America not included within the above mentioned limits." This language does not lend itself to different constructions. If the bays in which the liberty has been renounced are those "of His Britannic Majesty's Dominions in America," they must necessarily be territorial bays, because in so far as they are not so considered, they should belong to the high seas, and consequently form no part of His Britannic Majesty's Dominions, which, by definition, do not extend to the high seas. It cannot be said, as has been suggested, that the use of the word "dominions," in the plural, implies a different meaning than would be conveyed by the same term as used in the singular, so that in the present case "the British dominions in America" ought to be considered as a mere geographical expression, without reference to any right of sovereignity or "dominion." It seems to me, on the contrary, that "dominions," or "possessions," or "estates," or such other equivalent terms, simply designate the places over which the "dominion" or property rights are exercised. Where there is no possibility of appropriation or dominion, as on the high seas, we cannot speak of dominions. The "dominions" extend exactly to the point which the "dominion"

reaches; they are simply the actual or physical thing over which the abstract power or authority, the right, as given to the proprietor or the ruler, applies. The interpretation as to the territoriality of the bays, as mentioned in the renunciatory clause of the treaty, appears stronger when considering that the United States specifically renounced the "liberty," not the "right" to fish or to cure and dry fish. "The United States renounce, forever, any liberty heretofore enjoyed or claimed, to take, cure or dry fish on, or within three marine miles of any of the coasts, bays, creeks or harbours of His Britannic Majesty's Dominions in America." It is well known that the negotiators of the Treaty of 1783 gave a very different meaning to the terms liberty and right, as distinguished from each other. In this connection, Mr. Adams' Journal may be recited. To this Journal the British Counter Case refers in the following terms: "From an entry in Mr. Adams' Journal, it appears that he drafted an article by which he distinguished the right to take fish (both on the high seas and on the shores) and the liberty to take and cure fish on the land. But on the following day he presented to the British negotiators a draft in which he distinguishes between the 'right' to take fish on the high seas, and the 'liberty' to take fish on the 'coasts,' and to dry and cure fish on the land****. The British Commissioner called attention to the distinction thus suggested by Mr. Adams, and proposed that the word liberty should be applied to the privileges both on the water and on the land. Mr. Adams thereupon rose up and made a vehement protest, as is recorded in his Diary, against the suggestion that the United States enjoyed the fishing on the Banks of Newfoundland by any other title than that of 'right.'****The application of the word liberty to the coast fishery was left as Mr. Adams proposed." "The incident," proceeds the British Case, "is of importance, since it shows that the difference between the two phrases was intentional." (British Counter Case, page 17). And the British Argument emphasizes again the difference. "More cogent still is the distinction between the words right and liberty. The word right is applied to the sea fisheries, and the word liberty to the shore fisheries. The history of the negotiations shows that this distinction was advisedly adopted." If, then, a liberty is a grant and not the recognition of a right; if, as the British Case, Counter Case and Argument recognize, the United States had the right to fish in the open sea in contradistinction with the liberty to fish near the shores or portions of the shores, and if what has been renounced in the words of the treaty is the "liberty" to fish on or within three miles of the bays, creeks and harbours of His Britannic Majesty's Dominions, it clearly follows that such liberty and the corresponding renunciation refers only to such portions of the bays which were under the sovereignity of Great Britain, and not to such other portions, if any, as form part of the high seas.

And thus it appears that far from being immaterial, the territoriality of bays is of the utmost importance. The treaty not containing any rule or indication upon the subject, the Tribunal cannot help a decision as to this point, which involves the second branch of the British contention that so-

called bays are not only geographical, but wholly territorial as well, and subject to the jurisdiction of Great Britain. The situation was very accurately described on almost the same lines as above stated by the British Memorandum sent in 1870 by the Earl of Kimberley to Governor Sir John Young: "The right of Great Britain to exclude American fishermen from waters within three miles of the coasts is unambiguous, and, it is believed, uncontested. But there appears to be some doubt what are the waters described as within three miles of bays, creeks or harbours. When a bay is less than six miles broad its waters are within the three mile limit, and therefore clearly within the meaning of the treaty; but when it is more than that breadth, the question arises whether it is a bay of Her Britannic Majesty's Dominions. This is a question which has to be considered in each particular case with regard to international law and usage. When such a bay is not a bay of Her Majesty's dominions, the American fishermen shall be entitled to fish in it except within three marine miles of the 'coast;' when it is a bay of Her Majesty's dominions, they will not be entitled to fish within three miles of it, that is to say (it is presumed), within three miles of a line drawn from headland to headland." (American Case Appendix, page 629).

Now, it must be stated in the first place, that there does not seem to exist any general rule of international law which may be considered final, even in what refers to the marginal belt of territorial waters. The old rule of the cannon-shot, crystallized into the present three marine miles, measured from low water mark, may be modified at a later period inasmuch as certain nations claim a wider jurisdiction, and an extension has already been recommended by the Institute of International Law. There is no obvious reason for that. The marginal strip of territorial waters, based originally on the cannon-shot, was founded on the necessity of the riparian State to protect itself from outward attack, by providing something in the nature of an insulating zone, which very reasonably should be extended with the accrued possibility of offense due to the wider range of modern odrnance. In what refers to bays, it has been proposed as a general rule (subject to certain important exceptions) that the marginal belt of territorial waters should follow the sinuosities of the coast more or less in the manner held by the United States in the present contention, so that the marginal belt being of three miles, as in the Treaty under consideration, only such bays should be held as territorial as have an entrance not wider than six miles. (See Sir Thomas Barclay's Report to Institute of International Law, 1894, page 129, in which he also strongly recommends these limits). This is the doctrine which Westlake, the eminent English writer on International Law, has summed up in very few words: "As to bays," he says, "if the entrance to one of them is not more than twice the width of the littoral sea enjoyed by the country in question—that is, not more than six sea miles in the ordinary case, eight in that of Norway, and so forth—there is no access from the open sea to the bay, except through the territorial water of that country, and the inner part of the bay will belong to that country, no matter how widely it may expand.

The line drawn from shore to shore at the part where, in approaching from the open sea, the width first contracts to that mentioned, will take the place of the line of low water, and the littoral sea, belonging to the State, will be measured outwards from that line to the distance of three miles or more, proper to the State;" (Westlake, Vol. I., page 187). But the learned writer takes care to add: "But although this is the general rule, it often meets with an exception in the case of bays which penetrate deep into the land and are called gulfs. Many of these are recognized by immemorial usage as territorial sea of the States into which they penetrate, notwithstanding that their entrance is wider than the general rule for bays would give as a limit for such appropriation." And he proceeds to quote as examples of this kind, the Bay of Conception, in Newfoundland, which he considers as wholly British; Chesapeake and Delaware Bays, which belong to the United States; and others. (Ibid, page 188). The Institute of International Law, in its Annual Meeting of 1894, recommended a marginal belt of six miles for the general line of the coast, and as a consequence established that for bays the line should be drawn up across at the nearest portion of the entrance toward the sea, where the distance between the two sides do not exceed twelve miles. But the learned association very wisely added a proviso to the effect "that bays should be so considered and measured unless a continuous and established usage has sanctioned a greater breadth." Many great authorities are agreed as to that. Counsel for the United States proclaimed the right to the exclusive jurisdiction of certain bays, no matter what the width of their entrance should be, when the littoral nation has asserted its right to take it into their jurisdiction upon reasons which go always back to the doctrine of protection. Lord Blackburn, one of the most eminent of English Judges, in delivering the opinion of the Privy Council about Conception Bay, in Newfoundland, adhered to the same doctrine when he asserted the territoriality of that branch of the sea, giving as a reason for such finding "that the British Government for a long period had exercised dominion over this bay, and its claim had been acquiesced in by other nations, so as to show that the bay had been for a long time occupied exclusively by Great Britain, a circumstance which, in the tribunals of any country, would be very important." "And, moreover," he added, "the British Legislature has, by Acts of Parliament, declared it to be part of the British territory, and part of the country made subject to the legislation of Newfoundland." (Direct U. S. Cable Co. vs. the Anglo-American Telegraph Co., Law Reports, 2 Appeal Cases, 374).

So it may be safely asserted that a certain class of bays, which might be properly called the historical bays, such as Chesapeake Bay and Delaware Bay, in North America, and the great estuary of the River Plate, in South America, form a class distinct and apart and undoubtedly belong to the littoral country, whatever be their depth of penetration and the width of their mouths, when such country has asserted its sovereignity over them, and particular circumstances, such as geographical configuration, immemorial usage, and, above all, the requirements of self-defense, justify such a pre-

tension. The right of Great Britain over the bays of Conception, Chaleur and Miramichi are of this description. In what refers to the other bays, as might be termed the common, ordinary bays, indenting the coasts, over which no special claim or assertion of sovereignity has been made, there does not seem to be any other general principle to be applied than the one resulting from the custom and usage of each individual nation, as shown by their Treaties and their general and time-honored practice.

The well known words of Bynkershoek might be very appropriately recalled in this connection, when so many and divergent opinions and authorities have been recited: "The common law of nations," he says, "can only be learnt from reason and custom. I do not deny that authority may add weight to reason, but I prefer to seek it in a constant custom of concluding treaties in one sense or another, and in examples that have occurred in one country or another." (Questiones Jure Publici, Vol. 1, Cap. 3).

It is to be borne in mind in this respect that the Tribunal has been called upon to decide as the subject matter of this controversy, the construction to be given to the Fishery Treaty of 1818 between Great Britain and the United States. And so it is that from the usage and the practice of Great Britain in this and other like fisheries, and from Treaties entered into by them with other nations as to fisheries, may be evolved the right interpretation to be given to the particular convention which has been submitted. In this connection, the following Treaties may be recited—

Treaty between Great Britain and France, 2nd August, 1839. It reads as follows—

Article IX.—The subjects of Her Britannic Majesty shall enjoy the exclusive right of fishery within the distance of three miles from low water mark along the whole extent of the coasts of the British Islands.

It is agreed that the distance of three miles fixed as the general limit for the exclusive right of fishery upon the coasts of the two countries, shall, with respect to bays, the mouths of which do not exceed ten miles in width, be measured from a straight line drawn from headland to headland.

Article X.—It is agreed and understood that the miles mentioned in the present Convention are geographical miles, whereof sixty make a degree of latitude.

(Hertslett's Treaties and Conventions, Vol. V., p. 89).

Regulations between Great Britain and France, 24th May, 1843.

Art. II.—The limits, within which the general right of fishery is exclusively reserved to the subjects of the two kingdoms respectively, are fixed (with the exception of those in Granville Bay) at three miles distance from low water mark.

With respect to bays, the mouths of which do not exceed ten miles in width, the three mile distance is measured from a straight line drawn from headland to headland.

Art. III.—The miles mentioned in the present regulations are geographical miles of which sixty make a degree of latitude.

(Hertslett, Vol. VI., p. 416).

Treaty between Great Britain and France, November 11, 1867.

Art. I.—British fishermen shall enjoy the exclusive right of fishery within the distince of three miles from low water mark, along the whole extent of the coasts of the British Islands.

The distance of three miles fixed as the general limit for the exclusive right of fishery upon the coasts of the two countries shall, with respect to bays, the mouths of which do not exceed ten miles in width be measured from a straight line drawn from headland to headland.

The miles mentioned in the present convention are geographical miles, whereof sixty make a degree of latitude.

(Hertslett's Treaties, Vol. XII., p. 1126, British Case App., p. 38).

Great Britain and North German Confederation. British notice to fishermen by the Board of Trade. Board of Trade, November, 1868.

Her Majesty's Government and the North German Confederation, having come to an agreement respecting the regulations to be observed by British fishermen fishing off the coasts of the North German Confederation, the following notice is issued for the guidance and warning of British fishermen:

1.—The exclusive fishery limits of the German Empire are designated by the Imperial Government as follows—That tract of sea which extends to a distance of three sea miles from the extremest limits which the ebb leaves dry of the German North Sea Coast of the German Islands or flats lying before it, as well as those bays and incurvations of the coast which are

ten sea miles or less in breadth reckoned from the extremest points of the land and the flats, must be considered as under the territorial sovereignty of North Germany.

(Hertslett's Treaties, Vol. XIV., p. 1055).

Great Britain and German Empire, British Board of Trade, December, 1874..

(Same recital referring to an arrangement entered into between Her Britannic Majesty and the German Government).

Then the same articles follow, with the alterations of the words "German Empire" for "North Germany."

(Hertslett's, Vol. XIV., p. 1058).

Treaty between Great Britain, Belgium, Denmark, France, Germany and the Netherlands for regulating the police of the North Sea Fisheries, May 6, 1882.

II.—Les pêcheurs nationaux jouiront du droit exclusif de pêche dans le rayon de 3 milles, à partir de la laisse de basse mer, le long de toute l'étendue des côtes de leurs pays respectifs, ainsi que des îles et des bancs qui en dépendent.

Pour les baies le rayon de 3 milles sera mesuré à partir d'une ligne droite, tirée, en travars de la baie, dans la partie la plus rapprochée de l'entrée, au premier point où l'ouverture n'excédera pas 10 milles.

(Hertslett, Vol. XV., p. 794).

British Order in Council, October 23rd, 1877.

Prescribes the obligation of not concealing or effacing numbers or marks on boats employed in fishing or dredging for purposes of sale on the coasts of England, Wales, Scotland and the Islands of Guernsey, Jersey, Alderney, Sark and Man, and not going outside—

(a)—The distance of three miles from low water mark along the whole extent of the said coasts;

(b)—In cases of bays less than ten miles wide, the line joining the headlands of said bays.

(Hertslett's, Vol. XIV., p. 1032).

To this list may be added the unratified Treaty of 1888 between Great Britain and the United States, which is so familiar to the Tribunal. Such unratified Treaty contains an authoritative interpretation of the Convention of October 20th, 1818, sub judice: "The three marine miles mentioned in Article I. of the Convention of October 20th, 1818, shall be measured seaward from low water mark; but at every bay, creek or harbour, not otherwise specifically provided for in this Treaty, such three marine miles shall be measured seaward from a straight line drawn across the bay, creek or harbour, in the part nearest the entrance at the first point where the width does not exceed ten marine miles," which is recognizing the exceptional bays as aforesaid and laying the rule for the general and common bays.

It has been suggested that the Treaty of 1818 ought not to be studied as hereabove in the light of any Treaties of a later date, but rather be referred to such British International Conventions as preceded it, and clearly illustrate, according to this view, what were at the time the principles maintained by Great Britain as to their sovereignity over the sea and over the coast and the adjacent territorial waters. In this connection the Treaties of 1686 and 1713 with France, and of 1763 with France and Spain, have been recited and offered as examples also of exclusion of nations by agreement from fishery rights on the high seas. I cannot partake of such a view. The treaties of 1686, 1713 and 1763 can hardly be understood with respect to this, otherwise than as examples of the wild, obsolete claims over the common ocean which all nations have of old abandoned with the progress of an enlightened civilization. And if certain nations accepted long ago to be excluded by convention from fishing on what is to-day considered a common sea, it is precisely because it was then understood that such tracts of water, now free and open to all, were the exclusive property of a particular power, who, being the owners, admitted or excluded others from their use. The Treaty of 1818 is, in the meantime, one of the few which mark an era in the diplomacy of the world. As a matter of fact, it is the very first which commuted the rule of the cannon-shot into the three marine miles of coastal jurisdiction. And it really would appear unjustified to explain such historic document, by referring to international agreements of a hundred and two years before, when the doctrine of Selden's Mare Clausum was at its right, and when the coastal waters were fixed at such distances as sixty miles, or a hundred miles, or two days' journey from the shore, and the like. It seems very appropriate, on the contrary, to explain the meaning of the Treaty of 1818 by comparing it with those which immediately followed and established the same limit of coastal jurisdiction. As a general rule, a Treaty of a former date may be very safely construed by referring it to the provisions of like Treaties made by the same nation on the same matter at a later time. Much more so when, as occurs in the present case, the later Conventions, with no exceptions, starting from the same premise of the three miles coastal jurisdiction arrive always to an uniform policy and line of action in what refers to bays. As a matter of fact, all authorities approach and connect the modern Fishery

Treaties of Great Britain and refer them to the Treaty of 1818. The second edition of Kluber, for instance, quotes in the same sentence the Treaties of October 20th, 1818, and August 2, 1839, as fixing a distance of three miles from low water mark for coastal jurisdiction. And Fiori, the well-known Italian jurist, referring to the same marine miles of coastal jurisdiction, says: "This rule recognized as early as the Treaty of 1818, between the United States and Great Britain, and that between Great Britain and France in 1839, has again been admitted in the Treaty of 1867." (Nouveau Droit International Public, Paris, 1885, Section 803).

This is only a recognition of the permanency and the continuity of States. The Treaty of 1818 is not a separate fact unconnected with the later policy of Great Britain. Its negotiators were not parties to such international Convention, and their powers disappeared as soon as they signed the document on behalf of their countries. The parties to the Treaty of 1818 were the United States and Great Britain, and what Great Britain meant in 1818 about bays and fisheries, when they for the first time fixed a marginal jurisdiction of three miles, can be very well explained by what Great Britain, the same permanent political entity, understood in 1839, 1843, 1867, 1874, 1878 and 1882, when fixing the very same zone of territorial waters. That a bay in Europe should be considered as different from a bay in America and subject to other principles of international law cannot be admitted in the face of it. What the practice of Great Britain has been outside the Treaties is very well known to the Tribunal, and the examples might be multiplied of the cases in which that nation has ordered its subordinates to apply to the bays on these fisheries the ten mile entrance rule or the six miles, according to the occasion. It has been repeatedly said that such have been only relaxations of the strict right, assented to by Great Britain in order to avoid friction on certain special occasions. That may be. But it may also be asserted that such relaxations have been very many and that the constant, uniform, never contradicted, practice of concluding Fishery Treaties from 1839 down to the present day, in all of which the ten miles entrance bays are recognized, is the clear sign of a policy. This policy has but very lately found a most public, solemn and unequivocal expression. "On a question asked in Parliament on the 21st of February, 1907," says Pitt Cobbett, a distinguished English writer, with respect to the Moray Firth Case, "it was stated that, according to the view of the Foreign Office, the Admiralty, the Colonial Office, the Board of Trade and the Board of Agriculture and Fisheries, the term 'territorial waters' was deemed to include waters extending from the coast line of any part of the territory of a State to three miles from the low water mark of such coast line and the water of all bays, the entrance to which is not more than six miles, and of which the entire land boundary forms part of the territory of the same State." (Pitt Cobbett Cases and Opinions on International Law, Vol. 1, p. 143).

Is there a contradiction between these six miles and the ten miles of the treaties just referred to? Not at all. The six miles are the consequence of

the three miles marginal belt of territorial waters in their co-incidence from both sides at the inlets of the coast and the ten miles far from being an arbitrary measure are simply an extension, a margin given for convenience to the strict six miles with fishery purposes. Where the miles represent sixty to a degree in latitude the ten miles are besides the sixth part of the same degree. The American Government, in reply to the observations made to Secretary Bayard's Memorandum of 1888, said very precisely: "The width of ten miles was proposed not only because it had been followed in Conventions between many other powers, but also because it was deemed reasonable and just in the present case; this Government recognizing the fact that while it might have claimed a width of six miles as a basis of settlement, fishing within bays and harbours only slightly wider would be confined to areas so narrow as to render it practically valueless and almost necessarily expose the fishermen to constant danger of carrying their operations into forbidden waters." (British Case Appendix, page 416). And Professor John Basset Moore, a recognized authority on International Law, in a communication addressed to the Institute of International Law, said very forcibly: "Since you observe that there does not appear to be any convincing reason to prefer the ten mile line in such a case, to that of double three miles, I may say that there have been supposed to exist reasons both of convenience and of safety. The ten mile line has been adopted in the cases referred to as a practical rule. The transgression of an encroachment upon territorial waters by fishing vessels is generally a grave offense, involving in many instances the forfeiture of the offending vessel, and it is obvious that the narrower the space in which it is permissible to fish the more likely the offense is to be committed. In order, therefore, that fishing may be practicable and safe, and not constantly attended with the risk of violating territorial waters, it has been thought to be expedient not to allow it where the extent of free waters between the three miles drawn on each side of the bay is less than four miles. This is the reason of the ten mile line. Its intention is not to hamper or restrict the right to fish, but to render its exercise practicable and safe. When fishermen fall in with a shoal of fish, the impulse to follow it is so strong as to make the possibilities of transgression very serious within narrow limits of free waters. Hence it has been deemed wiser to exclude them from space less than four miles each way from the forbidden lines. In spaces less than this operations are not only hazardous, but so circumscribed as to render them of little practical value." (Annuaire de l'Institut de Droit International, 1894, p. 146).

So the use of the ten mile bays so constantly, put into practice by Great Britain in its Fishery Treaties, has its root and connection with the marginal belt of three miles for the territorial waters. So much so that the Tribunal having decided not to adjudicate in this case the ten miles entrance to the bays of the Treaty of 1818, this will be the only one exception in which the ten miles of the bays do not follow as a consequence the strip of three miles of territorial waters, the historical bays and estuaries always excepted.

And it is for that reason that an usage, so firmly and for so long a time established, ought, in my opinion, be applied to the construction of the Treaty under consideration, much more so when custom, one of the recognized sources of law, international as well as municipal, is supported in this case by reason and by the acquiescence and the practice of many nations.

The Tribunal has decided that: "In cases of bays, the three miles (of the Treaty) are to be measured from a straight line drawn across the body of water at the place where it ceases to have the configuration characteristic of a bay. At all other places, the three miles are to be measured following the sinuosities of the coast." But no rule is laid out or general principle evolved for the parties to know what the nature of such configuration is or by what methods the points should be ascertained from which the bay should lose the characteristics of such. There lies the whole contention and the whole difficulty, not satisfactorily solved, to my mind, by simply recommending, without the scope of the award and as a system of procedure for resolving future contestations under Article IV. of the Treaty of Arbitration, a series of lines, which, practical as they may be supposed to be, cannot be adopted by the parties without concluding a new Treaty.

These are the reasons for my dissent, which I much regret, on Question V.

Done at The Hague, September 7th, 1910.

LUIS M. DRAGO.

Return of Minutes of Conferences held at Washington,

re Application of Award in Fisheries Arbitration to Existing Regulations.

Return of Minutes of Conferences held at Washington the 9th, 10th, 11th and 12th of January, 1911, as to the application of the Award delivered on the 7th September, 1910, in the North Atlantic Coast Fisheries Arbitration to existing Regulations of Canada and Newfoundland.

The undersigned, having considered in detail and with expert assistance the steps to be taken in consequence of the award in connection with the objections of the United States Government in existing Regulations of the Fisheries in Canadian and Newfoundland Treaty Waters, as recorded in Protocol XXX. of the proceedings before the Tribunal of Arbitration, and having conferred as to the best means of dealing with these objections, have arrived at the following conclusion—

It is unnecessary to refer any existing Regulations to the Commission of Experts mentioned in the Award in application of Article III. of the Special Agreement of January 27th, 1909, or to re-convene the Tribunal of Arbitration; but any difference in regard to the regulations specified in Protocol XXX., which shall not have been disposed of by diplomatic methods, shall be referred to the Permanent Mixed Fishery Commissions, to be constituted as recommended by The Hague Award, under Article IV. of the Special Agreement, in the same manner as a difference in regard to future regulations would be so referred under the recommendations in the Award, unless, by mutual consent, some other rules and method of procedure are adopted.

JAMES BRYCE
PHILANDER C. KNOX
E. P. MORRIS
CHANDLER P. ANDERSON
A. B. AYLESWORTH
L. P. BRODEUR

January 12th, 1911.

Statement of specific provisions of certain Legislative and Executive Acts of Nfld.

called to attention of Hague Tribunal by the United States for action pursuant to Art. II. & III. of Special Agreement, 1909.

Statement of specific provisions of certain legislative and executive acts of Newfoundland called to the attention of the Tribunal by the United States for action pursuant to Articles II. and III. of the Special Agreement of January 27, 1909

FIRST SCHEDULE

Specific provisions in respect of (1) the hours, days or seasons when fish may be taken on the treaty coasts; and (2) the methods, means and implements to be used in the taking of fish or in the carrying on of fishing operations on the treaty coasts, which specific provisions the United States claims are not appropriate, necessary, reasonable and fair, as defined in Question One, if applied to American fishermen on the treaty coasts.

NEWFOUNDLAND

Consolidated Statutes, 1892, Chapter 124

1.—No person shall haul, catch or take herrings by or in a seine or other such contrivance, on or near any part of the coast of this colony or its dependencies, or in any of the bays, harbors or other places therein, at any time between the twentieth day of October, in any year, and the eighteenth day of April, in the following year, or at any time use a seine or other contrivance for the catching or taking of herring, except by way of shooting and forthwith hauling the same, under a penalty not exceeding two hundred dollars; Provided that nothing herein contained shall prevent the taking of herrings by nets set in the usual and customary manner, and not used for inbarring or enclosing herrings in a cove, inlet or other place. This section shall not apply to the coast of Labrador.

2.—The owners, masters and other persons managing or controlling vessels conveying herrings in bulk, between the twentieth day of October, in any year, and the eighteenth day of April, in the following year, shall be deemed to have hauled, caught or taken such herrings contrary to the provisions of the preceding section of this chapter, unless such owner, master or other person aforesaid shall make proof to the contrary.

5.—Notwithstanding any of the provisions of this chapter, it shall be lawful for the owner of any vessel, owned and registered in this Colony, which shall be fully fitted out, supplied and ready to prosecute the Bank fishery, and shall have obtained a Customs' clearance for the said fishery.

to haul, catch and take herring at any time and by any means, except by inbarring and enclosing such herring in a cove, inlet or other place, to an extent not exceeding sixty barrels for any one voyage, to be used as bait in prosecuting the said Bank fishery in the said vessels.

12.—No person shall, at any time, haul, catch or take squids within, or by means of any seine, bunt or other such contrivances.

13.—No person shall, between the hours of twelve o'clock on Saturday night and twelve o'clock on Sunday night, take or catch in any manner whatever or by any contrivance whatsoever, any herring, caplin, squid or any other bait fish, or set or put out any contrivance whatsoever, for the purpose of taking or catching herring, caplin, squid or other bait fish.

23.—After two years from the ninth day of May, 1888, it shall be unlawful for any person to use any cod-trap for the purpose of catching or taking any codfish on the coast of this Colony or its dependencies.

Act of March 3rd, 1908.

(61 Vic., Cap. 3)

9.—The Governor in Council may, from time to time, make regulations for the better management and regulations of the sea, coast and inland fisheries, to prevent or remedy the obstruction and pollution of streams, to regulate and prevent fishing, to prohibit the destruction of fish, and to forbid fishing except under authority of leases or licenses; which regulations shall have the same force and effect as if herein enacted, and may fix such modes, times or places as are deemed by the Governor in Council adapted to different localities, or otherwise expedient.

Fishing Rules and Regulations, 1908.

Lobster Fishery

9.—(As amended). No person shall spear or hook lobsters or use hand traps in the waters of this Colony, nor shall any person purchase, can or in any way use or export lobsters so taken.

Herring Fishery

19.—Herring may be caught in nets or hauled in seines, and other contrivances, under the conditions and in the manner prescribed by these rules, and not otherwise.

20.—* * * * * * * * * No purse seine shall be used in the waters of Newfoundland.

21.—Unless otherwise provided, no person shall use a seine for the purpose of catching herring in any of the waters of Newfoundland, except exclusively for bait and for immediate use for that purpose in the fisheries, between the first day of April and the first day of August, in any year .

23.—No person shall catch or take herring in a seine between the hours of twelve o'clock on Saturday night and twelve o'clock on Sunday night, under a penalty not exceeding one hundred dollars.

25.—No herring seine or herring trap shall be used for the purpose of taking herring on that part of the coast from Cape LaHune, on the West Coast, and running by West and North through the Straits of Belle Isle to Cape John.

Cod Fishery

51.—Any person using a herring seine or caplin seine on the coast of this Island to take or haul codfish shall be guilty of a violation of these rules.

62.—No bultows shall be used on the fishing grounds from Cape LaHune to Cape Ray, both inclusive, in the District of Burgeo and LaPoile.

63.—(As amended). No person shall place in the waters of the Labrador Coast any cod-trap or cod-trap leader or mooring, nor shall it be lawful for any person to put out any contrivance whatsoever for the purpose of securing a trap-berth on that portion of the coast—From Blanc Sablon to Gull Island, near the north-east point of Square Island, before noon of the first day of June; nor from Gull Island to a line drawn east and west (magnetic) from Collingham Island, in Table Bay, before noon of the fifth day of June; nor from Collingham Islands to Cape Porcupine before noon of the tenth day of June; nor from Cape Porcupine to Red Point, on Byron's Island, before noon of the fifteenth day of June; nor from Red Point to a line drawn east and west from a point two miles north-east of East Turnavik before noon of the twentieth day of June; nor from Turnavik to a line drawn east and west from Thumb Island, near Cape Harrigan, before noon of the fifth day of July, nor from Thumb Island north before noon of the tenth day of July, in any year. Provided that when any of the above dates fall on Sunday, it shall be lawful to set the cod-trap or cod-trap leader at or after noon on the day previous (Saturday). If any person shall set a cod-trap leader on the fishing grounds after the above dates, in order to secure the place for the setting of his cod-trap, and such person shall fail to set such cod-trap within four days after setting out such leader, it shall be lawful for any other person who may desire to secure the place where such leader was so set out for the setting of his (the latter's) cod-trap, to remove such leader, and then set his own leader or cod-trap in place thereof, and the latter shall be subject also to the provisions of this section as against any other who may so desire to set a leader or cod-trap; provided that if any person after setting his cod-trap

leader shall be bona fide prevented by stress of weather or ice from setting his cod-trap within the said four days, such period shall be computed from the time at which the weather or ice shall permit of his setting such cod-trap.

No bultows or trawls shall be used before the fifteenth day of August in any year, on the fishing grounds within three miles of the Coast of Labrador or Islands on said Coast between a line to be drawn south-east from Cape Charles and a line drawn from east and west from White Islands, in Domino Run.

No cod-trap shall be set in Blackguard Bay, Labrador, except from the mainland or islands and rocks above water, inside a line to be drawn from Curlew Point, thence to Long Island Head to the north-west end of the Western Hare Island.

64.—The use of cod-traps is entirely prohibited in Port au Port Bay; that is to say, in East and West Bay, and extending from Long Point (or the Bar) to Bear Head, north of Serpentine River, in the District of St. George's.

(Added). The use of trawls or bultows is prohibited on the fishing grounds inside one mile from the shore in Pinnaire Bay, in the Straits of Belle Isle.

General

77.—* * * * * * No person shall, at any time, in the waters of Newfoundland, haul, catch or take squid within or by means of any seine. bunt or other such contrivance.

78.—No person shall, between the hours of twelve o'clock on Saturday and twelve o'clock on Sunday night, take or catch, in any manner whatsoever, any herring, caplin, squid or any other bait fish, or set or put out any contrivance whatsoever for the purpose of taking or catching herring, caplin, squid or other bait fish. Caplin may be taken for fertilizing purposes by farmers or their employees during the usual season.

79.—No person shall dig, take, buy, sell, ship or put, or assist in shipping or putting on board any boat, ship or vessel, or carry in or on board of any ship, vessel or boat, any clams, mussels, scallops, cock-and-hens or other shell fish, for the purpose of exportation, or for any other purpose, except that of being bona fide for bait for the fisheries of this Colony, or of the same as prosecuted therefrom, or under a foreign fishing license in accordance with the rules thereon: Provided that any such shell fish may be taken for local food purposes and for boiling and canning.

SECOND SCHEDULE

Specific provisions in respect of other matters relating to fishing of a similar character to those mentioned in sub-divisions (1) and (2) of Question One, which specific divisions the United States claims are not appropriate, necessary, reasonable and fair, as defined in Question One, if applied to American fishermen on the treaty coasts.

NEWFOUNDLAND

Act of June 15th, 1905

1.—Any Justice of the Peace, Sub-Collector, Preventive Officer, Fishery Warden or Constable may go on board any foreign fishing vessel being within any port on the coasts of this Island, or hovering in British waters, within three marine miles of any of the coasts, bays, creeks or harbors in this Island, and may bring such foreign vessel into port, may search her cargo and may examine the master upon oath touching the cargo and voyage; and the master or person in command shall answer truly such questions as shall be put to him, under a penalty not exceeding five hundred dollars. And if such foreign fishing vessel has on board any herring, caplin, squid or other bait fishes, ice, lines, seines or other outfits or supplies for the fishery, purchased within any port on the coasts of this Island or within the distance of three marine miles from any of the coasts, bays, creeks or harbours of this Island, or if the master of the said vessel shall have engaged or attempted to engage any person to form part of the crew of the said vessel in any port or on any part of the coasts of this Island, or has entered such waters for any purpose not permitted by treaty or convention for the time being in force, such vessel and the tackle, rigging, apparel, furniture, stores and cargo thereof shall be forfeited.

3.—In any prosecution under this Act, the presence on board any foreign fishing vessel in any port of this Island, or within British waters aforesaid, of any caplin, squid or other bait fishes, of ice, lines, seines or other outfits or supplies for the fishery, shall be prima facie evidence of the purchase of the said bait fishes and supplies and outfits within such port or waters.

Fishing Rules and Regulations, 1908.

Herring Fishery

39.—No person shall place herring on a scaffold in warm weather.

THIRD SCHEDULE

Specific provisions in respect of Customs regulations and light, harbor and other dues referred to in Questions Three and Four, which are claimed by the United States to be inconsistent with the true interpretation of the treaty, if applied to American fishermen and executed against them in such a manner as to restrict them in the free exercise of their treaty liberties and privileges.

NEWFOUNDLAND

Act of March 30th, 1898

Report and Entry Inwards

22.—The master of any vessel coming from any port or place out of this Colony, or coastwise, and entering any port in this Colony, whether laden or in ballast, shall go without delay, when such vessel is anchored or moored, to the Custom House for the port or place of entry where he arrives, and there make a report in writing to the Collector or other proper officer, of the arrival and voyage of such vessel, stating her name, country and tonnage, the port of registry, the name of the master, the country of the owners, the number and names of the passengers, if any, the number of the crew, and whether the vessel is laden or in ballast, and if laden, the marks and numbers of every package and parcel of goods on board, and of the sorts of goods and the different kinds of each sort contained therein, and where the same was laden, and the particulars of any goods stowed loose, and where and to whom consigned, and where any, and what goods, if any, have been laden or unladen, or bulk has been broken during the voyage, what part of the cargo and the number and names of the passengers which are intended to be landed at that port, and what and whom at any other port in this Colony, and what part of the cargo, if any, is intended to be exported in the same vessel, and what surplus stores remain on board, as far as any of such particulars are or can be known to him.

Entry Outwards

96.—Except as provided by Section 112, the master of every vessel bound outwards from any port in this Colony to any port or place out of this Colony, or coastwise, shall deliver to the collector or other proper officer a report in writing outwards under his hand, of the destination of such vessel, stating her name, country and tonnage, the port of registry, the name of the master, the country of the owners and the number of the crew; * * *

97.—The master of every vessel, whether in ballast or laden, shall, before departure, come before the Collector, or other proper officers, and answer all such questions concerning the vessel, and the cargo, if any, and

the crew, and the voyage, as are demanded of him by such officer, and, if required, shall make his answers or any of them part of the declaration under his hand:

* * * * * *

98.—If any vessel departs from any port or place in this Colony without a clearance, or if the master delivers a false content, or does not truly answer the questions demanded of him, * * * * the master shall incur a penalty of four hundred dollars; and the vessel shall be detained in any port in this Colony until the said penalty is paid; and unless payment is made within twenty days, such vessel may, after the expiration of such delay, be sold to pay such penalty, and any expenses incurred in detaining, keeping and selling such vessel.

112.—Entry outwards of any vessel bound from the coasts of Labrador to any place out of this Colony shall be made according to Sections 96 and 97 of this Act: Provided that should the master of any vessel, by reason of the absence of the collector, or by reason of his inability to reach the collector, be prevented from clearing his vessel in conformity with the provisions of above-quoted sections of this Act, the owners, shippers or consignors of the cargo on board such vessel shall deliver to the collector at St. John's at the earliest opportunity an entry, in the form required by Section 100 of this Act, of such parts of the cargo as have been shipped by themselves respectively, and in case of such persons neglecting or refusing to deliver such entry to the Collector at St. John's, they shall incur a penalty of two hundred dollars.

Protection of the Revenue

118.—If any vessel is found hovering in British waters, within one league of the coasts or shores of this Colony, any Officer of Customs may go on board and enter into such vessel, and stay on board such vessel while she remains within the limits of this Colony or within one league thereof; and if any such vessel is bound elsewhere, and so continues hovering for the space of twenty-four hours after the master has been by such Officer of Customs required to depart, such officer may bring the vessel into port and examine her cargo, and if any goods, the importation of which into this Colony is prohibited, are on board, such vessel, with her apparel, rigging, tackle, furniture, stores and cargo shall be seized and forfeited; and if the master or person in charge refuses to comply with the lawful directions of such officer, or does not truly answer such questions as are put to him, respecting such ship or vessel or her cargo, he shall incur a penalty of four hundred dollars.

121.—If any vessel enters any place other than a port of entry, unless from stress of weather or other unavoidable cause, any dutiable goods on board thereof, except those of an innocent owner, shall be seized and for-

feited, and the vessel, if of less value than eight hundred dollars, may be seized, and the master or person in charge thereof shall incur a penalty not exceeding four hundred dollars. and the vessel may be detained until such penalty is paid; and unless payment is made within thirty days, such vessel may, after the expiration of such delay, be sold to pay such penalty, and any expenses incurred in making the seizure and in the safe keeping and sale of such vessel.

122.—If any vessel worth more than eight hundred dollars enters any place other than a port of entry, unless from stress of weather or other unavoidable cause, any dutiable goods on board thereof,except those of an innocent owner, shall be seized and forfeited, and the vessel may be seized and the master or person in charge thereof shall incur a penalty of eight hundred dollars; and the vessel may be detained until such penalty is paid; and unless payment is made within thirty days, such vessel may, after the expiration of such delay, be sold to pay such penalty, and any expenses incurred in making the seizure in the safe keeping and sale of such vessel.

Act of July 19th, 1899

An Act Relating to Light Dues

1.—Upon every merchant vessel or ship entering any port or place within this Colony, other than coasting or sealing or fishing vessels, owned and registered (but not oftener than once in three months) the following duty or rate per registered ton, that is to say—At the rate of twenty-four cents per ton up to and including 500 tons, and twelve cents per ton additional on every ton over 500, up to and including 1,000 tons; and six cents per ton additional on every ton over 1,000 tons and up to and including 2,000 tons. On no ship or vessel shall a greater rate than two hundred and forty dollars be levied in any one calendar year or oftener than once in three months.

9.—Any officer duly authorized by law to collect rates or dues under this Act may go on board any vessel, being within three miles of any part of the coasts of this Colony, and stay on board while she remains in port or within such distance, and may, in addition to the powers and procedure preescribed in Section 5 of this Act, bring into port and detain such vessel until payment or satisfaction of all light dues by law recoverable.

Contracts with Newfoundland Produce Co. for Coastal Mail Service.

CONTRACTS WITH NEWFOUNDLAND PRODUCE COMPANY FOR COASTAL MAIL SERVICE.

An Act respecting the Ratification of certain Contracts for Coastal Mail Service.

Whereas on the 18th day of March, 1911, an agreement was entered into between the Government and the Newfoundland Produce Company, Limited, for the furnishing of a steamer to ply between St. John's and certain ports in the District of Fogo, and on the same date a further agreement was entered into between the said parties for the furnishing of a steamer to ply between certain ports in the District of Fortune Bay;

And whereas it is provided in said agreements that the same are subject to the ratification of the Legislature;

Be it therefore enacted by the Governor, the Legislative Council and House of Assembly, in Legislative Session convened, as follows—

1.—The agreement made between His Excellency Sir Ralph Champneys Williams, K.C.M.G., Governor of Newfoundland, of the one part, and the Newfoundland Produce Company, Limited, of the other part, dated the eighteenth day of March, 1911, and forming Schedule A hereto, and the agreement made between His Excellency Sir Ralph Champneys Williams, K.C.M.G., Governor of Newfoundland, of the one part, and the Newfoundland Produce Company, Limited, of the other part, and forming Schedule B hereto, are and each of them is ratified and confirmed, and all and singular, the several clauses, provisions and conditions thereof are hereby declared valid and binding upon the parties thereto and each of them respectively.

2.—Any matter in difference between the parties to the said agreements arising out of the said agreements or either of them, may without any prior

proceedings in Court, be stated as a special case by the concurrence of the parties thereto for the opinion of the Supreme Court, as fully and subject to the same rules and conditions as questions of law may now be stated as a special case in any cause or matter, and in the event of the parties not so concurring, then either party may state a case for the opinion of the Court as aforesaid.

SCHEDULE A

THIS AGREEMENT, made and entered into at St. John's, this eighteenth day of March, Anno Domini, One thousand nine hundred and eleven, between His Excellency Sir Ralph Champneys Williams, K.C.M.G., Governor of the Island of Newfoundland and its Dependencies, in Council, (hereinafter called "The Government"), of the one part, and the Newfoundland Produce Company, Limited of St. John's, aforesaid, (hereinafter called "The Contractor"), of the other part.

RALPH WILLIAMS.
[Seal.]

Whereby the Contractor covenants and agrees to and with the said Government, for the consideration hereinafter mentioned, to provide and furnish a steamer to ply and run between St. John's and Change Islands and intermediate ports in the District of Fogo, in manner and under and subject to the terms and conditions hereinafter set forth as follows—

1.—The steamer for the said service shall be about 150 tons nett measurement; shall have suitable accommodations for thirty cabin and forty steerage passengers; shall class 100 A1 at Lloyds; shall have a speed of at least ten knots; and shall draw not more than eleven feet when loaded.

2.—The said steamer shall be well and substantially built of steel and strengthened to contend with ice. The cabins and saloons shall be furnished and fitted in first class manner and in such manner as to afford all reasonable comfort and accommodation to passengers and in accordance with the law relating to passengers in British steamers, and to the rules and regulations of the Board of Trade. The said steamer shall be built according to plans and specifications to be approved of by the Government.

3.—The said steamer shall make thirty-eight weekly trips in each year, commencing on or about the first day of May, 1910. The trip to be from St. John's to Change Islands and back, calling at the following intermediate ports going and returning, viz—

Greenspond
Wesleyville
Offer Wadham Islands
Musgrave Harbor
Ladle Cove
Fredericton
Gander Bay
Newtown
Cat Harbor

Inner Wadham Islands
(Peckford's)
Carmanville
Man Point
North Side Gander Bay
Victoria Cove
Indian Island
Tilting Harbor
Joe Batt's Arm
Change Islands
Horwoods (Dog Bay)
Seldom Come By
Little Fogo Islands
Fogo

4.—The Government may from time to time, by order and reasonable notice thereof to the Contractor substitute any other intermediate port or ports of call, and add other ports of call on the said route without any extra charge; provided that such substitution or addition be such as to admit of the round voyage being performed by the said boat within the weekly period without undue pressure or difficulty.

5.—The days for the departure of the steamer from St. John's shall be fixed by the Government at the beginning of each summer season, viz—on or about the first day of May.

6.—The Government shall have power, by notice to the Contractor, to detain the said steamer for a period of twenty-four hours after the time fixed for sailing, or in the event of a departure from the regular day of sailing, then for twenty-four hours after the day appointed for sailing by the Contractor.

7.—The Government shall also have power, by notice to the Contractor, to detain the said steamer for a longer period than twenty-four hours next after the time fixed or appointed for sailing under the preceding clause; provided that such detention shall be without prejudice to the interests of the Contractor, any question on which shall be determined, in case of disagreement, under the provisions of the twenty-fifth clause of this agreement.

8.—The said steamer shall carry all mail bags and mail packages of every description, delivered to the master or other officers by them appointed to receive the same from the General Post Office in St. John's, and from the Post Offices of the respective ports of call, and shall deliver such mail bags and mail packages at the Post Office in St. John's and other ports of call to which the same shall be addressed. There shall be on board the said steamer a safe and suitable place under lock for the keeping of the mail bags and mail packages. The said steamer shall carry an Officer in charge of the mail, for

whom an apartment shall be provided suitable for his work, which apartment shall be set apart for the sole and separate use of the Mail Officer, should the Governor in Council deem it necessary to send one, free of charge, including diet whilst on board. Such Mail Officer may also be employed by the Government as a Customs' Officer.

9.—The said steamer shall stay at each intermediate port of call not less than one-half hour, and at each terminal port not less than two hours; provided that if the captain of the steamer and the mail officer on board agree, they may increase or lessen the time of such stay.

10.—The Contractor shall, during the continuance of this Agreement, at his own costs and charges, keep the steamer 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 a stewardess on board the said steamer for the said passengers. The Government may, during the continuance of this Agreement, from time to time, cause the said steamer to be surveyed and inspected by such person or persons as they may appoint for that purpose, and in case there should be any deficiency or default, or anything wanting in the said steamer or in her equipment, according to the said laws, rules and regulations, upon notice thereof to the Contractor by the Colonial Secretary, the same shall be immediately made good and supplied by the Contractor, and in case of wrongful refusal or neglect for an unreasonable time to comply with the said notice, then the Contractor shall not be entitled to receive any part of the consideration herein provided to be paid to him; provided that the said Contractor holding a first class Board of Trade certificate for such steamer, the said steamer shall not be compelled to be passed for annual certificates by Board of Trade surveyors.

11.—The Contractor shall provide large and convenient boats for the embarking and disembarking of passengers at all ports of call. In the port of St. John's, passengers shall be embarked and disembarked at a wharf provided by the Contractor.

12.—Passengers and goods shall be conveyed by the said steamer at rates not exceeding those set forth in Schedule hereto annexed, marked "A," and proportionate rates for any ports not mentioned in the said Schedule at which the said steamer may call. Such rates shall be advertised by the Contractor in one or more newspapers published in Newfoundland, and shall be kept posted up in the cabins or saloons and steerages of said steamer, and uniform coastal rates of freight shall be charged to and paid by all shippers of goods by the said steamer.

13.—All shipwrecked crews shall be carried by the said steamer at the rates provided by the Board of Trade for the conveyance of shipwrecked sea-

men; provided that at no time shall the Contractor be paid more than at the rate of one shilling and sixpence sterling per day, and all such rates shall belong to the Contractor.

14.—In the event of the said steamer (or a steamer substituted therefor) being lost during the continuance of this Contract, the Contractor shall, in case such loss shall happen within the first six years of the term of this Contract, provide and substitute another steamer, similar in all respects to the steamer so lost, and the steamer so provided and substituted shall be in every way subject to the provisions of this Contract in like manner as was the steamer so lost, and in case such loss shall occur during the last six years of the said term, then the Contract, so far as concerns the steamer so lost, shall be terminated, unless the Contractor shall elect to substitute a like steamer for the residue of the said term.

15.—In the event of the said steamer being damaged or requiring repair, the Contractor shall provide and substitute another steamer (to be approved of by the Government) for the performance of the work by this Contract provided to be done, and such last-named substituted steamer shall only be permitted to continue running for such time as the Government may determine, and upon such terms as in the event of disagreement shall be determined under Clause 25.

16.—Should the said steamer fail to call at any one or more of the ports of call in regular course, unless prevented by causes over which the Contractor has no control, then, and in such case, a deduction of fifty dollars for each port to which the said steamer shall fail to call may be made from the amount which would otherwise have become payable for the trip, as hereinbefore provided, and the question as to whether or not such deduction shall be made, if disputed, shall be ascertained and determined by the Supreme Court, on the application of either party. If, at any time, any port shall be inaccessible by reason of ice, the Contractor shall land the mails, mail bags and mail packages for such port at the nearest accessible port to such port of call, and shall convey them to the nearest post office or such other place as the Government shall direct, without any unnecessary delay, at the expense of the Contractor.

17.—All due care and diligence shall be observed and all necessary appliances provided on board the said steamer for the comfort and convenience of passengers, and for the preservation of good order and discipline, and for the prevention of all illicit trading or other practices and disorderly conduct on the part of the officers, crew and passengers, and in the event of default or failure in the observance of this clause, the Contractor shall, from time to time, be subject to such penalty or deduction from the subsidy as may be determined under Clause 25.

18.—This Contract shall continue in force, unless sooner determined under the provisions herein contained, for a period of twelve years from the first day of May last.

19.—The Contractor shall not assign, underlet or dispose of this Contract, or any part thereof, without the consent of the Government.

20.—In the event of a breach of the 19th Clause, or habitual breach of this Contract by the Contractor, the Government may terminate his Contract, and such termination shall not be construed as giving the Contractor any claim for compensation in consequence of such termination.

21.—And the said Government hereby agree with the said Contractor that on the due and faithful performance by him of this Contract and all conditions herein contained, the Government shall pay to the said Contractor as follows, viz—For the round voyage to Change Islands and back, calling at all intermediate ports, five hundred dollars; provided that should the said steamer fail to reach the terminal port of Change Islands, then the subsidy payable by the Government to the Contractor shall be in proportion to the ports called at.

22.—The Government agrees to advise the Contractor from all ports at which the said steamer shall call and at which Government Telegraph Offices are or shall be established, of the arrival and departure of the said steamer.

23.—No additional port charges, light dues or taxes beyond those now in force in the Colony shall be imposed on the said steamer during the term of this Contract.

24.—In no case shall preference be given to the freight of the Contractor to be carried on the said steamer to the exclusion of the freight of other shippers.

25.—All matters in difference arising between the parties hereto upon any matter connected with or arising out of this Contract, shall be referred to the Supreme Court on a case stated jointly or by either party.

26.—All notice to the Contractor may be left at the Office of the Contractor in St. John's, and such shall be deemed good service of such notice.

27.—And, lastly, the Contractor binds the said Newfoundland Produce Company, Limited, to the Government in the penal sum of two thousand dollars for the due and faithful performance of this Contract, and the provisions, conditions and agreements herein contained on his part to be performed and kept.

28.—This Agreement is subject to the approval and ratification of the Legislature.

In Witness whereof His Excellency the Governor in Council has caused the Great Seal of the Island of Newfoundland to be set hereunto, and has signed these Presents, and the Corporate Seal of the said Newfoundland Produce Company, Limited, has been affixed at St. John's aforesaid, the day and year first above written.

By His Excellency's Command,

R. WATSON,
Colonial Secretary.

THE NEWFOUNDLAND PRODUCE COMPANY, LTD.,
Per JOHN C. CROSBIE,
President.

Witness—
CHAS. H. HUTCHINGS.

PASSENGER RATES PER STEAMER

Under Contract with the Government

ST. JOHN'S	CLASS.	St. John's	From Wesleyville	" Newtown	" Cat Harbor	" Offer Wadhams	" Peckford's Islands	" Musgrave Hr
To Wesleyville	1st	$6 00						
	2nd	3 00						
" Newtown	1st	6 00	30					
	2nd	3 00	20					
" Cat Harbor	1st	6 25	35	30				
	2nd	3 00	25	20				
" Offer Wadhams	1st	6 25	75	60	45			
	2nd	3 50	50	40	30			
" Peckford's Island	1st	6 25	90	75	45	30		
	2nd	3 50	60	50	35	20		
" Musgrave Harbor	1st	6 25	1 05	90	60	30	30	
	2nd	3 50	70	60	40	20	20	
" Ladle Cove	1st	6 25	1 20	95	60	35	30	30
	2nd	3 50	80	65	45	25	20	20
" Carmanville	1st	6 50	1 50	1 25	95	65	45	45
	2nd	3 50	1 00	85	65	45	30	30
" Fredericton	1st	6 50	1 65	1 40	1 05	90	65	45
	2nd	3 50	1 10	96	70	60	45	35
" Man Point, Gander Bay	1st	6 50	1 80	1 50	1 20	95	80	65
	2nd	3 50	1 20	1 00	85	65	55	45
" Victoria Cove	1st	6 50	1 80	1 55	1 35	1 05	90	75
	2nd	3 50	1 25	1 05	90	70	60	50
" Horwoods	1st	6 50	2 10	1 80	1 50	1 25	1 05	95
	2nd	3 50	1 40	1 20	1 05	85	75	65
" Indian Islands	1st	6 50	2 30	2 00	1 80	1 40	1 25	1 05
	2nd	3 50	1 55	1 35	1 20	95	85	75
" Seldom-Come-By	1st	6 50	2 40	2 10	1 85	1 55	1 35	1 20
	2nd	3 50	1 60	1 40	1 25	1 05	90	80
" Tilting	1st	6 50	2 55	2 30	2 15	1 80	1 65	1 50
	2nd	3 50	1 70	1 55	1 45	1 20	1 10	1 00
" Little Fogo Island	1st	6 50	2 55	2 40	2 35	1 95	1 80	1 65
	2nd	3 50	1 75	1 60	1 55	1 30	1 20	1 10
" Joe Batt's Arm	1st	6 50	2 70	2 40	2 40	2 00	1 85	1 80
	2nd	3 50	1 80	1 65	1 60	1 35	1 25	1 20
" Fogo	1st	6 50	2 85	2 60	2 55	2 10	2 00	1 85
	2nd	3 50	1 90	1 75	1 70	1 45	1 35	1 25
" Change Island	1st	6 50	3 00	2 90	2 85	2 40	2 30	2 15
	2nd	3 50	2 10	1 95	1 90	1 65	1 60	1 45

ON FOGO MAIL SERVICE.

for the Conveyance of Mails.

From Ladle Cove													
" Carmanville													1st 2nd
" Fredericton													1st 2nd
" Man Point, Gander Bay													1st 2nd
" Victoria Cove													1st 2nd
" Horwoods													1st 2nd
" Indian Isl'ds													1st 2nd
" Seldom-Come-By													1st 2nd
" Tilting													1st 2nd
" Little Fogo Islands													1st 2nd
" Joe Batt's Arm													1st 2nd
" Fogo													1st 2nd
													1st 2nd
35 25													1st 2nd
50 35	30 20												1st 2nd
60 40	35 25	30 20											1st 2nd
60 40	45 30	35 25	30 20										1st 2nd
80 55	60 40	45 35	30 25	30 20									1st 2nd
1 05 70	75 50	60 40	50 35	45 30	30 20								1st 2nd
1 05 75	80 55	65 45	60 40	60 40	35 25	30 20							1st 2nd
1 40 95	1 05 75	95 65	90 60	80 55	45 30	45 30	cts. 30 20						1st 2nd
1 70 1 15	1 25 85	1 10 75	1 05 70	95 65	50 35	50 35	35 25	30 20					1st 2nd
1 85 1 25	1 40 95	1 20 80	1 20 80	1 05 70	60 40	60 40	45 30	30 25	30 20				1st 2nd
1 95 1 30	1 50 1 00	1 35 90	1 35 90	1 20 80	75 50	75 50	50 35	30 25	30 25	30 20			1st 2nd
2 20 1 50	1 80 1 20	1 65 1 10	1 50 1 05	1 40 1 00	1 10 75	1 05 70	85 55	60 40	50 35	45 30	30 20		1st 2nd

FREIGHT RATES

Apples, per barrel	$0.20	Meals, etc., per sack	0.20
Bales, etc., per foot	0.06	Nails, per cwt.	0.20
Butter, per tub	10, 15 and 0.20	Oil, per cask	0.40
Beef, per barrel	0.30	Oakum, per bundle	0.25
Bread, per bag	0.20	Oranges, per case	0.25
Boxes, small	0.20	Onions, per case	0.25
Bread, per half bag	0.15	Oats, etc., per sack	0.20
Biscuits, per box	0.10	Pig Iron, per cwt.	0.20
Beans, per sack	0.20	Parcels (small) single	0.20
Bogies	0.20	Parcels (small) in quantities	0.10
Box Tin, per cwt.	0.20	Peas, per sack	0.20
Cans, empty, per case	0.10	Potatoes, per sack	0.20
Cases, etc., per foot	0.06	Potatoes, per barrel	0.20
Clapboard, per M.	2.00	Pork, per barrel	0.30
Cows	6.00	Rope, per coil	0.20
Chairs, per bundle of two	0.20	Rope, small, bales of four coils	0.40
Flour, per barrel	0.20	Rice, per sack	0.20
Fish, per qtl., bundled	0.20	Raisins	8 and 0.10
Horses	8.00	Rolled Oats, per barrel	0.20
Hay, per bundle	0.30	Sugar, per barrel	0.30
Hay, per ton	4.00	Shooks, per box	0.10
Iron, per cwt.	0.20	Sheep	0.50
Leather—sole, rolled	0.30	Soap, per box	8 and 0.10
Leather, upper	0.20	Stoves and Fittings	1.00
Leather, per side, not rolled	0.20	Stoves, without Fittings	0.50
Lobsters, per case	0.10	Small Stoves and Fittings	0.50
Lumber, per M.	4.00	Small Stoves	0.30
Laths, per M.	1.00	Salmon, per case	0.15
Lead, per cwt.	0.20	Shingles, per M.	0.50
Molasses, per puncheon	2.00	Tea, per box	0.20
Molasses, per tierce	0.50	Tea, per chest	0.25
Molasses, per barrel	0.30	Tea, per half chest	0.15
Matches, per case	0.15	Tar, per barrel	0.30

Freight on deck, including Cows, Horses, Sheep, etc., Furniture, not packed, Stoves and Cast Ironware, only taken at shipper's risk. Ship not responsible for perishable goods. All freight to be prepaid at St. John's.

Fares—For children under fourteen years of age, half price. Children under four years, with parent, servant or guardian, free. Clergymen, half price. Meals only included when first class ticket cost $2.00; second class, $1.50.

SCHEDULE B

THIS AGREEMENT, made and entered into at St. John's, this eighteenth day of March, Anno Domini, One thousand nine hundred and eleven, between His Excellency Sir Ralph Champneys Williams, K.C.M.G., Governor of the Island of Newfoundland and its Dependencies, in Council, (hereinafter called "The Government"), of the one part, and the Newfoundland Produce Company, Limited of St. John's, aforesaid, (hereinafter called "The Contractor"), of the other part.

RALPH WILLIAMS.
[Seal.]

Whereby the Contractor covenants and agrees to and with the said Government, for the consideration hereinafter mentioned, to provide and furnish a steamer to ply and run between Belleoram and ports of call in Fortune Bay, in manner and subject to the terms and conditions hereinafter set forth, as follows—

1.—The steamer for the said service shall be from eighty to one hundred tons nett measurement; shall have suitable accommodation for twenty cabin and twenty steerage passengers; shall class 100 A 1 at Lloyd's; and shall have a speed of at least ten knots.

2.—The cabins and saloons shall be furnished and fitted in such a manner as to afford all reasonable comfort and accommodation to passengers, and in accordance with the law relating to passengers in British steamers and to the rules and regulations of the Board of Trade. The said steamer shall be approved of by the Government.

3.—The said steamer shall make fifty-two weekly trips in each year, commencing on the first day of May, 1910. The trip to be from Belleoram, calling at the following intermediate ports going and returning—

EAST

Corbin
Bay du Norde
Rencontre
Anderson's Cove
Terenceville
Pool's Cove
Lally Cove
Stone's Cove
English Harbor East
Harbor Mille
Little Bay East
Fox Cove
Garnish
Bay L'Argent
Point Enragee

RETURNING

Point Enragee
Bay L'Argent
Harbor Mille
English Harbor East
Stone's Cove
Lally Cove
Pool's Cove
Fox Cove
Little Bay East
Terenceville
Anderson's Cove
Rencontre
Bay du Norde
Corbin

WEST

St. Jacques
Mose Ambrose
Coomb's Cove
Little Bay West
Harbor Breton
Brunette
Seal Cove
Grole
Gaultois
Little Bay, H. B.
Pushthrough
Balena
Raymond's Point
English Harbor West
Boxey
Miller's Passage
Jersey Harbor
Sagona
Great Harbor
Pass Island
Hermitage
Round Harbor
Great Jarvis
McCallum
Bay du Norde
Ship Cove
Conn River
Milltown
Head of Bay d'Espoir

RETURNING

Head of Bay d'Espoir
Ship Cove
Bay du Norde
McCallum
Great Jarvis
Round Harbor
Hermitage
Pass Island
Great Harbor
Sagona
Jersey Harbor
Miller's Passage
Boxey
English Harbor West
Conn River
Raymond's Point
Balena
Pushthrough
Little Bay, H. B.
Gaultois
Grole
Seal Cove
Brunette
Harbor Breton
Little Bay West
Coomb's Cove
Mose Ambrose
St. Jacques

4.—The Government may from time to time, by order and reasonable notice thereof to the Contractor substitute any other intermediate port or ports of call, and add other ports of call on the said route without any extra charge; and shall have the right to order the said steamer to St. Pierre and Port aux Basques not oftener than once a week; provided that such substitution or addition be such as to permit the round voyage being performed by the said steamer without undue pressure or difficulty. Any moneys received for mail subsidies from the Government of St. Pierre shall be the property of the Newfoundland Government.

5.—The days of the departure of the steamer from Belleoram shall be fixed by the Government at the beginning of each summer season, on or about the first day of May.

6.—The Government shall have power, by notice to the Contractor, to detain the said steamer for a period of twenty-four hours after the time fixed for sailing, or in the event of a departure from the regular day of sailing, then for twenty-four hours after the day appointed for sailing by the Contractor.

7.—The Government shall also have power, by notice to the Contractor, to detain the said steamer for a longer period than twenty-four hours next after the time fixed or appointed for sailing under the preceding clause; provided that such detention shall be without prejudice to the interests of the Contractor, any question on which shall be determined, in case of disagreement, under the provisions of the twenty-fifth clause of this agreement.

8.—The said steamer shall carry all mail bags and mail packages of every description, delivered to the master or other officers by them appointed to receive the same from the Post Offices of the respective ports of call, and shall deliver such mail bags and mail packages at the Post Offices of the respective ports of call to which the same shall be addressed. There shall be on board the said steamer a safe and suitable place under lock for the keeping of the mail bags and mail packages. The said steamer shall carry an Officer in charge of the mail, for whom an apartment shall be provided suitable for his work, which apartment shall be set apart for the sole and separate use of the Mail Officer, should the Governor in Council deem it necessary to send one, free of charge, including diet whilst on board. Such Mail Officer may also be employed by the Government as a Customs' Officer.

9.—The said steamer shall stay at each intermediate port of call not less than one-half hour, and at each terminal port not less than two hours; provided that if the captain of the steamer and the mail officer on board agree, they may increase or lessen the time of such stay.

10.—The Contractor shall, during the continuance of this Agreement, at his own costs and charges, keep the steamer 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 on board the said steamer for the said passengers. The Government may, during the continuance of this Agreement, from time to time, cause the said steamer to be surveyed and inspected by such person or persons as they may appoint for that purpose, and in case there should be any deficiency or default, or anything wanting in the said steamer or in her equipment, according to the said laws, rules and regulations, upon notice thereof to the Contractor by the Colonial Secretary, the same shall be immediately made good and supplied by the Contractor, and

in case of wrongful refusal or neglect for an unreasonable time to comply with the said notice, then the Contractor shall not be entitled to receive any part of the consideration herein provided to be paid to him; provided that the said Contractor holding a first class Board of Trade certificate for such steamer, the said steamer shall not be compelled to be passed for annual certificates by Board of Trade surveyors.

11.—The Contractor shall provide large and convenient boats for the embarking and disembarking of passengers at all ports of call. In the port of St. John's, passengers shall be embarked and disembarked at a wharf provided by the Contractor.

12.—Passengers and goods shall be conveyed by the said steamer at rates not exceeding those set forth in Schedule hereto annexed, marked "A," and proportionate rates for any ports not mentioned in the said Schedule at which the said steamer may call. Such rates shall be advertised by the Contractor in one or more newspapers published in Newfoundland, and shall be kept posted up in the cabins or saloons and steerages of said steamer, and uniform coastal rates of freight shall be charged to and paid by all shippers of goods by the said steamer.

13.—All shipwrecked crews shall be carried by the said steamer at the rates provided by the Board of Trade for the conveyance of shipwrecked seamen; provided that at no time shall the Contractor be paid more than at the rate of one shilling and sixpence sterling per day, and all such rates shall belong to the Contractor.

14.—In the event of the said steamer (or a steamer substituted therefor) being lost during the continuance of this Contract, the Contractor shall, in case such loss shall happen within the first six years of the term of this Contract, provide and substitute another steamer, similar in all respects to the steamer so lost, and the steamer so provided and substituted shall be in every way subject to the provisions of this Contract in like manner as was the steamer so lost, and in case such loss shall occur during the last six years of the said term, then the Contract, so far as concerns the steamer so lost, shall be terminated, unless the Contractor shall elect to substitute a like steamer for the residue of the said term.

15.—In the event of the said steamer being damaged or requiring repair, the Contractor shall provide and substitute another steamer (to be approved of by the Government) for the performance of the work by this Contract provided to be done, and such last-named substituted steamer shall only be permitted to continue running for such time as the Government may determine, and upon such terms as in the event of disagreement shall be determined under Clause 25.

16.—Should the said steamer fail to call at any one or more of the ports of call in regular course, unless prevented by causes over which the Contractor has no control, then, and in such case, a deduction of fifty dollars for each port to which the said steamer shall fail to call may be made from the amount which would otherwise have become payable for the trip, as hereinbefore provided, and the question as to whether or not such deduction shall be made, if disputed, shall be ascertained and determined by the Supreme Court, on the application of either party. If, at any time, any port shall be inaccessible by reason of ice, the Contractor shall land the mails, mail bags and mail packages for such port at the nearest accessible port to such port of call, and shall convey them to the nearest post office or such other place as the Government shall direct, without any unnecessary delay, at the expense of the Contractor.

17.—All due care and diligence shall be observed and all necessary appliances provided on board the said steamer for the comfort and convenience of passengers, and for the preservation of good order and discipline, and for the prevention of all illicit trading or other practices and disorderly conduct on the part of the officers, crew and passengers, and in the event of default or failure in the observance of this clause, the Contractor shall, from time to time, be subject to such penalty or deduction from the subsidy as may be determined under Clause 25.

18.—This Contract shall continue in force, unless sooner determined under the provisions herein contained, for a period of twelve years from the first day of May last.

19.—The Contractor shall not assign, underlet or dispose of this Contract, or any part thereof, without the consent of the Government.

20.—In the event of a breach of the 19th Clause, or habitual breach of this Contract by the Contractor, the Government may terminate this Contract, and such termination shall not be construed as giving the Contractor any claim for compensation in consequence of such termination.

21.—And the Government hereby agrees with the said Contractor that on the due and faithful performance by him of this Contract and all conditions herein contained, the Government shall pay to the said Contractor as follows, viz—The sum of twenty thousand dollars per annum, in equal monthly instalments.

22.—The Government agrees to advise the Contractor from all ports at which the said steamer shall call and at which Government Telegraph Offices are or shall be established, of the arrival and departure of the said steamer.

23.—No additional port charges, light dues or taxes beyond those now in force in the Colony shall be imposed on the said steamer during the term of this Contract.

24.—In no case shall preference be given to the freight of the Contractor to be carried on the said steamer to the exclusion of the freight of other shippers.

25.—All matters in difference between the parties hereto upon any matter connected with or arising out of this Contract, shall be referred to the Supreme Court on a case stated jointly or by either party.

26.—All notice to the Contractor may be left at the Office of the Contractor in St. John's, and such shall be deemed good service of such notice.

27.—And, lastly, the said Contractor hereby binds the said Newfoundland Produce Company, Ltd., to the Government in the penal sum of two thousand dollars for the due and faithful performance of this Contract, and the provisions, conditions and agreements herein contained on his part to be performed and kept.

28.—This Agreement is subject to the approval and ratification of the Legislature.

In Witness whereof His Excellency the Governor in Council has caused the Great Seal of the Island of Newfoundland to be set hereunto, and has signed these Presents, and the Corporate Seal of the said Newfoundland Produce Company, Limited, has been affixed at St. John's aforesaid, the day and year first above written.

By His Excellency's Command,

R. WATSON,
Colonial Secretary.

THE NEWFOUNDLAND PRODUCE COMPANY, LTD.,

Per JOHN C. CROSBIE,
President.

Witness—
CHAS. H. HUTCHINGS.

PASSENGER RATES PER S.S. SUSU, ON FORTUNE BAY MAIL SERVICE.

EASTERN ROUTE.

FROM BELLEORAM.	Belleoram		Corbin		Pool's Cove		Bay du Nord		Lally Cove		Rencontre		Stone's Cove		Anderson's Cove		English Hr. East		Terrenceville		Hr. Mille		Little Bay East		Bay L'Argent	
	1st	2nd	1st	2nd	1st	2nd	1st	2nd	1st	2nd	1st	2nd	1st	2nd	1st	2nd	1st	2nd	1st	2nd	1st	2nd	1st	2nd	1st	2nd
	$ c.	$ c.																								
Corbin	30	20																								
Pool's Cove	40	25	30	20																						
Bay du Nord	45	30	35	25	30	20																				
Lally Cove	65	45	45	30	30	20	30	20		c.																
Rencontre	85	60	65	45	45	30	40	25	30	20	$ c	c.														
Stone's Cove	1 00	70	80	55	60	40	55	35	40	25	30	20	$ c.	c												
Anderson's Cove	1 10	75	90	60	70	50	65	45	50	30	30	20	30	20												
English Harbor East	1 50	1 00	1 30	90	1 10	75	1 05	70	85	55	65	45	40	25	30	20										
Terrenceville	1 70	1 15	1 50	1 00	1 30	90	1 20	80	1 15	75	85	60	70	45	60	40	30	20								
Harbor Mille	1 60	1 10	1 45	95	1 30	85	1 15	75	95	65	75	50	60	40	50	35	30	20	30	20						
Little Bay East	1 70	1 15	1 50	1 00	1 30	90	1 20	80	1 05	70	85	60	70	45	60	40	35	25	30	20	20	20				
Bay L'Argent	1 90	1 30	1 70	1 15	1 55	1 05	1 45	95	1 30	85	1 10	75	90	60	75	55	45	30	45	30	30	20	30	20		
Fox Cove	2 05	1 40	1 85	1 25	1 65	1 10	1 60	1 05	1 45	85	1 25	85	1 05	70	90	65	60	40	45	30	35	25	30	20	30	20

Minimum Passage—First Class, 30 cents ; Second Class. 20 cents. Meals not included in these Rates, but may be obtained at the following prices :—
Breakfast, 30 cents ; Dinner, 40 cents ; Tea, 30 cents.

All Ports where the steamer is prevented from calling through stress of weather, Passengers will be landed at the next port.

Children over 5 and under 14 years of age will be charged half rate ; Children under 5 years of age will be carried free when accompanied by parents or guardians. Clergymen will be charged half rate.

PASSENGER RATES PER S.S. SUSU, WESTERN

FROM BELLEORAM TO	Belleoram		St. Jacques		English Hr. W.		Mose Ambrose		Boxey		Coombs Cove		Miller's Passage		Little Bay West		Jersey Harbor	
	1st	2nd	1st	2nd	1st	2nd	1st	2nd	1st	2nd	1st	2nd	1st	2nd	1st	2nd	1st	2nd
	$ c.	$ c.																
St. Jacques	30	20																
English Hr. West	30	20	30	20														
Mose Ambrose	30	20	30	20	30	20												
Boxey	40	25	30	20	30	20	30	20										
Coombs Cove	75	50	60	40	50	35	45	30	35	25								
Miller's Passage	85	60	75	50	60	40	55	35	45	30	30	20						
Little Bay West	1 00	75	90	60	75	50	70	45	60	40	30	20	30	20				
Jersey Harbor	1 25	85	1 15	75	1 00	70	95	65	85	60	55	35	40	25	30	20		
Harbor Briton	1 30	90	1 20	80	1 05	75	1 00	70	90	60	60	40	45	30	30	20	30	20
Sagona	1 60	1 10	1 45	95	1 30	90	1 15	75	1 05	70	90	60	80	55	70	50	55	40
Brunette	1 70	1 20	1 60	1 10	1 45	1 00	1 30	90	1 15	75	1 05	70	90	60	80	55	70	50
Great Harbor	1 75	1 15	1 65	1 10	1 50	1 00	1 45	75	1 30	90	1 05	75	90	60	75	50	55	35
Seal Cove	2 05	1 40	1 95	1 30	1 80	1 25	1 75	1 15	1 65	1 10	1 35	90	1 20	80	1 05	70	85	55
Pass Island	2 25	1 50	2 15	1 45	2 00	1 35	1 95	1 30	1 90	1 30	1 55	1 05	1 45	95	1 30	90	1 05	70
Grole	2 40	1 60	2 25	1 50	2 15	1 45	2 10	1 40	2 00	1 35	1 65	1 10	1 55	1 05	1 40	95	1 15	75
Hermitage	2 65	1 80	2 55	1 70	2 40	1 60	2 35	1 55	2 25	1 50	1 95	1 30	1 80	1 20	1 65	1 10	1 45	95
Gaultois	2 85	1 95	2 75	1 85	2 65	1 75	2 55	1 70	2 50	1 65	2 15	1 45	2 05	1 35	1 90	1 25	1 65	1 10
Round Harbor	3 00	2 00	2 90	1 95	2 80	1 90	2 70	1 80	2 65	1 75	2 30	1 55	2 20	1 50	2 05	1 40	1 80	1 20
Little Bay H. B.	3 10	2 10	3 00	2 00	2 85	1 95	2 80	1 90	2 70	1 80	2 40	1 60	2 25	1 50	2 10	1 40	1 90	1 25
Great Jarvis	3 30	2 20	3 20	2 15	3 10	2 10	3 00	2 00	2 95	1 95	2 60	1 75	2 50	1 65	2 35	1 55	2 10	1 40
Pushthrough	3 35	2 25	3 25	2 20	3 15	2 10	3 10	2 10	3 00	2 00	2 70	1 80	2 55	1 70	3 40	1 60	2 20	1 50
McCallum	3 50	2 35	3 40	2 30	3 30	2 20	3 20	2 15	3 15	2 10	2 80	1 90	2 70	1 80	2 50	1 65	2 30	1 55
Balena	3 55	2 40	3 45	2 35	3 35	2 25	3 25	2 20	3 20	2 15	2 85	1 95	2 75	1 85	2 55	1 70	2 35	1 60

Belleoram to Point Enragee..... ..... 40c. first class, 30c. second class.
" Garnish..... 60c. " " 45c. " "

ON FORTUNE BAY MAIL SERVICE.

ROUTE.

		Harbor Briton		Sagona		Brunette		Great Harbor		Seal Cove		Pass Island		Grole		Hermitage		Gaultois		Round Harbor		Little Bay, H. B		Great Jarvis		Pushthrough		McCallum	
		1st	2nd	1st	2nd	1st	2nd	1st	2nd	1st	2nd	1st	2nd	1st	2nd	1st	2nd	1st	2nd	1st	2nd	1st	2nd	1st	2nd	1st	2nd	1st	2nd
$	c.	$	c.																										
	40		25																										
	55		40		30		20																						
	45		30		30		20		30		20																		
	75		50		40		25		55		30		30		20														
1	00		70		55		25		70		50		55		35		30		20		c.								
1	10		75		75		35		95		60		65		45		40		25		30		20	$	c.		c.		
1	35		90		95		50	1	25		80		90		60		60		40		40		25		30		20		
1	60	1	05	1	25		60	1	50	1	00	1	15		75		85		55		60		40		50		35	30	20
1	75	1	15	1	50		80	1	60	1	10	1	30		90	1	00		70		75		50		65		45	40	25	30	20
1	80	1	20	1	65	1	00	1	70	1	15	1	35		90	1	05		75		85		60		75		50	45	30	30	20	30	20
2	00	1	35	1	70	1	15	1	75	1	20	1	60	1	05	1	25		85	1	05		70		95		65	70	45	45	30	30	20	30	20		
2	10	1	40	1	75	1	20	1	85	1	30	1	65	1	10	1	35		90	1	15		75	1	05		70	75	50	55	35	40	25	30	20	30	20		
2	25	1	50	1	85	1	30	1	95	1	35	1	80	1	20	1	50	1	00	1	25		85	1	15		75	90	60	70	45	50	35	45	30	30	20	30	20	
2	30	1	55	1	95	1	35	2	00	1	40	1	85	1	25	1	55	1	05	1	30		90	1	80		80	95	65	75	50	55	40	50	35	35	25	30	20	30	20

Point Enragee to Garnish.... .. .. 30c. first class, 20c. second class.

BAY D'ESPOIR ROUTE.

Going In.

FROM GAULTOIS TO	Gaultois		Ship Cove		Conn River		Milltown	
	1st	2nd	1st	2nd	1st	2nd	1st	2nd
Ship Cove	60c.	40c						
Conn River	70	45	30c.	20c.				
Milltown	85	60	30	20	30c.	20c.		
Head of Bay d'Espoir	90	65	30	20	30	20	30c.	20c.

BAY D'ESPOIR ROUTE.

Returning to Pushthrough.

FROM HEAD OF BAY D'ESPOIR TO	Head of Bay d'Espoir		Milltown		Ship Cove		Raymond's Point	
	1st	2nd	1st	2nd	1st	2nd	1st	2nd
Milltown	30c.	20c						
Ship Cove	30	20	30c.	20c.				
Raymond's Point	60	40	60	40	30c.	20c.		
Pushthrough	90	60	75	50	60	40	30c.	20c.

FREIGHT RATES

Apples, per barrel	$0.20	Meals, etc., per sack	0.20
Bales, etc., per foot	0.04	Nails, per cwt.	0.20
Butter, per tub	10, 15 and 0.20	Oil, per cask	0.40
Beef, per barrel	0.30	Oakum, per bundle	0.25
Bread, per bag	0.20	Oranges, per case	0.25
Boxes, small	0.20	Onions, per case	0.25
Bread, per half bag	0.15	Oats, etc., per sack	0.20
Biscuits, per box	0.10	Pig Iron, per cwt.	0.20
Beans, per sack	0.20	Parcels (small) single	0.20
Bogies	0.20	Parcels (small) in quantities	0.10
Box Tin, per cwt.	0.20	Peas, per sack	0.20
Cans, empty, per case	0.10	Potatoes, per sack	0.20
Cases, etc., per foot	0.04	Potatoes, per barrel	0.20
Clapboard, per M.	2.00	Pork, per barrel	0.30
Cows	6.00	Rope, per coil	0.20
Chairs, per bundle of two	0.20	Rope, small, bales of four coils	0.40
Flour, per barrel	0.20	Rice, per sack	0.20
Fish, per qtl., bundled	0.20	Raisins, per box	8 and 0.10
Horses	8.00	Rolled Oats, per barrel	0.20
Hay, per bundle	0.30	Sugar, per barrel	0.30
Hay, per ton	4.00	Shooks, per box	0.10
Iron, per cwt.	0.20	Sheep	0.50
Leather—sole, rolled	0.30	Soap, per box	8 and 0.10
Leather, upper	0.20	Stoves and Fittings	1.00
Leather, per side, not rolled	0.20	Stoves, without Fittings	0.50
Lobsters, per case	0.10	Small Stoves and Fittings	0.50
Lumber, per M.	3.00	Small Stoves	0.30
Laths, per M.	1.00	Salmon, per case	0.10
Lead, per cwt.	0.20	Shingles, per M.	0.50
Molasses, per puncheon	1.00	Tea, per box	0.20
Molasses, per tierce	0.50	Tea, per chest	0.25
Molasses, per barrel	0.30	Tea, per half chest	0.15
Matches, per case	0.15	Tar, per barrel	0.30

Freight on deck, including Cows, Horses, Sheep, etc., Furniture, not packed, Stoves and Cast Ironware, only taken at shipper's risk. Ship not responsible for perishable goods. All freight to be prepaid

Correspondence in relation to Landing of Direct United States and Western Union Cables,

And the Contracts respecting the same.

Correspondence in relation to Landing of Direct United States and Western Union Cables, and the Contracts respecting the same.

The Direct United States Cable Co., Ltd.,
Winchester House, Old Broad Street,
London, E. C., September 3rd, 1909.

Sir—I am instructed to inform you that the Board of my Company has under consideration the question of landing and working its Main Cable in Newfoundland, and I am to enquire on what terms and conditions permission would be granted by your Legislature for such landing and working, and in this connection I beg to furnish the following particulars concerning the Company, its cables and its system—

(1)—The Direct United States Cable Co., Ltd., is a British Company, incorporated under the Companies Acts, 1862 and 1867, on the 17th July, 1877, to take over the undertaking, etc., of a company with the same title which was incorporated 10th March, 1873.

(2)—The Company owns and works (a) a single Atlantic Cable, termed the Main Cable, between Ballinskelligs, Ireland, and Halifax, Nova Scotia, and (b) another single cable, termed the Short Cable, between Halifax, Nova Scotia, and Rye Beach, New Hampshire, the cables having been laid in 1873 and 1874. In addition, the Company works in this country special wires from Ballinskelligs to London, leased from the British Postmaster-General, and in the United States, special wires from Rye Beach to New York and Boston, under agreements with American companies, and thus both eastward and westward handles telegraph traffic to all parts of the world.

(3)—The Main Cable, in its course, passes within some fifteen miles of St. John's, Newfoundland, and it would probably be cut near this point and the ends landed at or near that place, and be connected with a station there.

(4)—The station referred to would probably be only a relay station for automatic translation of the traffic, so long as the Company's

cable system throughout was in working order, but in the event of interruption of the cable section, between St. John's and Halifax, the Company's cable traffic, both eastward and westward, would in such case have to pass via landlines to and from St. John's.

(5)—In accordance with existing agreements, traffic thus transferred would of necessity have to pass via the system of the Anglo-American Telegraph Company, and by no other, so long as that Company may be in a position to deal with the traffic.

My Board hopes that the particulars furnished above will enable you to give favourable consideration to this proposal, and awaits the favour of your reply.

I am, etc.,

(Signed) T. FINNIS,
General Manager and Secretary.

Hon. Sir E. P. Morris, Kt., K. C.,
Premier. Newfoundland.

Prime Minister's Office,
St. John's, Newfoundland,
October 17th, 1909.

Sir—I have to acknowledge receipt of your communication of September 3rd, and note that the Board of your Company has under consideration the question of landing and working its Main Cable in Newfoundland, and that you desire to know on what terms and conditions permission would be granted by this Government for such landing and working. The Government of this Colony will welcome the coming of your Company to this country. I am sending you the Act relating to the Postal and Telegraph Service of this Colony; also the Act creating the license fee now being paid by all Cable Companies in this Colony; also the Act confirming the agreement between the Commercial Cable Company of New York with the Newfoundland Government, which defines the terms upon which that Company now operates in this Colony.

Of course you are aware that the Anglo-American Telegraph Company is here by virtue of its charter, granted it over fifty years ago, and although

it pays the license fees on its cables, it has the right to compete with the Government wires and cables—a right not given to the Commercial Company or to any other Cable Company which will come here, at least, up to the present time. Any other information that you want I shall be glad to furnish you with.

Yours faithfully,

(Signed) E. P. MORRIS.

The General Manager and Secretary,
The Direct United States Cable Co., London.

The Direct United States Cable Co., Ltd.,
London, E. C., November 4th, 1909.

Sir—I beg to acknowledge the receipt of, and thank you for, your letter of the 17th ultimo, and the prints of the three Acts sent therewith, which will enable my Board to continue its investigation of the matter under consideration.

I am, etc.,

(Signed) T. FINNIS,
General Manager and Secretary.

Sir Edward Morris, Premier,
St. John's, Newfoundland.

St. John's, Newfoundland,
March 18th, 1910.

Sir E. P. Morris, Premier.

On behalf of the Direct United States Cable Company, Limited, of London, England, I apply for permission, under the Statutes of Newfoundland, to land and operate the Company's cable in this Colony.

With the application, I enclose a draft Memo of Agreement for the consideration of your Government, covering points deemed necessary to safeguard the interests of the Company should they establish themselves in Newfoundland.

I have, etc.,

(Signed) SAMUEL FENN, Manager.

Memo of Agreement

Your Government will grant to the Company the right to land any of its through cables at Newfoundland on terms and conditions as favourable to our Company as those under which any other cables, present or future, are granted landing rights and privileges by the Government of Newfoundland. And we agree that the Company shall not compete with the Government for business from or to Newfoundland without the permission of the Government, unless and until the privileges so to compete be granted by the Government to any other cable or cables which may hereafter make connections with Newfoundland.

The Company requires the right to dig up and open streets and highways for the purpose of laying underground cables. Also to erect poles for carrying overhead lines, if necessary. Right to go through private lands, with a compulsory arbitration proviso.

The Government to admit, free of duty, all necessary apparatus and tools for equipping and maintaining a cable station. Also spare cable for repairs.

The Government to grant to the Company, in fee simple, unoccupied Crown lands (not exceeding fifty acres) for the erection of their offices and other necessary buildings, and for dwellings for the staff and storage of spare cable.

The Government undertakes not to increase the present cable tax. The Company shall be exempt from municipal taxation.

The Government agrees to do all it legally can to assist the Company in protecting its cables from fishing or other vessels.

In the event of our Company's cables or lines being interrupted, we shall have the right to hand over our business to the Anglo-American Telegraph Company, Limited.

Prime Minister's Office,
St. John's, Newfoundland,
March 20th, 1910.

Dear Sir—I have to acknowledge the receipt of your communication of March 18th, which reached me yesterday, enclosing Memorandum of Agreement covering points in relation to the establishment of your Company in this country.

Yours faithfully,

(Signed) E. P. MORRIS.

Samuel Fenn, Esquire, Manager,
Direct United States Cable Co., City.

Colonial Secretary's Office,
St. John's, Newfoundland,
April 6th, 1910.

Sir—I have the honour to inform you that the Government has had under consideration the correspondence which has passed between your Company and the Prime Minister, in relation to the desire of your Company to obtain permission to land and operate one or more cables in Newfoundland. The Government has also had the advantage of discussing with you the details of the agreement proposed by your Company.

In reply to your request, I am directed to say that the Government is prepared to permit the landing and operation of your Company's cables on terms and conditions similar to those granted to other Companies, save and except the Anglo-American Company, which is operating under a special charter granted by the Legislature in 1854.

Subject to existing legislation, the following are the terms and conditions upon which the Government is prepared to enter into an agreement with your Company for the right to land cables and carry on cable business in Newfoundland—

1.—The Government agrees to grant to the Company the right to land any of its through cables at Newfoundland, on terms and conditions as favourable to the Company as those under which any other cables, present or future, are granted landing rights and privileges by the Government of Newfoundland (save and except any special privileges now enjoyed by the Anglo-American Tele-

graph Company, inclusive of the right of said Anglo-American Telegraph Company to compete with the Government Telegraph system), it being understood and agreed that the Company shall not compete with the Government for traffic, nor transmit nor receive business from or to Newfoundland;

2.—The Government agrees to give to the Company in Newfoundland free grants of unimproved Crown Lands, where such lands may be required for the erection of the Company's station houses and cable houses; said grants not to exceed a maximum area of 50 acres;

3.—The Government agrees to give through unimproved Crown Lands on routes to be approved by the Government, free right for the Company to lay their cables in trenches from the landings to the Company's telegraph station, and also to erect poles for carrying overhead lines where the same shall be necessary to connect the Company's cable or cables with its office or offices;

4.—The Government agrees to admit, free of duty, all apparatus, tools and equipment which may be necessary for the original installation of the Company's stations, and also all spare cable which may be imported for repairing purposes;

5.—The Company, its officers and servants shall have the right to enter upon any Crown Lands, or upon the lands of any person or corporation, and to break up, dig and open so much and so many of the public streets or thoroughfares (save and except in the city of St. John's) or private property or other places as shall be necessary for the purpose of laying or repairing any cable or cables or of constructing or repairing any overhead telegraph line or lines which may be required to connect the Company's cable or cables with its office or offices. Before proceeding to break up, dig or open any streets or thoroughfares or private property, the Company shall submit its plans for any work which it proposes to do under this clause to the Government Engineer for his approval;

6.—For the purpose of ascertaining the damage that may be occasioned to any person or corporation whose interests in any lands or tenements may be in any way affected under the provisions of the preceding Section, the owner and the Company shall each appoint one person, and the two persons so appointed shall appoint a third, which three persons, or any two of them, shall determine the amount of compensation, if any, to be paid in respect of the damage so occasioned;

7.—Should any of the Company's cables be at any time interrupted or rendered incapable of transmitting messages, the Company shall have the right to hand over its business to the Anglo-American Telegraph Company or to any other cable or telegraph company for transmission.

This agreement will require to be made under and in accordance with Section 17 of the Postal and Telegraph Act of 1904 (4 Ed. VII., Cap. 14), which provides that the Postmaster-General, with the approval of the Governor in Council, may make regulations for the following purposes or any of them—

(a)—Providing for the landing of cables in this Colony, and the carrying on of cable business by any company, corporation or person;

(c)—Prescribing the terms and conditions on which agreements may be made with any company or person for the right to land cables in this Colony, and to carry on cable business.

No regulations have yet been made under this Act, but the Government will proceed without delay to have them made and published, and to have a formal agreement containing the above terms and conditions prepared for execution. This agreement requires to be ratified by the Legislature, and the Government will bring it before the Legislature for that purpose at its next Session.

I have the honour to be,

Sir,

Your obedient servant,

(Signed) R. WATSON,
Colonial Secretary.

S. Fenn, Esquire,
Manager Direct Cable Co., Ltd.,
The Cochrane, City.

The Direct United States Cable Co., Ltd.,
St. John's, Newfoundland,
April 9th, 1910.

Sir—I beg to acknowledge the receipt of your letter dated the 6th inst. This will be forwarded to my Board of Directors for their examination and approval.

I have, etc.,

(Signed) S. FENN, Manager.

The Hon. R. Watson, Colonial Secretary.

Hon. D. Jos. Greene, K. C.,
Master Supreme Court, Renouf Building,
St. John's, Newfoundland,
July 26th, 1910.

Hon. Robert Watson,
Colonial Secretary.

Sir—I am instructed by the Direct United States Cable Company to inform you that they accept and agree to the terms and conditions upon which your Government agrees to permit them to land cables and carry on business in Newfoundland, as set forth in your letter to Mr Fenn, Superintendent of the Company, of date April 6th last.

I have, etc.,

(Signed) D. J. GREENE,
Solicitor for Direct Cable Co.

Colonial Secretary's Office,
St. John's, Newfoundland,
July 26th, 1910.

Sir—I have the honour to acknowledge the receipt of your favour of the 26th instant, intimating that the Direct United States Cable Company accept and agree to the terms and conditions upon which the Government will permit them to land cables and carry on business in Newfoundland, as set forth in our letter to Mr. Fenn of date 6th April last.

I have, etc.,

(Signed) ARTHUR MEWS,
Deputy Colonial Secretary.

Hon. D. J. Greene,
Solicitor, Direct U. S. Cable Co.

An Act for the Confirmation of a Contract with the Direct United States Cable Company, Limited.

1.—The agreement made between His Excellency Sir Ralph Champneys Williams, K.C.M.G., Governor of the Island of Newfoundland, in the said agreement called "The Government," and the Direct United States Cable Company, Limited, a Company incorporated under the laws of the United Kingdom and having its registered office in London, England, in the said agreement and hereinafter called "The Company," and dated the 11th day of March, 1911, and forming the Schedule hereto, is hereby approved and confirmed, and all and singular the several clauses and provisions thereof are hereby declared valid and binding on the parties thereto and each of them respectively and all and singular the several matters and things therein provided to be done or performed by or on behalf of the parties respectively are hereby declared to be proper and lawful, and the parties shall have full power and authority to do and perform, all and singular, the several acts, matters and things in and by the said agreement, provided to be done in the manner and under the conditions stipulated by said agreement.

2.—Notwithstanding anything contained in the Acts relating to Crown Lands, it shall be lawful for the Governor in Council to grant to the Company the right to enter upon unimproved Crown Lands for the purposes and subject to the provisions and conditions set forth in Clause 7 of this agreement.

3.—All apparatus, tools and equipment which may be necessary for the original installation of the Company's stations, and all spare cable which is necessary for repairing purposes may be imported into this Colony free of duty.

SCHEDULE:

THIS AGREEMENT, made and entered into at St. John's, this Eleventh day of March, Anno Domini, One thousand nine hundred and eleven, between HIS EXCELLENCY SIR RALPH CHAMPNEYS WILLIAMS, K.C.M.G., Governor of the Island of Newfoundland and its Dependencies, in Council, (hereinafter called "The Government"), of the one part, and THE DIRECT UNITED STATES CABLE COMPANY, LIMITED, a body corporate and politic, incorporated and existing under the English Companies Acts, 1862 and 1867, and having its Registered Office at 50 Old Broad Street, London

Sgd., RALPH WILLIAMS.
[SEAL.]

England, (hereinafter called "The Company"), of the other part. WITNESSETH as follows—

1.—The Government agrees to grant to the Company the right to land any of its through cables at Newfoundland on terms and conditions as favorable to the Company as those under which any other cables, present or future, are granted landing rights and privileges by the Government of Newfoundland (save and except any special privileges now enjoyed by the Anglo-American Telegraph Company, inclusive of the right of said Anglo-American Telegraph Company to compete with the Government Telegraph system) it being understood and agreed that the Company shall not compete with the Government for traffic, nor transmit nor receive business from or to Newfoundland. PROVIDED that nothing herein contained shall prevent the transfer or exchange of through traffic by the Company to, from or with any other cable or telegraph company.

2.—In this agreement the words "the Colony" shall be held to mean and include the Island of Newfoundland and the islands adjacent thereto, and Labrador and the islands adjacent thereto.

3.—Under and in accordance with the provisions of Section 2 of the Act 5 Edward VII., Cap. 7, the Company agrees to pay to His Majesty the King, His Heirs and Successors, for the public uses of the Colony, on the 30th day of June in each year, a sum of Four thousand dollars ($4,000.00) in respect of every telegraphic cable between this Colony and any place outside the Colony, for the time being belonging to or worked by or on behalf of the Company, which now is or hereafter shall be landed on, extended to or established in the Colony. PROVIDED that the Company shall not be charged upon more than five telegraphic cables.

4.—It is agreed and declared that every through telegraphic cable between the European and American Continents, via the Colony, belonging to or worked by or on behalf of the Company, shall be regarded as two complete, distinct and separate cables for the purposes of the preceding section, and that the yearly sum of Four thousand dollars ($4,000.00) provided by the said section shall be payable by the Company in respect of each of said cables, that is to say, that there will be a yearly payment of Eight thousand dollars ($8,000.00) due by the Company in respect of every such through telegraphic cable which now is or which hereafter shall be landed on, extended to or established in the Colony by the Company.

5.—Notwithstanding anything hereinbefore contained, this agreement shall be subject to the provisions of the Act 5 Edward VII., Cap. 7, and to any Acts which may be passed in amendment thereof.

6.—The Government agrees to grant to the Company, free of charge, out of any unimproved Crown Lands which may be available, sites for the erection of the Company's station houses and cable houses. PROVIDED that the aggregate of such grants shall not exceed a maximum area of fifty acres.

7.—The Government agrees to grant to the Company, free of charge, through unimproved Crown Lands, on routes to be approved by the Government, the right to lay its cables in trenches from the landings to the Company's telegraph station, and also to erect poles for carrying overhead lines, where the same shall be necessary, to connect the Company's cable or cables, with its office or offices.

8.—The Government agrees to admit, free of duty, all apparatus, tools and equipment which may be necessary for the original installation of the Company's stations, and also all spare cable which may be imported for repairing purposes.

9.—The Company, its officers and servants, shall have the right to enter upon any Crown Lands or upon the lands of any person or corporation, and to break up, dig and open so much and so many of the public streets or thoroughfares (save and except in the city of St. John's) or private property or other places as shall be necessary for the purpose of laying or repairing any cable or cables, or of constructing or repairing any overhead telegraph line or lines which may be required to connect the Company's cable or cables with its office or offices. Before proceeding to break up, dig or open any street, or thoroughfare, or private property, the Company shall submit its plans for any work which it proposes to do under this clause to the Governor in Council, for his approval, and the approval of the Governor in Council shall be a condition precedent to the commencement of such work.

10.—For the purpose of ascertaining the damage that may be occasioned to any person or corporation whose interests in any lands or tenements may be in any way affected under the provisions of the preceding section, the owner and the Company shall each appoint one person, and the two persons so appointed shall appoint a third, which three persons, or any two of them, shall determine the amount of compensation, if any, to be paid in respect of the damage so occasioned. The Provisions of Part 6 of the Judicature Act, 1904, entitled "Arbitration," shall apply to any arbitration held under this agreement.

11.—This agreement is subject to approval and confirmation by the Legislature.

IN WITNESS WHEREOF His Excellency the Governor in Council has caused the Great Seal of the Island of Newfoundland to be set hereunto, and the

Honourable Daniel Joseph Greene, being thereunto lawfully authorized, has signed these presents on behalf of the Company.

By His Excellency's Command,

R. WATSON,
Colonial Secretary.

The Direct United States Cable Company, Limited,
by their Attorney—

D. J. GREENE, (L.S.)

Witness—Chas. H. Hutchings.

The Western Union Telegraph Company,
St. John's, Newfoundland,
May 3rd, 1910.

Hon. D. Morison, Minister of Justice,
St. John's, Newfoundland.

Sir—I have the honour to advise you that this Company has under consideration the question of instituting changes in, or additions to, its cable system, and desire to ascertain if it would be agreeable to the Government of Newfoundland to grant them the privileges of landing and operating one or more cables at such place or places in Newfoundland as may hereafter be selected and decided upon; and, if so, upon what terms and conditions.

Should the Government deem it proper to grant us this privilege, and our cables be established in Newfoundland, then, in the event of their breakage or disturbance, the very important matter of caring for our traffic arises, and this impels me to enquire further if, in the case of interruption, we would be permitted the right to hand our traffic over to any other system operating cables or lines in Newfoundland for transmission to its destination, and the further right to erect our own system of poles and wires, or underground wires or cables for such purpose, if we so desire.

I have, etc.,

(Signed) D. C. DAWSON, Supt.

Colonial Secretary's Office,
St. John's, Newfoundland,
May 9th, 1910.

Sir—I have the honour to inform you that your communication of the 3rd instant, addressed to the Honourable Minister of Justice, in relation to the desire of your Company to obtain permission to land and operate one or more cables in Newfoundland, has received consideration by the Executive Government.

I am directed to say, in reply, that the Government is prepared to permit the landing and operation of your Company's cables on terms and conditions similar to those granted to other companies, save and except the Anglo-American Company, which is operating under a special charter granted by the Legislature in 1854.

Subject to existing legislation, the following are the terms and conditions upon which the Government is prepared to enter into an agreement with your Company for the right to land cables and carry on cable business in Newfoundland—

1.—The Government agrees to grant to the Company the right to land any of its through cables at Newfoundland on terms and conditions as favourable to the Company as those under which any other cables, present or future, are granted landing rights and privileges by the Government of Newfoundland (save and except any special privileges now enjoyed by the Anglo-American Telegraph Company, inclusive of the right of said Anglo-American Telegraph Company to compete with the Government Telegraph system); it being understood and agreed that the Company shall not compete with the Government for traffic, nor transmit nor receive business from or to Newfoundland;

2.—The Government agrees to give to the Company in Newfoundland free grants of unimproved Crown Lands, where such lands may be required, for the erection of the Company's station houses and cable houses; said grants not to exceed a maximum area of 50 acres;

3.—The Government agrees to give through unimproved Crown Lands, on routes to be approved by the Government, free right for the Company to lay their cables in trenches from the landings to the Company's telegraph station, and also to erect poles for carrying overhead lines, where the same shall be necessary, to connect the Company's cable or cables with its office or offices;

4.—The Government agrees to admit, free of duty, all apparatus, tools and equipment which may be necessary for the original installation of the Company's stations, and also all spare cable which may be imported for repairing purposes;

5.—The Company, its officers and servants, shall have the right to enter upon any Crown Lands or upon the lands of any person or corporation, and to break up, dig and open so much and so many of the public streets or thoroughfares (save and except in the city of St. John's) or private property or other places as shall be necessary for the purpose of laying or repairing any cable or cables or of constructing or repairing any overhead telegraph line or lines which may be required to connect the Company's cable or cables with its office or offices. Before proceeding to break up, dig

or open any streets or thoroughfares or private property, the Company shall submit its plans for any work which it proposes to do under this clause to the Government Engineer for his approval;

6.—For the purpose of ascertaining the damage that may be occasioned to any person or corporation whose interests in any lands or tenements may be in any way affected under the provisions of the preceding Section, the owner and the Company shall each appoint one person, and the two persons so appointed shall appoint a third, which three persons, or any two of them, shall determine the amount of compensation, if any, to be paid in respect of the damages so occasioned;

7.—Should any of the Company's cables be at any time interrupted or rendered incapable of transmitting messages, the Company shall have the right to hand over its business to the Anglo-American Telegraph Company, or to any other cable or telegraph company for transmission.

This agreement will require to be made under and in accordance with Section 17 of the Postal and Telegraph Act of 1904 (4 Ed. VII., Cap. 14), which provided that the Postmaster-General, with the approval of the Governor in Council, may make regulations for the following purposes or any of them—

(a)—Providing for the landing of cables in this Colony, and the carrying on of cable business by any company, corporation or person;

(c)—Prescribing the terms and conditions on which agreements may be made with any company or person for the right to land cables in this Colony, and to carry on cable business.

No regulations have yet been made under this Act, but the Government will proceed, without delay, to have them made and published, and to have a formal agreement containing the above terms and conditions prepared for execution, should your Company accept the same. Such agreement would require to be ratified by the Legislature, and, if made, the Government will bring it before the Legislature for that purpose at its next session.

I have, etc.,

(Signed) R. WATSON,
Colonial Secretary.

D. C. Dawson, Esquire,
Supt. Western Union Telegraph Co., City.

St. John's, Newfoundland,
May 13th, 1910.

Sir—I beg to acknowledge the receipt of your communication of 9th instant, on the subject of landing rights on the shores of Newfoundland for cables of the Western Union Telegraph Company.

This communication will be placed in the hands of the Company at the earliest possible moment for their consideration and acceptance.

I have, etc.,

(Signed) D. C. DAWSON,
Supt. Western Union Telegraph Co.

Hon. Robert Watson,
Colonial Secretary.

Department of Agriculture and Mines,
St. John's, Newfoundland,
July 7th, 1910.

Sir—I have the honour to forward herewith letter from Hon. D. J. Greene, K.C., Solicitor for the Direct United States Cable Company, asking for the grant of a piece of land, situate at the Point of Beach, Harbour Grace, to the Company for the purpose of landing, trenching and stowing their cables.

Attached to Mr. Greene's letter is a plan furnished by him; also one I have had made for the information of this Department. In this letter the land applied for by the Company is coloured green. As far as I can see, there is no objection to the granting of the land asked for. I, therefore, recommend that the application be approved.

I have, etc.,

(Signed) S. D. BLANDFORD,
Minister of Agriculture and Mines.

Hon. Robert Watson,
Colonial Secretary.

St. John's, Newfoundland,
August 2nd, 1910.

Hon. Robert Watson,
Colonial Secretary.

Sir—I am instructed by the Western Union Telegraph Company to ask that the following amendments be made in your letter to Mr. Dawson, Superintendent of the Company, of date May 9th.

Paragraph 1.—The following words to be added, "but nothing herein contained shall be construed as prohibiting, as occasions arise, the exchange or transfer to or from any other cable or telegraph company of traffic which the Company is empowered to handle," under letter from the Colonial Secretary to Mr. Dawson of May 9th.

Paragraph 7 to read as follows—"Should any of the Company's cables be at any time interrupted or rendered incapable of transmitting messages, or should the exigencies of traffic requirements render it desirable, the Company shall have the right to hand over its business to the Anglo-American Telegraph Company, or to any other cable or telegraph company for transmission."

I have, etc.,

(Signed) D. J. GREENE,
Solicitor for Western Union Telegraph Co.

St. John's, Newfoundland,
August 4th, 1910.

Hon. Robert Watson,
Colonial Secretary.

Sir—Pending a reply to my note of 2nd instant, asking for certain amendments to the terms upon which the Western Union Telegraph Company are permitted to land their cables and carry on business in Newfoundland, I am instructed by the Company to say that they agree to and accept the terms contained in your letter to Mr. Dawson, Superintendent of the Company, of date May 9th last.

I have, etc.,

(Signed) D. J. GREENE,
Solicitor for Western Union Telegraph Co.

Colonial Secretary's Office,
St. John's, Newfoundland,
August 4th, 1910.

Sir—I have the honour to acknowledge the receipt of your letters of 2nd instant and this date, asking that certain amendments be made to the terms upon which the cables of the Western Union Telegraph Company may be landed in Newfoundland, and stating that, pending the reply of the Government, the terms contained in my letter to Mr. Dawson, Superintendent of the Company, of date May 9th last, are agreed to and accepted by the Company.

In reply, I beg to say that I shall bring the matter referred to before the Government at an early date. Meanwhile, the cables may be landed on the terms of my letter to Mr. Dawson. The Company will, of course, clearly understand that if the Government should find itself unable to agree to the proposed amendments, the Company will be fully and entirely liable, under the terms of my original letter.

I have, etc.,

(Signed) R. WATSON,
Colonial Secretary.

Hon. D. J. Greene, K. C.,
Solicitor for Western Union Telegraph Co.

Colonial Secretary's Office,
St. John's, Newfoundland,
August 9th, 1910.

Sir—With reference to your letters of the 2nd and 4th instant, and my reply thereto, I have the honour to inform you that further consideration by the Government of the matters contained therein has been deferred until the return to the Colony of the Prime Minister and the Minister of Justice.

I have, etc,

(Signed) R. WATSON,
Colonial Secretary.

Hon. D J. Greene, K. C.,
Solicitor for Western Union Telegraph Co.

An Act for the Confirmation of a Contract with the Western Union Telegraph Company, Limited.

1.—The agreement made between His Excellency Sir Ralph Champneys Williams, K.C.M.G., Governor of the Island of Newfoundland, in the said agreement called "The Government," and the Western Union Telegraph Company, Limited, of New York, in the State of New York, in the United States of America, a body corporate and politic, incorporated and existing under the laws of the State of New York, in the said agreement and hereinafter called "The Company," and dated the 11th day of March, 1911, and forming the Schedule hereto, is hereby approved and confirmed, and all and singular the several clauses and provisions thereof are hereby declared valid and binding on the parties thereto and each of them respectively and all and singular the several matters and things therein provided to be done or performed by or on behalf of the parties respectively are hereby declared to be proper and lawful, and the parties shall have full power and authority to do and perform, all and singular, the several acts, matters and things in and by the said agreement, provided to be done in the manner and under the conditions stipulated by said agreement.

2.—Notwithstanding anything contained in the Acts relating to Crown Lands, it shall be lawful for the Governor in Council to grant to the Company the right to enter upon unimproved Crown Lands for the purposes and subject to the provisions and conditions set forth in Clause 7 of said agreement.

3.—All apparatus, tools and equipment which may be necessary for the original installation of the Company's stations, and all spare cable which is necessary for repairing purposes may be imported into this Colony free of duty.

SCHEDULE:

THIS AGREEMENT, made and entered into at St. John's, this Eleventh day of March, Anno Domini, One thousand nine hundred and eleven, between HIS EXCELLENCY SIR RALPH CHAMPNEYS WILLIAMS, K.C.M.G., Governor of the Island of Newfoundland and its Dependencies, in Council, (hereinafter called "The Government"), of the one part, and THE WESTERN UNION TELEGRAPH COMPANY, LIMITED, of New York, in the State of New York, in the United States of America, a body corporate and politic, incorporated and existing under

Sgd., RALPH WILLIAMS.
[SEAL]

the laws of the State of New York, (hereinafter called "The Company"), of the other part. WITNESSETH as follows—

1.—The Government agrees to grant to the Company the right to land any of its through cables at Newfoundland on terms and conditions as favorable to the Company as those under which any other cables, present or future, are granted landing rights and privileges by the Government of Newfoundland (save and except any special privileges now enjoyed by the Anglo-American Telegraph Company, inclusive of the right of said Anglo-American Telegraph Company to compete with the Government Telegraph system) it being understood and agreed that the Company shall not compete with the Government for traffic, nor transmit nor receive business from or to Newfoundland. PROVIDED that nothing herein contained shall prevent the transfer or exchange of through traffic by the Company to, from or with any other cable or telegraph company.

2.—In this agreement the words "the Colony" shall be held to mean and include the Island of Newfoundland and the islands adjacent thereto, and Labrador and the islands adjacent thereto.

3.—Under and in accordance with the provisions of Section 2 of the Act 5 Edward VII., Cap. 7, the Company agrees to pay to His Majesty the King, His Heirs and Successors, for the public uses of the Colony, on the 30th day of June in each year, a sum of Four thousand dollars ($4,000.00) in respect of every telegraphic cable between this Colony and any place outside the Colony, for the time being belonging to or worked by or on behalf of the Company, which now is or hereafter shall be landed on, extended to or established in the Colony. PROVIDED that the Company shall not be charged upon more than five telegraphic cables.

4.—It is agreed and declared that every through telegraphic cable between the European and American Continents, via the Colony, belonging to or worked by or on behalf of the Company, shall be regarded as two complete, distinct and separate cables for the purposes of the preceding section, and that the yearly sum of Four thousand dollars ($4,000.00) provided by the said section shall be payable by the Company in respect of each of said cables, that is to say, that there will be a yearly payment of Eight thousand dollars ($8,000.00) due by the Company in respect of every such through telegraphic cable which now is or which hereafter shall be landed on, extended to or established in the Colony by the Company.

5.—Notwithstanding anything hereinbefore contained, this agreement shall be subject to the provisions of the Act 5 Edward VII., Cap. 7, and to any Acts which may be passed in amendment thereof.

6.—The Government agrees to grant to the Company, free of charge, out of any unimproved Crown Lands which may be available, sites for the erection of the Company's station houses and cable houses. PROVIDED that the aggregate of such grants shall not exceed a maximum area of fifty acres.

7.—The Government agrees to grant to the Company, free of charge, through unimproved Crown Lands, on routes to be approved by the Government, the right to lay its cables in trenches from the landings to the Company's telegraph station, and also to erect poles for carrying overhead lines, where the same shall be necessary, to connect the Company's cable or cables, with its office or offices.

8.—The Government agrees to admit, free of duty, all apparatus, tools and equipment which may be necessary for the original installation of the Company's stations, and also all spare cable which may be imported for repairing purposes.

9.—The Company, its officers and servants, shall have the right to enter upon any Crown Lands or upon the lands of any person or corporation, and to break up, dig and open so much and so many of the public streets or thoroughfares (save and except in the city of St. John's) or private property or other places as shall be necessary for the purpose of laying or repairing any cable or cables, or of constructing or repairing any overhead telegraph line or lines which may be required to connect the Company's cable or cables with its office or offices. Before proceeding to break up, dig or open any street, or thoroughfare, or private property, the Company shall submit its plans for any work which it proposes to do under this clause to the Governor in Council, for his approval, and the approval of the Governor in Council shall be a condition precedent to the commencement of such work.

10.—For the purpose of ascertaining the damage that may be occasioned to any person or corporation whose interests in any lands or tenements may be in any way affected under the provisions of the preceding section, the owner and the Company shall each appoint one person, and the two persons so appointed shall appoint a third, which three persons, or any two of them, shall determine the amount of compensation, if any, to be paid in respect of the damage so occasioned. The Provisions of Part 6 of the Judicature Act, 1904, entitled "Arbitration," shall apply to any arbitration held under this agreement.

11.—This agreement is subject to approval and confirmation by the Legislature.

IN WITNESS WHEREOF His Excellency the Governor in Council has caused the Great Seal of the Island of Newfoundland to be set hereunto, and the

Honourable Daniel Joseph Greene, being thereunto lawfully authorized, has signed these presents on behalf of the Company.

By His Excellency's Command,

R. WATSON,
Colonial Secretary.

The Western Union Telegraph Company, Limited,
by their Attorney—

D. J. GREENE, (L.S.)

Witness—Chas. H. Hutchings.

Annual Returns of the Reid Newfoundland Company.

Annual Returns of the Reid Newfoundland Company.

NEWFOUNDLAND

Office of Government Engineer,

January 19th, 1911,

Reg. No. R. 13, Newfoundland.

[St. John's, To Wit]

I, Hector McNeil, of St. John's, Auditor of the Reid Newfoundland Company, make oath and say that the several matters and things contained in the statements hereto attached, marked Schedule "E," numbers 1, 2, 3, 4, 6, 8, 9, 11A, 11B, 11C, 11D and 12 are correct and true to the best of my knowledge and belief.

(Sgd.) HECTOR McNEIL.

Sworn at St. John's this 11th day of January, A.D., 1911. before me—

(Signed) A. W. KNIGHT,
Justice of the Peace.

Reid Newfoundland Company,
Railway and Steamship Lines,

General Superintendent's Office,
St. John's, N. F., January 9th, 1911.

Office of Government Engineer,
January 19th, 1911,
Reg. No. R. 13, Newfoundland.

Hon. Robert Watson,
Colonial Secretary—

Sir We furnish the following information in accordance with Schedule "E" in Contract of 1901.

For period between June 30th, 1909, and June 30th, 1910.

No. 1.

Capital Account

	Authorized.	Subscribed.	Paid Up.	Interest or Dividend.
Total Ordinary Share Capital	$25,000,000	$15,000,000	$15,000,000	Nil
Preference Share Capital	Nil	Nil	Nil	Nil
Total Amount of Bonds..	Nil	Nil	Nil	Nil
Total Capital	$25,000,000	$15,000,000	$15,000,000	

I have the honour to be,

Sir,

Your obedient servant,

(Signed) R. G. REID,
General Superintendent.

Reid Newfoundland Company,
Railway and Steamship Lines,

General Superintendent's Office,
St. John's, N. F., January 9th, 1911.

Office of Government Engineer,
January 19th, 1911,
Reg. No. R. 13, Newfoundland.

Hon. Robert Watson,
Colonial Secretary—

Sir—We furnish the following information in accordance with Schedule "E" in Contract of 1901.

For period between June 30th, 1909, and June 30th, 1910.

No. 2

Bonds, &c., Negotiated

Amounts	Rate of Interest	Date	Price
Nil	Nil	Nil	Nil

I have the honour to be,

Sir,

Your obedient servant,

(Signed) R. G. REID,
General Superintendent.

Reid Newfoundland Company,
Railway and Steamship Lines,

General Superintendent's Office,
St. John's, N. F., January 9th, 1911.

Office of Government Engineer,
January 19th, 1911,
Reg. No. R. 13, Newfoundland.

Hon. Robert Watson,
Colonial Secretary—

Sir—We furnish the following information in accordance with Schedule "E" in Contract of 1901.

For period between June 30th, 1909, and June 30th, 1910.

No. 3

Sales of Land by the Contractor

Acres Sold	Price	Amount
Nil	——	——

I have the honour to be,

Sir,

Your obedient servant,

(Signed) R. G. REID,
General Superintendent.

Reid Newfoundland Company,
Railway and Steamship Lines,

General Superintendent's Office,
St. John's, N. F., January 9th, 1911.

Office of Government Engineer,
January 19th, 1911,
Reg. No. R. 13, Newfoundland

Hon. Robert Watson,
Colonial Secretary—

Sir—We furnish the following information in accordance with Schedule "E" in Contract of 1901.

For period between June 30th, 1909, and June 30th, 1910.

No. 4

Floating Debt

Amount	Rate of Interest	Remarks
Nil	Nil	Nil

I have the honour to be,

Sir,

Your obedient servant,
(Signed) R. G. REID,
General Superintendent

Reid Newfoundland Company,
Railway and Steamship Lines,

General Superintendent's Office,
St. John's, N. F., Feb. 23rd, 1911.

Office of Government Engineer,
March 3rd, 1911,
Reg. No. R. 13, Newfoundland.

Hon. Robert Watson,
Colonial Secretary—

Sir—We furnish the following information in accordance with Schedule "E" in Contract of 1901.

For period between June 30th, 1909, and June 30th, 1910.

No. 5

Characteristics of Road

Length of Main Line—St. John's to Port aux Basques	545.65
Length of Branch—Brigus Junction to Carbonear	38.42
Length of Branch—Whitbourne to Tilton	21.62
Length of Branch—Placentia Junction to Placentia	20.00
Length of Branch—Notre Dame Junction to Lewisporte	9.34
Total Mileage Worked	635.03
Length of Road laid with iron rails	Nil
Length of Road laid with steel rails	635.03
Length of Sidings	25 1-2 miles
Length of Double Track	Nil
Weight of Rail per yard, Main Line—Iron	Nil
Weight of Rail per yard, Main Line—Steel	50 lbs.
Weight of Rail per yard, Branches—Iron	Nil
Weight of Rail per yard, Brigus Branch—Steel	50 lbs.
Weight of Rail per yard, Broad Cove Branch	35 lbs.
Weight of Rail per yard, Placentia Branch	50 lbs.
Weight of Rail per yard, Lewisport	50 lbs.
Number of Engine Houses and Shops	11
Number of Engines owned by Contractor	25
Number of Engines hired by Contractor	Nil
Number of First Class Passenger Cars owned by Contractor	19

Number of First Class Passenger Cars hired by Contractor .....Nil
Number of Second Class and Emigrant Cars owned by Contractor.....18
Number of Second Class and Emigrant Cars hired by Contractor .....Nil
Number of Baggage, Mail and Express Cars owned by Contractor 6
Number of Baggage, Mail and Express Cars hired by Contractor .....Nil
Number of Cattle and Box Freight Cars owned by Contractor 82
Number of Cattle and Box Freight Cars hired by Contractor .....Nil
Number of Platform Cars owned by Contractor 230
Number of Coal and Box Freight Cars owned by Contractor 37
Number of Coal and Box Freight Cars hired by Contractor .....Nil
Number of Ties to Mile on Main Line 2640
Number of Ties to Mile on Branches 2640
Nature of Fastenings to secure joints of rail.....2 fish plates and 4 bolts
Number of level road crossings at which watchmen are employed .....Nil
Number of level road crossings without watchmen 185
Number of Overhead Bridges 1
Height of Overhead Bridges above Rail Level .....18 feet
Number of Junctions with Branch Lines 8
Radius of sharpest curve .....409 feet
Number of feet per mile of heaviest gradient .....132 feet

As to the divisions of engines, cars, etc., into those "owned by Contractor" and those "hired by Contractor," in the circumstances, those phrases are not apt. The facts are, all engines, cars, etc., mentioned in the return have been supplied and are held under the Contracts—none of them are hired.

Yours truly,

(Signed) R. G. REID,
General Superintendent.

Reid Newfoundland Company,
Railway and Steamship Lines,

General Superintendent's Office,
St. John's, N. F., January 9th, 1911.

Office of Government Engineer,
January 19th, 1911,
Reg. No. R. 13, Newfoundland.

Hon. Robert Watson,
Colonial Secretary—

Sir—We furnish the following information in accordance with Schedule "E" in Contract of 1901.

For period between June 30th, 1909, and June 30th, 1910.

No. 6

Cost of Railway and Rolling Stock

Cost of Grading, Masonry, Building Stations, etc.	$15,600 per mile
Cost of Rolling Stock of all kinds, including Workshops..	15,600 per mile

I have the honour to be,

Sir,

Your obedient servant,

(Signed) R. G. REID,
General Superintendent.

Reid Newfoundland Company,
Railway and Steamship Lines,

General Superintendent's Office,
St. John's, Newfoundland.

Office of Government Engineer,
March 3rd, 1911,
Reg. No. R. 13, Newfoundland.

St. John's—S. S.—

I, George Cobb, of St. John's, Chief Despatcher of the Reid Newfoundland Company, make oath and say that the matter contained in the statement hereto attached is correct and true, to the best of my knowledge and belief.

(Signed) GEORGE COBB.

Sworn at St. John's this 28th
day of February, A. D.
1911.

(Signed) A. W. KNIGHT,
Justice of the Peace.

Reid Newfoundland Company,
Railway and Steamship Lines,

General Superintendent's Office,
St. John's, N. F., Feb. 23rd, 1911.

Office of Government Engineer.
March 3rd, 1911,
Reg. No. R. 13, Newfoundland.

Statement referred to in annexed afft.—(Sgd.) A. W. K.

Hon. Robert Watson,
Colonial Secretary—

Sir—We furnish the following information in accordance with Schedule "E" in Contract of 1901.

For period between June 30th, 1909, and June 30th, 1910.

No. 7

Operations of Year and Number of Miles Run

1.—Miles run by Passenger Trains	207,753
2.—Miles run by Freight Trains	78,366
3.—Miles run by Mixed Trains	287,529
4.—Total miles run by Trains	573,648
5.—Total miles run by Engines	671,185
6.—Number of Passengers	194,884
7.—Total number of Tons of Freight	133,343
8.—Average speed of Passenger Trains	18 miles per hour
9.—Average speed of Freight Trains	12 miles per hour
10.—Average weight of Passenger Trains in motion	452,500 lbs.
11.—Average weight of Freight Trains in motion	682,000 lbs.

Yours truly,

(Signed) R. G. REID,
General Superintendent.

Reid Newfoundland Company,
Railway and Steamship Lines,

General Superintendent's Office,
St. John's, N. F., January 9th, 1911.

Office of Government Engineer,
January 19th, 1911,
Reg. No. R. 13, Newfoundland.

Hon. Robert Watson,
Colonial Secretary—

Sir—We furnish the following information in accordance with Schedule "E" in Contract of 1901.

For period between June 30th, 1909, and June 30th, 1910.

No. 8

Description of Freight

1.—Flour—134,021 barrels	26,804,230 lbs.
2.—Live Stock	1,980,340 lbs.
3.—Lumber	62,621,680 lbs.
4.—Fish	12,267,060 lbs.
5.—Manufactured Goods	6,753,180 lbs.
6.—Other Articles	188,263,490 lbs.
Total	298,689,980 lbs.

or 133,343 1660-2240 tons.

I have the honour to be,

Sir,

Your obedient servant,

(Signed) R. G. REID,
General Superintendent.

Reid Newfoundland Company,
Railway and Steamship Lines,

General Superintendent's Office,
St. John's, N. F., January 9th, 1911.

Office of Government Engineer,
January 19th, 1911,
Reg. No. R. 13, Newfoundland.

Hon. Robert Watson,
Colonial Secretary—

Sir—We furnish the following information in accordance with Schedule "E" in Contract of 1901.

For period between June 30th, 1909, and June 30th, 1910.

No. 9

Earnings

1.—Passenger Traffic	$284,490.36
2.—Freight	231,266.10
3.—Mails	42,000.00
4.—Other Sources	43,834.85
	$601,591.31

I have the honour to be,

Sir,

Your obedient servant,

(Signed) R. G. REID,
General Superintendent.

Reid Newfoundland Company,
Railway and Steamship Lines,

General Superintendent's Office,
St. John's, N. F., January 9th, 1911.

Office of Government Engineer,
January 19th, 1911,
Reg. No. R. 13, Newfoundland.

Hon. Robert Watson,
Colonial Secretary—

Sir—We furnish the following information in accordance with Schedule "E" in Contract of 1901.

For period between June 30th, 1909, and June 30th, 1910.

No. 11 A

Operating Expenses—Maintenance of Line Buildings, &c.

1.—Wages	$99,399.85
2.—Cost of Rails and Fastenings	2,586.98
3.—Ballasting	8,278.69
4.—Repairs to Bridges, &c.	4,894.87
5.—Repairs to and Renewal of Buildings	1,908.96
6.—Repairs to Fences	4,066.76
7.—Clearing Snow	5,545.62
8.—Engineering Superintendence	1,802.70
Repairs to Wharves	5,524.79
Repairs to Telegraphs	991.93
Renewal of Ties	20,407.09
	$155,408.24

I have the honour to be,

Sir,

Your obedient servant,

(Signed) R. G. REID,
General Superintendent.

Reid Newfoundland Company,
Railway and Steamship Lines,

General Superintendent's Office,
St. John's, N. F., January 9th, 1911.

Office of Government Engineer,
January 19th, 1911,
Reg. No. R. 13, Newfoundland.

Hon. Robert Watson,
Colonial Secretary—

Sir—We furnish the following information in accordance with Schedule "E" in Contract of 1901.

For period between June 30th, 1909, and June 30th, 1910.

No. 11 B

Operating Expenses—Working and Repairs of Engines

1.—Wages of Engineers, Firemen & Wipers	$33,590.32
2.—Cost of Fuel	106,333.06
3.—Repairs to Engines and Tenders	30,911.57
4.—Oil and Waste	3,638.30
5.—Water Supply	2,289.67
6.—Repairs to Tools and Machinery	69.54
Superintendence	600.00
	$177,432.46

I have the honour to be,
Sir,
Your obedient servant,

(Signed) R. G. REID,
General Superintendent.

Reid Newfoundland Company,
Railway and Steamship Lines,

General Superintendent's Office,
St. John's, N. F., January 9th, 1911.

Office of Government Engineer,
January 19th, 1911,
Reg. No. R. 13, Newfoundland.

Hon. Robert Watson,
Colonial Secretary—

Sir—We furnish the following information in accordance with Schedule "E" in Contract of 1901.

For period between June 30th, 1909, and June 30th, 1910.

No. 11 C

Operating Expenses—Repairs of Cars

1.—Wages and Material for Repairs of Passenger Cars.....	$15,475.23
2.—Wages and Material for Repairs of Freight Cars and Snow Ploughs	12,348.00
3.—Superintendence	600.00
	$28,423.23

I have the honour to be,
Sir,
Your obedient servant,

(Signed) R. G. REID,
General Superintendent.

Reid Newfoundland Company,
Railway and Steamship Lines,

General Superintendent's Office,
St. John's, N. F., Feb. 23rd, 1911.

Office of Government Engineer,
March 3rd, 1911,
Reg. No. R. 13, Newfoundland.

Hon. Robert Watson,
Colonial Secretary—

Sir—We furnish the following information in accordance with Schedule "E" in Contract of 1901.

For period between June 30th, 1909, and June 30th, 1910.

No. 11 D

Operating Expenses

1.—Office Expenses, Management, &c.	$82,907.05
2.—Station Agents, Clocks, Posters, &c....	68,651.98
3.—Conductors, etc.	22,092.73
4.—Compensation for Injuries	1,126.28
5.—Loss and Damage to Freight	889.14
6.—Cattle Killed	718.75
7.—Ferries, &c.	718.75
8.—Foreign Agencies	718.75
9.—Small Stores	29,372.59
10.—Other Charges	58,809.97
	$264,568.49

Yours truly,

(Signed) R. G. REID,
General Superintendent.

Reid Newfoundland Company,
Railway and Steamship Lines,

General Superintendent's Office,
St. John's, N. F., January 9th, 1911.

Office of Government Engineer,
January 19th, 1911,
Reg. No. R. 13, Newfoundland.

Hon. Robert Watson,
Colonial Secretary—

Sir—We furnish the following information in accordance with Schedule "E" in Contract of 1901.

For period between June 30th, 1909, and June 30th, 1910.

No. 12

Summary of Operating Expenses

A.	$155,408.24
B.	177,432.46
C.	28,423.23
D.	264,568.49
	$625,832.42

I have the honour to be,
Sir,
Your obedient servant,

(Signed) R. G. REID,
General Superintendent.

No. 13

1 Edward VII., Nfld. Railway (Amdt.) Act, Cap. 6, July 1 to Dec. 31, 1909

Accidents

	Passengers		Employees	
	Killed	Injured	Killed	Injured
Fell from Cars or Engines		2		
Jumping Off when in Motion		1		
Walking or Being on Track				
Putting Arms or Heads Out of Windows				
Coupling Cars				1
Collision		1		
Explosions				
Striking Bridges				
Total		4		1

No. 13

1 Edward VII., Nfld. Railway (Amdt.) Act. Cap. 6, July 1 to Dec. 31, 1909.

The following is a statement of the date of each accident, the place where it occurred, the cause of the accident, the extent of the injury to each person injured and the name of each person—

August 26th, Mrs. Sheehan, Brigus. Slight cut on temple and few marks on back of head. Jumped from train while in motion.

November 15th, John Kennedy, Brigus Junction. Leg slightly twisted on account of passenger car turning over on its side at Brigus Junction.

November 10th, Sergt. J. B. Cox, between Shoal Harbor and Thorburn Lake. Slight cut on back of head, face scratched and shaken up a little. Fell from train while in motion.

December 5th, W. G. Dalton, Terra Nova "Y." Left foot crushed, caused by kicking draw bar when coupling car.

December 9th, Mark Small, Lewisporte. Face slightly cut and ankle sprained, caused by coal skids slipping. Laid up a few days.

December 22nd—Ernest Smith, Whitbourne. Badly shaken up. Stepping from one car to another while train shunting and fell off.

St. John's—S. S.—

I, Albert Spence, of St. John's, Nfld., Acting Chief Despatcher of the Reid Newfoundland Company, make oath and say that the matter contained in the paper writing hereto annexed is correct and true, to the best of my knowledge and belief.

(Signed) ALBERT SPENCE.

Sworn at St. John's this 8th day of March, A. D. 1910.

(Signed) A. W. KNIGHT,
Justice of the Peace.

Office of Government Engineer,
March 19th, 1910,
Reg. No. R. 13, Newfoundland.

Schedule "E," No. 13

1 Edward VII., Nfld. Railway (Amdt.) Act. Cap. 6, Jan. 1 to June 30, 1910.

Office of Government Engineer,
January 19th, 1911,
Reg. No. R. 13, Newfoundland.

Accidents

	Passengers		Employees	
	Killed	Injured	Killed	Injured
Fell from Cars or Engines				1
Jumping Off when in Motion				
Walking or Being on Track				
Putting Arms or Heads Out of Windows				
Coupling Cars				1
Collisions				
Explosions				
Striking Bridges				
Total				2

Schedule "E," No. 13

1 Edward VII., Nfld. Railway (Amdt.) Act. Cap. 6, Jan. 1 to June 30, 1910.

Office of Government Engineer,
January 19th, 1911,
Reg. No. R. 13, Newfoundland.

The following is a statement of the date of each accident, the place where it occurred, the cause of the accident, the extent of the injury to each person injured and the name of each person—

February 6th, John Campbell, between Kitty's Brook and Gaff Topsail. Cut above knee. Fell off train while in motion. Hurt knee, laid up couple months.

January 16th, Manuel Keeping, Port aux Basques. Slight cut on head. Fell from engine in round house.

March 17th, Albert Murphy, Placentia. Head crushed by coal shute dropping from car. Died from injuries.

April 14th, Walter Martin, Badger Brook. Left leg bruised considerably, fracturing some small bones. Leg caught under truck of car while shunting.

April 25th, Clarence Keeping, Port aux Basques. Heel on left foot crushed while coupling cars. Laid up few days.

St. John's—S. S.—

I, George Cobb, of St. John's, Newfoundland, Chief Despatcher of the Reid Newfoundland Company, make oath and say that the matter contained in the paper writing hereto annexed is correct and true, to the best of my knowledge and belief.

(Signed) GEORGE COBB.

Sworn at St. John's this 17th
day of January, A.D. 1911

(Signed) A. W. KNIGHT,
Justice of the Peace.

Statement of Expenditure of the Colony of Newfoundland,

For the Financial Year ended the 30th June, 1910, as per Summary Heads.

Statement of Expenditure of the Colony of Newfoundland, for the Financial Year ended the 30th June, 1910, as per Summary Heads.

No.	Summary Head.	Grants under Acts including Supplementary Act and Loan Balances.	Expenditure	Grants Exceeded.	Grants Unexpended.
I	Int. on Pub. Debt, Sinking Fd. etc	$891,094 51	$881,468 11		$ 9,626 40
II	Civil Government.	161,561 66	156,373 71		5,187 95
III	Pensions	11,475 90	10,616 70		859 20
IV	Administration of Justice	201,798 43	194,973 59		6,824 84
V	Legislation	35,534 45	33,658 97		1,875 48
VI	Education	292,243 15	289,457 83		2,285 32
VII	Public Charities	300,949 00	290,598 80		10,350 20
VIII	Lighthouses, Signal Stations, etc	86,166 00	84,992 14		1,173 86
IX	Agric. & Mines, includ'g Land Sur.	58,420 00	58,420 00		
X	Marine and Fisheries	157,769 39	150,519 03		7,250 36
XI	Roads, Bridges, Fer., Railways, etc	214,601 61	214,092 57		509 04
XII	Post Office	501,904 00	497,192 77		4,711 23
XIII	Customs	145,991 00	151,034 61	$5,043 61	
XIV	Contingencies	31,161 93	31,159 77		2 16
XV	Coal Duties and Water Rates	67,550 00	62,506 39		5,043 67
	Additional Estimates	22,000 00	20,209 95		1,790 05
	Audit Act	10,000 00	10,000 00		
	Total Current Expenditure	$3,190,221 03	$3,137,774 94	$5,043 61	$57,489 70
		Cr. B'lance from 1908–09.			Cr. Balances to 1910–11.
	Loan Act—				
	General Hospital	$16,184 59	8,344 31		$7,840 28
	Museum	15,239 84	15,239 84		
	Agricultural Bonus	3,920 47	2,721 28		1,199 19
	Surplus Trust—				
	Encouragement Herring Fishery	16,819 14	3,133 07		13,686 07
	Total Expenditure		$3,167,213 44		
	Unexpended Grants	$57,489 70			
	Grants Exceeded	5,043 61			
	Balance Surrendered	$52,446 09			

Examined by me and found correct,

F. C. BERTEAU,
C. & A. G.

M. P. CASHIN,
M. F. & C.

Satement showing the Expenditure of the Colony of Newfoundland for the Financial Year ending 30th June, 1910, by Sub-Heads of Service.

Head and Sub-Head of Service.	*Grant including Supplementary Act and Transfers.	Expenditure.	Grant Exceeded.	Grant Unexpended
I.—Interest, etc., on Public Debt.				
Interest				
Management	$891,094 57	$881,468 11		9,626 40
Sinking Fund				
II.—Civil Government.				
Salaries—				
Government House	2,560 00	2,560 00		
Colonial Secretary's Office	8,940 00	8,940 00		
Department of Justice	3,223 50	3,223 50		
Registration B., M. and D.	1,999 00	1,997 25		1 75
Department of Finance	3,150 00	3,150 00		
Department Agriculture and Mines.	11,300 00	11,300 00		
Department Marine and Fisheries...	10,686 66	10,040 83		645 83
Department Public Works	8,700 00	8,670 83		29 17
Department Auditor General	2,450 00	2,450 00		
Department Government Engineer.	4,863 33	4,863 33		
Contingencies, viz.—				
Government House	2,000 00	1,766 10		233 90
Department Colonial Secretary	21,000 00	20,997 00		3 00
Department Justice	1,277 50	1,117 37		160 13
Department Finance	3,590 00	3,588 92		1 08
Department Agriculture and Mines.	2,335 00	2,332 72		2 28
Department Government Engineer	2,036 67	1,220 11		816 56
Department Marine and Fisheries...	2,100 00	2,099 60		40
Department Public Works	4,850 00	2,969 22		1,880 78
Department Auditor General	750 00	723 56		26 44
Fuel and Light, Public Buildings	12,250 00	13,044 12	794 12	
Insurance and Keepers, P. Buildings..	7,400 00	6,764 55		635 45
Repairs, Public Buildings	17,500 00	15,954 70		1,545 30
Salaries under Statutes, viz.—				
Departmental Officers	26,000 00	26,000 00		
Members Board of Works	600 00	600 00		
III.—Pensions.				
As per Act	11,475 90	10,616 70		859 20
IV.—Administration of Justice.				
Supreme Court, viz.—				
Salaries	6,362 00	6,352 00		10 00
Contingencies	3,325 00	2,908 38		416 62
Fuel, Light and Supplies	5,500 00	5,657 26	157 26	
District Courts, viz.—				
Salaries	2,772 00	2,667 53		104 47
Contingencies	1,200 00	822 38		377 62

*In cases where grants for Sub-Heads have proved to be under-estimated, transfers have been made from some Sub-Head, under the same Summary Head, the grant for which has been over-estimated. These transfers are ordered by the Treasury Board with the approval of the Comptroller and Auditor-General. In no case, however, are such transfers permitted from one Summary Head to another except from the grant for General Contingencies, and then only by Order-in-Council. See paragraph 3 of Auditor-General's Report, 1899 page 2.

Statement of Expenditure by Sub-Head—(Continued).

Head and Sub-Head of Service.	*Grant including Supplementary Act and Transfers	Expenditure.	Grant Exceeded.	Grant Unexpended
IV.—Admin. of Justice—(con.)				
Magistracy, viz —				
Salaries	$20,146 00	$19,681 72		$ 464 28
Contingencies	4,600 00	4,599 81		19
Constabulary, viz.—				
Salaries, Central Office & General	49,979 32	49,737 70		241 62
Forage, Arms and Ammunition	120 00	47 45		72 55
Supplies	1,200 00	47 90		1,152 10
Repairs	1,900 00	1,911 81	$ 11 81	
Uniforms, Bedding, etc	3,897 98	3,897 98		
Lodging Allowance	2,184 26	2,116 00		68 26
Rent Outport Barracks	649 38	631 00		18 38
Conveyance	794 87	794 87		
Contingencies	1,030 00	1,017 49		12 51
Compensation	2,000 00	99 28		1,900 72
Fuel and Light	1,800 00	1,623 84		176 16
Annuities	2,990 63	2,990 63		
Fire Department, viz.—				
Salaries	14,019 48	14,019 48		
Supplies	1,399 89	1,399 89		
Repairs	3,000 00	3,000 00		
Additional Aid	1,200 00	1,162 29		37 71
Fuel and Light	1,800 00	1,938 27	138 27	
Forage	2,800 00	2,677 96		102 04
Contingencies	500 00	494 17		5 83
Insurance of Men	106 00	100 00		6 00
Machinery	2,450 62	2,450 62		
Medical Attendance	500 00	500 00		
St. John's Penitentiary, viz.—				
Salaries	4,976 00	5,012 18	36 18	
Industries	11,100 00	10,553 76		546 24
Contingencies	100 00	181 22	81 22	
Supplies	5,600 00	4,038 91		561 09
Fuel and Light	1,100 00	1,150 75	50 75	
Repairs	600 00	729 19	129 19	
Court Houses and Gaols, viz.—				
Salaries	1,353 00	1,253 00		100 00
Fuel and Light	2,200 00	1,716 72		483 28
Repairs.	3,100 00	3,631 45	531 45	
Supplies	3,750 00	3,706 03		43 97
Local Constables' Salaries	1,242 00	980 00		262 00
Miscellaneous, viz.—				
Prosecutions.	7,406 04	7,216 25		189 79
Enquiries under Act	750 00	146 50		603 50
Registration of Jurors	750 00	695 96		54 04
Inquests	493 96	493 96		
Salaries under Statute, viz.—				
Supreme Court Act Special Salaries Act District Court Act	18,100 00	18,100 00		

Satement of Expenditure by Sub-Head—(Continued).

Head and Sub-Head of Service.	*Grant including Supplementary Act and Transfers.	Expenditure.	Grant Exceeded.	Grant Unexpended
V.—Legislation.				
Legislative Council, viz.—				
Salaries	$ 4,735 00	$ 4,800 00	$ 65 00	
Printing	1,232 00	1,112 00		$ 120 00
Contingencies	1,135 00	948 81		186 19
House of Assembly, viz.—				
Salaries	14,450 00	14,350 00		100 00
Printing	3,060 00	2,122 20		937 80
Contingencies	5,360 00	5,339 59		20 41
General, viz.—				
Salaries	1,980 00	1,980 00		
Printing	1,457 45	1,257 45		200 00
Library	295 00	293 09		1 91
Fuel and Light	750 00	871 24	121 24	
Attendance	280 00	232 50		47 50
Repairs	800 00	252 09		447 91
VI.—Education.				
Sundry Services, viz.—				
Extra Grant	1,005 78	1,005 78		
Teachers' Pension Fund	1,409 49	1,409 49		
Contingencies	1,490 00	1,399 06		90 94
Augmentation and Sup. Schools	72,462 57	72,462 57		
Education under Statute, viz.—				
Scholarships	600 00	600 00		
Pensions	300 00	300 00		
Grants to Boards	132,928 98	132,928 98		
Destitute Places	24,913 81	24,913 81		
Higher Education	10,126 50	10,126 50		
Pupil Teachers	9,134 73	9,134 73		
Industrial	3,767 61	3,767 61		
Colleges	13,457 93	13,457 57		36
Inspectors	7,880 00	7,880 00		
Additional Inspection	1,261 75	1,261 47		28
Council Higher Education	7,500 00	7,500 00		
Int'r'st on Loan on ac't School B'ld'gs	4,000 00	1,806 26		2,193 74
VII.—Public Charities.				
Relief of Poor Proper, viz.—				
Salaries, St. John's	3,800 00	3,800 00		
Salaries, Outports	3,682 00	3,501 95		180 05
Medical Attend. on Paupers	7,349 00	8,622 88	1,273 88	
Permanent and Casual Poor	110,000 00	106,787 58		3,210 42
Orphanages	10,540 00	10,565 60	25 60	
Pauper Lunatics	1,200 00	1,384 60	184 60	
Conveyance	1,000 00	1,415 70	415 70	
Labrador Sick Fishermen	2,300 00	1,546 99		753 01
Extraordinary	3,500 00	2,719 82		780 18
Contingencies	705 00	643 39		61 61
Rent	471 00	430 00		41 00

Statement of Expenditure by Sub-Head—(Continued).

Head and Sub-Head of Service.	*Grant including Supplementary Act and Transfers	Expenditure.	Grant Exceeded.	Grant Unexpended
VII.—Public Charities.—(con.)				
Shipwrecked Crews	$ 3,500 00	$ 1,992 84		$1,507 16
E. R. Circulars, No. 2	8,000 00	7,423 18		576 82
Charitable Societies	10,062 00	9,412 73		649 27
Lunatic Asylum, viz —				
Salaries	9,822 00	9,361 57		460 43
Contingencies	300 00	203 40		96 60
Supplies	21,500 00	22,134 74	$ 634 74	
Fuel and Light	4,500 00	4,665 15	165 15	
Repairs.	2,900 00	1,910 87		989 13
General Hospital, viz.—				
Salaries	10,826 00	8,156 09		2,669 91
Contingencies.	200 00	259 45	39 45	
Maintenance	33,000 00	26,334 71		6.665 29
Repairs	1,500 00	1,686 64	186 64	
Fuel and Light	5,600 00	5,836 31	236 61	
Poor Asylum, viz.—				
Salaries.	2,331 00	2,328 50		2 50
Contingencies	110 00	81 33		28 67
Maintenance	10,550 00	10,575 92		34 08
Repairs	1,000 00	1,080 48	80 48	
Fuel and Light	2,000 00	2,064 15	64 15	
New Fever Hospital				
Fuel, Light and Maintenance	8,958 00	9,328 52	370 52	
Public Health, Viz.—				
Salaries, St. John's	3,250 00	3,250 00		
Contingencies, do	4,053 00	9,511 45	5,480 45	
Twillingate Hospital	80 00	61 83		18 17
Conveyance, St. John's	600 00	713 35	113 35	
General (Outports)	5,000 00	5,238 73	238 73	
Labrador	3,000 00	2,699 11		300 89
Repairs Lazaretto	500 00	1,131 01	531 01	
Maintenance	2,860 00	1,610 64		1,249 36
Fuel and Light	400 00	225 59		174 21
VIII.—Light Houses, etc.				
Salaries	38,417 00	37,483 34		933 66
Maintenance and Repairs	45,411 00	45,410 21		79
Contingencies	300 00	298 93		1 07
Block House, viz.—				
Salaries	600 00	600 00		
Ammunition	670 00	662 06		7 94
Noon Gun, viz.—				
Salaries	48 00	48 00		
Ammunition	70 00	3 00		67 00
Chronometer Time	100 00	100 00		
Telephone Services	500 00	336 60		163 40
Gas Light, Queen's Wharf	50 00	50 00		

Statement of Expenditure by Sub-Head—(Continued).

Head and Sub-Head of Service.	*Grant including Supplementary Act and Transfers.	Expenditure.	Grant Exceeded.	Grant Unexpended
IX —Agriculture and Mines.				
Petty Surveys	$ 1,500 00	$ 1,500 00		
Supplies	8,000 00	8,000 00		
Sheep Preservation	120 00	120 00		
Mineral and other Assays	400 00	400 00		
Forest Fires and Timber Inspection	2,539 60	2,539 60		
Agricultural Societies	15,860 40	15,860 40		
Experimental Farm	20,000 00	20,000 00		
Festival of Empire	10,000 00	10,000 00		
X.—Marine and Fisheries.				
Protection Fisheries, Viz.—				
Salaries	5,530 00	5,528 36		$ 1 64
Dildo Hatchery	720 00	118 80		601 20
Herring Fishing Protection	700 00	245 50		454 50
Expenses S.S Fiona	26,810 00	26,808 53		1 47
Contingencies	2,355 00	1,444 71		910 29
Lighthouses and Fog Alarms	14,000 00	14,000 00		
Public Wharves	1,000 00	999 99		01
Harbor Master and Boatman	460 00	460 00		
Night Boatman	35 00	31 89		3 11
Examiners Masters and Mates	540 00	525 19		14 91
Examiners Mechan. Engineers	300 00	300 00		
Marine Works	17,544 19	17,544 19		
Cold Storage for Bait	5,000 00	577 74		4,422 26
Bounty on Ships Built	10,560 00	19,551 00		9 00
Enforcement of Bait Laws and Distribution of Bait	8,000 00	7,946 30		53 70
Inspector Pickled Fish	5,000 00	5,000 00		
Dredging	3,000 00	2,953 41		46 59
Meteorological Service	4,730 00	3,998 32		731 68
Marine Works, Special	56,485 20	56,485 20		
XI.—Roads, Bridges, Ferries, Railway and Telegraphs.				
Local and Main Roads	200,070 61	195,070 61		5,000 00
Salaries, Inspectors & Halfway Housekeepers	702 00	702 00		
Ferries	10,579 00	10,069 96		509 04
Lighting and Cleaning St. John's Sts	8,250 00	8,250 00		
XII.—Postal Department.				
Salaries, G. P. Office	21,480 00	21,470 90		9 10
do Travelling P. Office	9,860 00	9,859 87		13
do Optport P. Masters	19,095 00	19,054 41		40 86
do Labrador	1,006 00	990 00		16 00
do Couriers	42,247 00	42,245 72		1 28
Subsidies, Ocean Mail Steamers	32,451 50	32,316 65		134 85
do Coastal Mail Steamers	203,167 50	202,089 16		1,078 34
do Occasional Service	1,320 00	1,310 14		9 86
do Railway	42,000 00	42,000 00		
Telegraphs, including Marconi	106,802 00	103,420 57		3,381 49
Manufacture of Stamps	2,975 00	2,940 34		34 66
Contingencies	19,500 00	19,495 34		4 66

Statement of Expenditure by Sub-Head—(Concluded).

Head and Sub-Head of Service.	*Grant including Supplementary Act and Transfers.	Expenditure.	Grant Exceeded.	Grant Unexpended
XIII.—Customs.				
Salaries, St. John's—				
Tidewaiters and Boatman	$44,974 00	$45,681 46	$ 707 46	
Customs Refunds	16,000 00	16,900 66	900 66	
Contingencies, St John's	8,585 00	15,669 95	7,084 95	
Salaries, Sub-Collectors O. P. / " Preventive Officers O. P. / " Tidewaiters & Boatmen	44,517 00	46,930 58	2,413 58	
Fines and Forfeitures	2,000 00	466 66		$1,538 34
Boats and Boat Hire O. P	490 00	305 09		184 91
Office and Office Rents O. P	1,085 00	1,308 43	233 43	
Percentage on Duties "	14,000 00	9,148 91		4,857 09
Percentage on Light Dues "	800 00	785 57		14 49
Contingencies "	5,050 00	7,840 35	2,791 35	
Revenue Protection Southwest Coast	6,090 00	3,419 65		2,670 39
Survey Passenger Steamers	400 00	455 00	55 00	
Labrador Service	1,000 00	2,048 40	1,048 40	
Bank Fishers Insurance Fund	1,000 00	80 00		920 00
XIV.—General Contingencies.				
General Contingencies	31,161 93	31,159 77		2 16
XV.—Elections.				
Sundry Payments				
XVI.—Customs.				
Refund of Coal Duties to Municipal Council	67,550 00	62,506 39		5,043 61
XVII.—Additional Estimates.				
Assocn. for Prev Tuberculosis	4,000 00	4,000 00		
New Building, Harbor Grace	15,000 00	15,000 00		
Railway Surveys	3,000 00	1,209 95		1,790 05
Surplus Trust Encrgt. Herring Fishery	16,819 14	3,133 07		13,686 07
Loan, 1908-9, General Hospital	16,184 59	8,344 31		7,840 28
" Museum Building	15,239 54	15,239 54		
Agric. Bounty Bonuses	3,920 47	2,721 28		1,199 19
Audit Act, Marine Works	5,000 00	5,000 00		
do Public Works	5,000 00	5,000 00		
	$3,242,435 07	$3,167,213 44	$27,399 08	$102,600 71

INDEX TO JOURNAL.

SUBJECTS.	PAGE.
Address to King	13
Address of Thanks	15
Committee on same	15
Presentation of same	24
Reply to same	24
Allegiance, Oaths of	3, 22, 55, 62
Commission to administer same	4
Auditor-General's Reports	53, 107
Bills introduced	26, 28, 32, 40, 46, 47, 72, 82, 83, 88, 90 97, 98, 103, 107, 111, 116, 119, 120, 122, 126, 127
Bills assented to	134
Black Rod	7, 133
Commission of Internal Economy	21
Committee (Select) on Address of Thanks	15
" " Marine Insur. Co. Bill	97
Com. (of Whole) on Peat Manuf. Resolutions	24
" " Explos. Manuf. Res.	24
" " Cold Storage Res.	26
" " Copper Smelting Res.	31
" " Potato Canker Res.	37
" " Supply	57
" " Seed Control Res.	66
" " Education Resolutions.	72
" " Agric. Encourgmt. Res.	72
" " Crown Lands Res.	75
" " Explosives Regul. Res.	78
" " Old Age Pensions Res.	94
" " Fire Patrol Resolutions	98
" " Wtrn. Union Cable Res.	103
" " Direct U. S. Cable Res.	104
" " Ways and Means Res.	111
" " Coastal Contract Res.	111
" " Loan Resolutions	116
Condolence resolution	87
Davey, E. H., death of	87
Divisions	40, 41, 49, 54, 55, 82, 90, 94, 103
Coronation, Despatches as to	58, 119
Speaker appointed to represent House	59
Naval Reservists invited	119
Documents tabled	16, 17, 30, 39, 45, 53, 97, 102, 110
Estimates tabled	45
Game and Inland Fisheries Board Report	102
Internal Economy Commission	21
Licensing Board Report	39
Messages from Council	15, 16, 27, 57, 61, 67, 92, 105, 113, 121 126, 129, 132, 133

SUBJECTS.	PAGE.
Notices of Motion—	
Hon. Prime Minister	16, 25, 29, 36, 55, 86, 124
Hon. Minister of Justice	29, 99, 117, 118, 121, 124
Hon. Minister of Finance	22, 64, 108
Hon. Minister of Agriculture	29, 50, 55, 92
Minister of Marine	83
Petitions	16, 22, 27, 30, 33, 35, 38, 44, 47, 50, 55 59, 60, 62, 68, 73, 74, 80, 83, 86, 87, 92, 96, 99, 106, 109, 114, 118, 122, 125 130
Notice of Question	
Rt. Hon. Sir R. Bond	16, 17, 18, 20, 21, 29, 30, 34, 38, 42, 43 50, 55, 61, 63, 67, 68, 69, 84
Mr. Kent	16, 19, 20, 23, 27, 28, 29, 31, 32, 45, 50 51, 52, 59, 60, 67, 69, 76, 79, 80, 83, 86, 88, 92, 95, 96, 113, 115, 133
Mr. Clift	25, 27, 29, 34, 35, 36, 37, 39, 45, 50, 51 52, 56, 59, 60, 61, 66, 86, 88, 105, 106, 108, 109, 114
Mr. Shea	86, 89
Mr. Clapp	34, 36, 47, 48, 55, 56, 63, 64, 76, 81, 83 92, 93, 97, 113, 115, 124, 125, 130, 131
Mr. Gear	47, 48, 52, 108, 110
Mr. Earle	61, 64, 67, 70, 86, 89, 98, 101
Mr. Roberts	61, 65, 67, 70, 71, 73, 74, 86, 89, 98, 99 100, 101
Postmaster-General's Report	77
Private Bill (Marine Insurance Co.)	88
Public Health Commission Report	131
Prorogation	137
Marine and Fisheries Report	97
Quorum, No.	37
Reid Nfld. Company's Returns	77
Supply, Notice of	22
Supply, Granted	39
Supply, Committee on	46
Suspension of Rules	126

INDEX TO APPENDIX.

SUBJECTS.	PAGE.
Estimates for 1911–12	1—100
Customs Returns for 1909–10	101—210
Returns of Agriculture and Mines Department	211—264
Statement of Nfld. Savings Bank	265—269
Fiscal Statement for 1909–10	270—294
Budget Speech of Hon. M. P. Cashin, 1911	295—346
Report of Nfld. Agricultural Board for 1910	347—398
Report of Department of Marine and Fisheries for 1910	399—516
Report of Game and Inland Fisheries Board for 1910	517—552
Report of Postmaster-General for 1909–10	553—566
Report of Registrar-General of Vital Statistics for 1910	567—578
Report of Lunatic Asylum for 1910	579—592
Report of Commission on Public Health for 1910	593—606
Report of Licensing Board for 1910	607—618
Award and Papers of North Atlantic Coast Fisheries Tribunal of Arbitration	619—734
Return of Minutes of Conference held at Washington in January, 1911, *re* Fishery Regulations	735—746
Contracts with Nfld. Produce Co. for Coastal Mail Service	747—770
Correspondence and Contracts with Direct U. S. and Western Union Cable Companies	771—794
Annual Returns of Reid-Nfld. Co.	795—816
Details of Expenditure of Colony for 1909–10	817—824