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- In Sessional papers No. 2, Appendix A, page 44 is incorrectly numbered page 4.
- In Sessional papers No. 2, Appendix A an errata tipped in between pages 46-47.
- In Sessional papers No. 2, Appendix D, page 20A is inserted between pages 20-21.
- In Sessional papers No. 3, Report No. 6 starts at page 2.
- In Sessional papers No. 3, Report of the Postmaster General ... 30<sup>th</sup> June, 1874, page numbers 19-20 appeared twice.
- In Sessional papers No. 3, Report of the Postmaster General ... 30<sup>th</sup> June, 1874, page 138 is incorrectly numbered page 13.

# SESSIONAL PAPERS.

1873

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VOLUME 2.

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SECOND SESSION OF THE THIRD PARLIAMENT

OF THE

DOMINION OF CANADA.

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SESSION 1873.

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VOLUME VIII.



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PRINTED BY MACLEAN, ROGER & Co., WELLINGTON STREET, OTTAWA.

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- No. 2..... INLAND REVENUE :—Report, Returns, and Statistics of the Inland Revenues of the Dominion of Canada, for the fiscal year ended 30th June, 1874.  
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 ————— Canal Statistics for season of navigation, 1874.

- No. 3..... POSTMASTER GENERAL :—Report of, for the year ended 30th June, 1874.

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- No. 5..... MARINE AND FISHERIES :—Seventh Annual Report of the Department of, for the year ended 30th June, 1874, together with five Supplements.  
 ————— Correspondence relative to the grant by the Quebec Government of \$4,000 to the Marine and Immigrant Hospital, Quebec.  
 ————— SCHEDULE of Papers for the Department :—  
 ————— Statements of Receipts and Expenditure in connection with Sick and Distressed Seamen.  
 ————— Statement of Receipts and Expenditure in connection with Harbor Police, Montreal and Quebec.  
 ————— Statement of Receipts and Expenditure in connection with the Decayed Pilot Fund.  
 ————— Statement of Receipts and Expenditure in connection with the construction of Lights, Fog-whistles, &c. [*Not printed.*]

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- No. 8.... INTERIOR :—Report of the Minister of the Interior, for the year ended 30th June, 1874.
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- No. 10... LIBRARY OF PARLIAMENT :—Report of the Librarian on the state of.
- No. 11... LEPINE, AMBROISE :—Correspondence, and further correspondence relating to the commutation of the sentence of death passed on Ambroise Lepine for the murder of Thomas Scott at Fort Garry
- No. 12... ELECTION COURTS :—General Rules of the Election Court for the Province of New Brunswick, under the Act 36 Vic., cap. 28, sec. 32.  
 ————— General Rules made by Her Majesty's Court of Queen's Bench for Ontario, under and by virtue of "The Dominion Controverted Elections Act, 1874." [*Not printed.*]
- No. 13... GEOLOGICAL SURVEY OF CANADA :—Report of Progress of, by Alfred R. C. Selwyn, F.R.S., F.G.S., Director, for 1873-74. [*Not re-printed for Sessional Papers.*]
- No. 14... SUPERANNUATION :—Return to Address, Showing the Allowances and gratuities granted under the Act 33 Vic., cap. 4, since the beginning of the year 1874, the grounds of superannuation, the age of each person superannuated, the names and ages of the persons appointed to succeed the person so superannuated, and the offices and salaries held by such successors respectively.  
 ————— Statement of all allowances and gratuities granted under the Act 33 Vic., cap. 4, with statement of the cases in which (since last Return) additions have been made to the actual number of years services of persons employed in the Civil Service, who have been superannuated.
- No. 15... UNFORSEEN EXPENSES :—Statement of Expenditure charged to Unforeseen Expenses, under Orders in Council, by authority of the Act 37 Vic., cap. 1, Schedule B, from 1st July, 1874, to date.
- No. 16... "BAVARIAN" :—Return to Address, Correspondence concerning the destruction by fire of the Steamboat "Bavarian," in November, 1873. [*Not printed.*]
- No. 17... CHALONER, H. J. :—Return to Address, Correspondence, &c., in reference to the dismissal of Mr. H. J. Chaloner of Quebec, as Shipping Master. [*Not printed.*]
- No. 18... PILOTS :—Return to Address, Correspondence between the Government, and any other person or persons in reference to the appointment of Commissioners of Pilots. Also in reference to the dismissal of Mr. Hamilton, as Collector of Customs at North Sydney. [*Not printed.*]
- No. 19... BRITISH COLUMBIA,—TERMS OF UNION :—Correspondence on the subject of the non-fulfilment of the terms of Union with the Province of British Columbia.
- No. 20... MARINE ELECTRIC TELEGRAPHS :—Message,—Correspondence which has taken place with Her Majesty's Government on the subject of a Bill passed in the last Session of the Dominion Legislature, entitled: "An Act to regulate the Construction and Maintenance of Marine Electric Telegraphs."
- No. 21... MORDEN, WM. J. :—Return to Address, Copies of all correspondence connected with the appointment of Wm. J. Morden, as Postmaster for the Village of Greenville, in the County of Wentworth, and the removal of said office to Bullock's Corners. [*Not printed.*]
- No. 22... BANKS :—List of Shareholders of the several Banks of the Dominion of Canada, in compliance with the Act 34 Vict., cap. 5, sec. 12.
- No. 23... STATUTES OF CANADA :—Official Return of the distribution of the Statutes of the Dominion of Canada, being 37 Victoria, 1st Session of the 3rd Parliament, 1874, under the provisions of the Act 31 Vict., cap. 1, sec. 14. (English and French versions.) [*Not printed.*]
- No. 24... FORTIFICATIONS, &c., TRANSFERRED :—Return (in part) to Address, Statement of the Fortifications, Lands and Material of War, which were transferred to the Government of this country by the Imperial Government; also a Report of a competent officer on the state of repair of the several Forts and Buildings so transferred, and of the condition of the Material of War; also a return of such properties as have been conveyed to Municipal Corporations, if any; or of any lands that it is proposed by the Government to transfer to such Corporations. [*Not printed.*]
- No. 25... MILITIAMEN, 1812-13 :—Return to Address, Statement showing names, ages and places of residence of all Militiamen of 1812-13, who have applied to the Imperial Government through the Department of Militia and Defence for a pension, or indemnity.

- No. 26... **NIAGARA FRONTIER** :—Return to Address, Copies of all Reports, Orders and correspondence between the Militia authorities and the Militia or any other Department, in reference to the Military movements on the Niagara Frontier, in the year 1866. [*Not printed.*]
- No. 27... **BELL, L. G.** :—Return to Address, Copy of the Report of L. G. Bell, C.E., on the exploration made of the route of the Huron and Ottawa Railway from Ottawa City to Parry Sound; together with all maps or papers accompanying the same.
- No. 28... **COPYRIGHTS** :—Return to Address, Correspondence relating to Addresses of this House, presented last Session to the Governor General on the subject of the Act respecting Copyrights, which Act was reserved for the signification of Her Majesty's pleasure thereon.  
—Return to Address, Copies of Despatches and other communications which have passed since the 31st March, 1874, on the subject of an Act respecting British Copyright Works passed in the Session of 1872, and reserved for Her Majesty's pleasure thereon. [*Not printed.*]
- No. 29... **GOVERNOR GENERAL** :—Return to Address, Copy of His Excellency the Governor General's Commission; and of the Royal Instructions which accompanied the same.
- No. 30... **GYPNUM, GROUND** :—Return to Address, 1st. The entire quantity of ground gypsum, or land plaster imported into the Dominion of Canada from the United States, since the 1st day of April, 1874; 2nd. For the respective quantities of said ground gypsum, or land plaster, imported from the United States as received at the several Lake and River Ports of the Dominion; 3rd. For the entire sum collected as revenue from the said article of ground gypsum, or land plaster, between the 1st day of April and the 1st day of December, 1874. [*Not printed.*]
- No. 31... **BAPTISMS, MARRIAGES AND BURIALS** :—General Statement of, for certain districts in the Province of Quebec, for the year 1874. [*Not printed.*]
- No. 32... **FISH INSPECTORS** :—Return to Address, Number of Counties in Nova Scotia and New Brunswick in which Examiners of Fish Inspectors have been appointed; the number of Inspectors appointed in each County; also, the quantity of fish or fish-oil inspected, with description of package, and by whom inspected, and amount of fees collected. [*Not printed.*]
- No. 33... **ALIENS, NATURALIZATION OF** :—Return to Address, Copies of any Despatch or Despatches, received from the Imperial Government on the subject of the Naturalization of Aliens, since the Despatch of the Earl of Kimberley, of date the 3rd September, 1873. [*Not printed.*]
- No. 34... **RICHIBUCTO HARBOR, N.B.** :—Return to Address, Copy of contract for the removal of wrecks at the entrance of Richibucto Harbor in New Brunswick; with the names of the sureties and sums paid on such contract; also copy of Report of Engineer, or other officers, of work performed, on which Report payment was made. [*Not printed.*]
- No. 35... **OLIVER'S FERRY** :—Return to Address, Orders in Council, correspondence and papers in reference to the construction of a Bridge over Oliver's Ferry. [*Not printed.*]
- No. 36... **WELLAND CANAL** :—Return to Address, List of persons to whom contracts have been awarded for the construction of the several sections of the works now in progress, or hereafter to be commenced on the Welland Canal, for which tenders have been received, with the names of their sureties; also a list of the tenders made for the same, specifying the names of persons so tendering, the sections for which they severally tendered, and the amount of each tender.  
—Return to Address, Copies of all Estimates and Reports of the Engineers in charge of the Welland Canal, shewing the cost of removing the rock bottom at Roney's Bend, with a view to obtaining Lake Erie level. [*Not printed.*]
- No. 37... **DAWSON ROAD** :—Return to Address, Statement of the number of Emigrants conveyed over the Dawson Road to Manitoba, since the opening of the said Road; also the cost of conveyance of such Emigrants to Manitoba, shewing the average cost of each person, so carried.
- No. 38... **JOHNSTON, MR.** :—Return to Address, Instructions furnished by the Department of Public Works to one Mr. Johnston, for the survey of that portion of the Ottawa River lying between the foot of Paquette's Rapids and Head of Allumette Island; also copies of all plans of said survey, with Mr. Johnston's report thereon, together with the estimated cost of improving the navigation at Paquette's Rapids and Allumette Rapids, so as to admit of the passage of steamers, and the scale of prices upon which such estimate of cost is based. [*Not printed.*]
- No. 39... **THUNDER BAY, &c.** :—Return to Address, Copies of all tenders and correspondence relating to the contract for carrying passengers and freight between Thunder Bay and Fort Garry, with the names of parties tendering, and amount of bonus asked; the rate per head to be charged for passengers, and the rate per ton for freight, &c.

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- No. 40... AGRICULTURE:—Report of the Minister of Agriculture for the year ending 31st December, 1874.
- No. 41... ELECTIONS, RECORDS OF:—Return shewing—1st. The vacancies that have occurred in this House since the last General Election; the date when each vacancy took place; and when the same was notified to Mr. Speaker. 2nd. The date of the Warrant of Mr. Speaker for a new Writ in each case. 3rd. The date of the issue of the Writ in each case. 4th. The date of the transmission of the Writ to the Returning Officer in each case. And also a similar statement respecting the vacancies occurring during two last Parliaments. [*Not printed.*]
- No. 42... BANK OF UPPER CANADA:—Statement of the Estate of the Bank of Upper Canada, on the 31st January, 1875.
- No. 43... RECEIPTS AND PAYMENTS:—Statement of the Receipts and payments of the Dominion of Canada, from 1st July, 1874, to the 20th February, 1875.
- No. 44... CANADIAN PACIFIC RAILWAY:—Articles of Agreement entered into between Asa Belknap Foster and Her Majesty Queen Victoria, for the construction and working of the Georgian Bay Branch of the Canadian Pacific Railway, bearing date the 27th February, 1875; accompanied by a copy of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council, on the 4th November, 1874, in relation thereto.  
 ————Return to Address, All tenders for the construction of the Georgian Bay Branch of the Canadian Pacific Railway, with Orders in Council, correspondence, and all papers relating thereto.  
 ————Return to Address, Memorandum of the Chief Engineer of the Canadian Pacific Railway, referred to in a Report of the Honorable the Privy Council, approved by the Governor General on the 7th June, 1873.
- No. 45... POSTAL CONVENTION:—Return to Address, Copies of the Postal Convention recently made with the Postmaster General of the United States by the Postmaster General of Canada.
- No. 46... MANITOBA, MILITIA VOLUNTEER FORCE IN:—Return to Address, All applications made by persons who served in the Militia Volunteer Force in Manitoba, and who have been invalided or discharged before the termination of enlistment, for grants of land in that Province.
- No. 47... CIVIL SERVICE EMPLOYÉS, DOMINION:—Return to Address, Statement shewing the number of Employés in each Department of the Civil Service of the Dominion, giving the name of each Employé, and his age, when first appointed to the Service; also his occupation prior to his said appointment, and the country in which he was born. [*Not printed.*]
- No. 48... ST. LAWRENCE RIVER NAVIGATION:—Report of John Page, Esq., Chief Engineer of Public Works, on the Navigation of the River St. Lawrence, between Lake Ontario and Montreal.
- No. 49... ST. LAWRENCE TOW BOAT CO.:—Return to Address, Correspondence between the Government and the St. Lawrence Tow Boat Company, on the subject of the leasing of the Wharves below Quebec; also Statement shewing the sums collected as wharfage dues established by the Department of Public Works and the sums paid to the Government for each of the said Wharves.
- No. 50... INSURANCE:—Statements made by Insurance Companies, in compliance with the Act 31 Vic., cap. 48, sec. 14.
- No. 51... RECIPROCITY TREATY:—Return to Address, Papers in connection with the negotiations with the Government of the United States for a Treaty of Commercial Reciprocity.  
 ————Supplementary Return to Address, Papers in connection with the negotiation of a Treaty of Commercial Reciprocity with the United States.
- No. 52... INTERCOLONIAL RAILWAY:—Return to Address, Copies of all special rates granted for freight on the Intercolonial Railroad.  
 ————Return to Address, All papers and correspondence connected with the contract for supplies to the Intercolonial Railroad, from the 1st June to the 31st December, 1874, of Cars, Trucks, Bar Iron and Railway materials.  
 ————Return to Address, Statement in detail of the several amounts paid out by the Government for work actually performed on Section 16 of the Intercolonial Railway from the time the work was taken out of the hands of the Contractor until the present time, &c., stating in detail the grounds for paying the same, and whether the amounts so paid (if any) were sanctioned by the Contractor before payment; also, any report of the officer in charge of said work; also, a statement in detail of all quantities of all work performed in Earth, Rock and Masonry, on Section 16 of the Intercolonial Railway since that section was taken out of the hands of the Contractor, &c.

- No. 52... **INTERCOLONIAL RAILWAY** :—Return to Address, A comparative statement of the number of tons of freight, not to include Government freight, carried over the Intercolonial Railway in Nova Scotia and New Brunswick, during the months of October, November and December, in the years 1873 and 1874, and the months of January and February, 1874 and 1875, respectively ; together with the average distance carried, the average rate received per ton, and the average rate per mile per ton. [*Not printed.*]
- No. 53... **GATINEAU RIVER** :—Return to Address, Copies of all advertisements, tenders, contracts, reports, and all other correspondence, as well as all affidavits, in connection with the construction of booms, piers, and other works on the Gatineau River last winter.
- No. 54... **ACCIDENTS ON RAILROADS** :—Return to Address, Statement of the number of persons killed or injured on the different railroads of Canada. [*Not printed.*]
- No. 55... **PRINCE EDWARD ISLAND RAILWAY CONTRACT** :—Return to Address, Correspondence between the Dominion Government and the Government of Prince Edward Island, concerning the contract for the construction of the railway on the Island, and handing over the same to the Government ; and also all correspondence between the contractors, the Local Government, or the Dominion Government, or either of them, regarding the substitution of wire fencing for the fencing provided for in the contract. [*Not printed.*]
- No. 56... **INDIANS, MISSISSAGUA, THE** :—Return to Address, Returns respecting that portion of the Mississagua Indian Tribe now settled upon Scugog Island. 1st. For the amount invested by the Dominion Government on their behalf in the lands which said Indians now occupy ; 2nd. For the amount of all other funds originally received from and invested in behalf of said Indians, with the several annual additions thereto :—showing how said funds are invested ; at what rate of interest, and the several annual payments or donations made by Government to them since the first receipt and investment of said funds in the Indians' behalf. [*Not printed.*]
- No. 57... **KING, JAMES, OF HALIFAX N.S.** :—Return to Address, Copy of the contract entered into between James King, Esq., of Halifax, N.S., and this Government, for the purpose of running a steamer between Georgetown, P.E.I., and Pictou, N.S., during the winter season.  
Supplementary Return :—Copy of the advertisement calling for a winter steamer at Prince Edward Island, and also for a copy of the contract entered into for the performance of said service. [*Not printed.*]
- No. 58... **SHORTEST ROUTE TO EUROPE** :—Report of Special Committee of the House of Commons, appointed to enquire into the shortest route to Europe.
- No. 59... **JUDGES, PROVINCE OF QUEBEC** :—Statement of payments to the Judges of the Province of Quebec, on account of travelling expenses from 1st July, 1867, to 30th June, 1874.
- No. 60... **FINANCIAL STATEMENT** :—Return to Address, Statement of all moneys lying at the credit of the Dominion in any Bank, or in the hands of any Financial Agent or other person, on the 20th day of February last, stating specifically the names of the Banks, Financial Agents or other persons, with whom such monies are deposited, and whether on interest or otherwise, and the rate of interest allowed in each case.
- No. 61... **"LAND PURCHASE BILL, 1874," P.E.I.** :—Return to Address, Correspondence which may have passed between the Government of the Dominion and the Local Government of Prince Edward Island, and with the Imperial Government and the landed proprietors, relating to a Bill passed by the Local Legislature of that Province, to be entitled "The Land Purchase Bill of 1874."
- No. 62... **HAMEL, J. A.** :—Return to Address—1st. Copies of all documents relating to the appointment of J. A. Hamel, Esq., of Malbaie, physician, to vaccinate the Indians on the North Shore of the River St. Lawrence, for the years 1868 and 1869 ; of the instructions furnished to him, and of the reports made by him during the said two years on the subject. 2nd. A statement showing the number of Indians vaccinated by the said J. A. Hamel during the said two years ; the accounts furnished by the said J. A. Hamel, and the amount of money paid to him by the Government for the services rendered. 3rd. Copies of all communications sent to the Government by the Rev. Father Arnault and others, during the said years 1868 and 1869 in relation to the said J. A. Hamel. [*Not printed.*]
- No. 63... **KITSON LINE** :—Return to Address, Copies of all Orders in Council or other authority granted to certain American Steamboat proprietors, known as the "Kitson Line," to trade on the Red River, in the Province of Manitoba, &c. [*Not printed.*]
- No. 64... **GRAVING DOCK, ESQUIMAULT** :—Return to Address, Copies of all correspondence with the Government of British Columbia, or with any person on behalf of that Government, respecting the construction of a first-class Graving Dock at Esquimault.



- No. 65... REGISTRY DIVISION, MONTREAL :—Return to Address, Copy of the Bill passed in the last Session of the Legislature of the Province of Quebec, intituled: "An Act to divide into three parts the Registry Division of Montreal." [*Not printed.*]
- No. 66... CHICOUTIMI AND SAGUENAY, SQUARE TIMBER :—Return to Address, Statement shewing the number of pieces of square timber, spars, masts, deals and boards exported from the month of April, 1874, up to this date, from the Counties of Chicoutimi and Saguenay, &c.
- No. 67... SPRING HILL MINING COMPANY :—Return to Address, All correspondence between the Government, or their officers, and the Spring Hill Mining Company, for all Orders in Council relating to the said Company; and any agreements that may have been made with the same.
- No. 68... PRINCE EDWARD RAILWAY, CONSTRUCTION OF :—Return to Address, Copies of all papers and correspondence between the Dominion Government and the Prince Edward Island Government, relative to the construction of the Prince Edward Railroad, and the transfer of said railroad to the Dominion Government. [*Not printed.*]
- No. 69... COAL, COKE, &c., N.S. & N.B. :—Return to Address, Shewing the quantity and value of Salt, Coal, Coke, Wheat, Corn and other grains; Wheat and Rye Flour and Meal exported from, and imported into the Provinces of Ontario, Quebec, Nova Scotia and New Brunswick, from the 7th April, 1870, to the 1st April, 1871, with the amount of duties collected on these articles at each Port of Entry. [*Not printed.*]
- No. 70... HARBORS, PIERS AND BREAKWATERS :—Return to Address, Shewing the amount expended by the several Local Governments on all Harbors, Piers and Breakwaters in the Dominion, prior to 1867, and since July, 1867, by the Dominion Government, and also the amounts expended on all such works by any local Companies, Municipal Authorities, Railway Companies, Harbor Commissioners, or any other Companies or persons, before or since July 1st, 1867.
- No. 71... OTTAWA RIVER, SLIDES, DAMS, &c. :—Return to Address, Shewing the sums expended on capital account as well as the amounts chargeable to income, in the construction of Slides, Dams, Piers, Booms, and other works, to facilitate the passage of Timber and Saw Logs on the Ottawa River and its tributaries, up to 31st December last.
- No. 72... LACHINE CANAL :—Return to Address, Copies of all correspondence, letters or telegrams between the Government and the proprietors of land in the vicinity of the proposed enlargement of the Lachine Canal, from 1st March, 1874, to the 1st March, 1875, &c., &c.
- No. 73... CIVIL SERVICE EMPLOYÉS, P.E.I. :—Return to Address, A complete Return of all dismissals from, and appointments to, the Civil Service of Prince Edward Island, as well as the salaries attached thereto. [*Not printed.*]
- No. 74... CUSTOMS AND EXCISE :—Return to Address, Receipts from Customs and Excise for the months of May and October, in the year 1874. [*Not printed.*]
- No. 75... CHATHAM BRANCH RAILWAY :—Return to Address, Copies of all correspondence, memoranda, propositions, Reports to Council, and Minutes of Council in relation to aiding the Chatham Branch Railway, or in connection therewith. [*Not printed.*]
- No. 76... ST. PETER'S CANAL :—Return to Address, Copy of the Report of Mr. Perley, C.E., on the enlargement of St. Peter's Canal. [*Not printed.*]
- No. 77... MARINE HOSPITAL, SYDNEY, C.B. :—Return to Address, All plans, correspondence, documents and tenders in possession of the Government, relative to the proposed erection of a Marine Hospital at Sydney, C.B., &c. [*Not printed.*]
- No. 78... ORDNANCE LANDS, FREDERICTON :—Return to Address, All papers, correspondence, telegrams or Orders in Council connected with the sale of certain Ordnance Lands at Fredericton, N.B., to the Fredericton Branch Railroad Company, or to Temple & Burpee, &c.
- No. 79... QUEBEC AND GULF PORTS Co. :—Return to Address, All papers and correspondence, advertisements for tenders, if any, with terms of renewal or extension of subsidy to Quebec and Gulf Ports Company for service between St. Lawrence and Pictou, &c. [*Not printed.*]
- No. 80... HARBORS AND BREAKWATERS, P.E.I. :—Return to Address, Copies of the Reports of the Dominion Government Engineer appointed to survey and report upon Harbors and Breakwaters in Prince Edward Island. [*Not printed.*]
- No. 81... SUPREME COURT, N.B. :—Return to Address, All decisions made since the 1st of January, 1875, by the Supreme Court of New Brunswick, with reference to the jurisdiction of the Local Government or Municipal authorities in that Province in granting or withholding licenses for the sale, or regulating the sale of spirituous liquors. [*Not printed.*]

- No. 82... **PILOTAGE, AN ACT RESPECTING** :—Return to Address, Correspondence with Boards of Trade or other parties, Minutes of Council, &c., in relation to the effect of an Act entitled "An Act respecting Pilotage," having reference to the effect upon Trade and Navigation of the said Law as effects collisions, and the responsibility of pilots and owners of vessels in such cases. [*Not printed.*]
- No. 83... **MONTREAL HARBOR DUES** :—Return to Address, Copies of instructions given to Collectors of Customs in Ontario, to collect Montreal Harbor Dues on all freight landed at the Port of Montreal; also a statement of the rate of Dues so levied, and the principle on which they are computed. [*Not printed.*]
- No. 84... **BRITISH MERCHANT SHIPPING** :—Return to Address, All Papers and correspondence had with Her Majesty's Government in relation to the Legislation which was under the consideration of the Imperial Parliament in relation to British Merchant Shipping from 1871 to the end of 1874, in connection with the so-called Plimsoll movement; also in connection with the proposed Legislative measure in relation to merchant shipping at present proposed by Her Majesty's Government; also, all papers, Minutes of Council and despatches had between the Government of Canada and Her Majesty's Government, protesting against any Legislation being had by the Imperial Government which would affect Canadian shipping. [*Not printed.*]
- No. 85... **CANADIAN PACIFIC RAILWAY, EASTERN TERMINUS** :—Return to Address, Correspondence between the Canadian Government and the Government of the Province of Quebec, on the subject of Railway connections between the Eastern terminus of the Canada Pacific Railway and the Province of Quebec. [*Not printed.*]
- No. 86... **LUNENBURG, N.S.** :—Return and two further Returns to Address, Copies of all letters in connection with appointments to, and resignations or dismissals from office, and the appointment of successors in the County of Lunenburg, Nova Scotia, since the 1st October, 1873. [*Not printed.*]
- No. 87... **PENITENTIARIES** :—Seventh Annual Report of the Directors of Penitentiaries of the Dominion of Canada, for the year 1874.
- No. 88... **BRITISH COLUMBIA, CROWN LANDS** :—Copies of Orders in Council relative to Acts of the Legislature of British Columbia. 1. "An Act to amend and consolidate the Laws affecting Crown Lands in British Columbia;" and 2. "An Act to make provision for the better administration of Justice, and as to their disallowance." [*Not printed.*]
- No. 89... **BRITISH COLUMBIA STEAMSHIP CO.** :—Return to Address, All correspondence or letters (if any) between the Government and the "British Columbia Steamship Company," relative to a subsidy for carrying the Mails between San Francisco and Victoria. [*Not printed.*]
- No. 90... **IMMIGRANTS, MONTREAL** :—Return to Address, Any papers showing the number and condition of Immigrants now in the City of Montreal without employment. [*Not printed.*]
- No. 91... **GRAVING DOCK, QUEBEC** :—Return to Address, Copies of all papers, documents, letters and correspondence, having reference to the selection of the site for the construction of a Graving Dock in the Port of Quebec. [*Not printed.*]
- No. 92... **RIDEAU CANAL** :—Return to Address, Statement of Leases of Water Power made by the Department of Public Works between the Dominion Dam at the Whitefish and Kingston Mills on the Rideau Canal, both inclusive; date of lease or leases; time such lease or leases expire; quantity of power rented and approximate power used during past year under each lease; with copy of reports and papers, if any, submitted by the Superintendent Engineer of the Rideau Canal during the past twelve months to the Department of Public Works on this subject. [*Not printed.*]
- No. 93... **GREAT WESTERN RAILWAY CO.** :—Copies of correspondence and accounts *in re* duties refunded to the Great Western Railway Company. [*Not printed.*]
- No. 94... **MILITIA SERVICE EXPENSES** :—Return to Address, Statement of all sums of money expended in 1870-'71-'72-'73 and '74, for the Militia Service, including the Mounted Police, either for payment of men, expenses attending camps, or for clothing, ammunition, drill sheds, or other incidental or ordinary expenses of the Department in Ottawa. [*Not printed.*]
- No. 95... **POSTMASTERS (INSTRUCTIONS)** :—Return to Address, Instructions issued to the Postmaster in cities, towns and villages, by the Postmaster General, under authority of section 42 of the Act 31 Vict., cap. 10, with reference to dutiable goods brought into the Dominion through the post office. [*Not printed.*]

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REPORT,  
RETURNS, AND STATISTICS  
OF THE  
INLAND REVENUES  
OF THE  
DOMINION OF CANADA,  
FOR THE  
FISCAL YEAR ENDED 30<sup>TH</sup> JUNE, 1874.

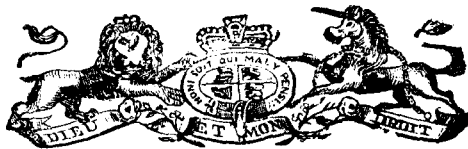
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*Presented to both Houses of Parliament by command of His Excellency.*

FELIX GEOFFRION,

*Minister of Inland Revenue.*

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OTTAWA:  
PRINTED BY I. B. TAYLOR, 29, 31 & 33 RIDEAU STREET.  
1875.



To *His Excellency the Right Honorable Sir* FREDERIC TEMPLE, *Earl of*  
DUFFERIN, *K. P., K. C. B., P. G., Governor General of Canada,*  
*&c., &c., &c.*

MAY IT PLEASE YOUR EXCELLENCY :

Herewith I have the honor to present to your Excellency the RETURNS and STATISTICS of the Inland Revenues of Canada, for the Fiscal Year ended 30th June, 1874, as prepared and laid before me by the Commissioner of Inland Revenue.

Most respectfully submitted.

FELIX GEOFFRION,

*Minister of Inland Revenue.*

January 20th, 1875.



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**COMMISSIONER'S REPORT.**

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To the Honorable

The Minister of Inland Revenue.

SIR,—Herewith I have the honour to submit statements of Revenues collected by this Department for the fiscal year ended the 30th June, 1874, together with the usual information as to the cost of collecting the same, and the statistical details respecting the sources whence the Revenues were derived.

The following summary comparison shows the accrued Revenues for the years ended June 30th, 1868, 1871, 1872, 1873 and 1874, respectively.

	1867-68.	1870-71.	1871-72.	1872-73.	1873-74.
Excise.....	\$3,078,212	4,301,389	4,762,378	4,513,194	5,612,582
Revenue Public Works.....	486,811	579,132	592,961	636,798	672,120
Culling Timber.....	70,886	63,228	74,512	79,767	95,913
Bill Stamps.....	119,712	184,255	189,161	201,496	209,233
<b>Total.....</b>	<b>\$3,755,621</b>	<b>5,128,004</b>	<b>5,619,012</b>	<b>5,431,255</b>	<b>6,589,848</b>

The total Revenue accrued during the fiscal year just closed was \$6,589,848 as against \$5,431,255 for the previous year, and \$5,619,012 for the year 71-72, being an increase of 21 $\frac{1}{3}$ % as compared with the former, and of 21 $\frac{1}{2}$ %, as compared with the average of the three previous years.

This increase as compared with 1872-73 has occurred as follows :—

Upon Excise.....	\$1,099,388
“ Revenue Public Works.....	35,322
“ Culling Timber.....	16,146
“ Bill Stamps.....	7,737

The increased Excise Revenue arises :—

Upon Spirits.....	\$678,224
“ Tobacco.....	387,714
“ Petroleum.....	36,663
“ Manufactures in Bond.....	6,226
“ Seizures.....	1,240

**\$1,110,067**

From which, However, there is to be deducted :—

Decrease on Malt Liquor.....	\$1,027
do do.....	3,567
do on other Receipts.....	6,085

**\$10,679**

This increase is chiefly due to three causes :—

1st.—To the additional rate of Excise duty imposed on Spirits and Tobacco by the Act of last Session, which was in operation during two and a half months of the fiscal year.

2nd.—To the withdrawal of excisable goods from bond during the first half of April—presumably in anticipation of an advance upon the then existing tariff, and

3rd.—To a natural increase in the quantities of excisable goods consumed by a population growing in numbers and in wealth.

To the first of these causes we may attribute about \$104,000 of the increase. The extent to which the second and third causes operated may be approximately estimated from a comparison of the quantities of the several articles consumed during a series of years. The results of estimates so made as will presently be shown, justifies the conclusion that from all sources the Revenue of the fiscal year 1873-4 was enhanced to the extent of \$526,611, by duties collected on goods that will be consumed during the current year and on which the duties that would have been collected, had their entry for consumption been postponed until they were required under the normal conditions of trade, would have amounted to \$680,046, by which amount the Revenue of the year now current, may be said to have been anticipated.

To avoid, as far as possible, turning from one Return to another, the results of the several statistical tables, 1871-74, have been condensed so as to exhibit a general history of the development of each source of Revenue during the four years.

#### SPIRITS.

The following statement gives the transactions in Spirits (in proof gallons) during the last fiscal year, and during the three years immediately preceding it.

1	2	3	4	5	6	7	8	9
Fiscal Year.	In warehouse at commencement of period.	Manufactured during the year.	Taken for consumption.	Exported.	Used in Bonded Factories.	Otherwise accounted for.	In warehouse at end of period.	Memo. of Revenue accrued thereon.
	. gals.	P. gals.	P. gals.	P. gals.	P. gals.	P. gals.	P. gals.	\$
1870-1..	869,282	5,303,171	4,219,245	271,333	187,938	.....	1,493,937	2,673,416
1871-2..	1,493,937	4,870,326	4,569,949	431,673	203,466	18,332	1,140,843	2,884,067
1872-3..	1,140,843	5,547,517	4,476,404	327,532	262,540	82	1,621,802	2,825,140
1873-4..	1,621,802	5,433,741	5,479,809	197,676	281,090	1,125	1,095,843	3,503,364

By these figures it appears that the quantity produced during the year was only 5,433,741 gallons as against 5,547,517 during the twelve months ended 30th June, 1873,

or as against an average yearly production of 5,240,335 gallons during the three years immediately preceding. The quantity entered for consumption was 5,479,809 as against 4,476,404 for 1873, and as against an average annual consumption during 1871, '72 and '73 of 4,421,866 gallons.

On comparing columns Nos. 2 and 8, it will be seen that the quantities of Spirits in bond, which during 1873 rose from 1,140,843 proof gallons at the commencement of the year, to 1,621,802 at its close, were, on the 30th June, 1874, reduced to 1,095,843 gallons.

Of the last-mentioned quantity, it has been ascertained that about 763,875 proof gallons were held by distillers, and 331,968 by dealers.

It has also been ascertained that of the stock of duty-paid spirits in hand at the close of each of the undermentioned years, the distillers held—

1874.....	639,409 proof gallons.
1873.....	239,128        "
1872.....	261,408        "

If the average held in 1872 and 1873, viz. 250,263 proof gallons, is accepted as the normal quantity of duty-paid spirits kept on hand to meet the ordinary requirements of trade, the quantity (389,146 proof gallons) held in excess of this on the 30th June, 1874, may fairly be considered as having been withdrawn for speculative purposes in anticipation of a change of tariff.

Dealers in spirits were in all probability influenced by the same motives as the distillers, and this quantity may therefore be increased in proportion to the quantity held in hand by them; and we shall thus arrive at an estimate of the extent to which the revenue of the past year from this source was enhanced at the expense of the fiscal year now current.

The total quantity thus arrived at is 556,478 proof gallons, which at 63 cents per gallon, comes to \$329,595; but if reckoned at the rate of duty now collected, it comes to \$417,358.

Deducting the quantity above estimated from the whole quantity entered for consumption, we have 4,923,331 proof gallons as the estimated actual consumption of 1873-74. This is about eight per cent. in excess of the average quantity taken during the two preceding years, and that average was somewhat more than seven per cent. in excess of the quantity taken in 1870-71.

It will be seen on reference to column No. 5 of the above statement, that the quantity of spirits used in bonded manufactures, chiefly in the manufacture of vinegar, has steadily increased from 187,938 proof gallons in 1870-71, to 203,466 gallons in 1871-72, 262,540 gallons in 1872-73, and 281,090 gallons in 1873-74, while the quantity exported has decreased from 271,333 proof gallons in 1870-71, and 431,673 gallons in 1871-72 to 197,676 gallons in 1873-74.

**MALT AND MALT LIQUOR.**

The following statement shows the transactions in malt during the year ended 30th June 1874, and three preceding years:—

	1	2	3	4	5	6	7
	In Warehouse at commencement.	Manufactured during the year.	Taken for consumption	Exported.	Otherwise accounted for.	In Warehouse at end of period.	Duty accrued.
	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	\$
1871.....	10,864,430	33,206,876	27,671,497	6,524,850	92,441	9,782,518	276,715
1872.....	9,782,518	42,479,199	29,981,647	8,765,786	132,845	13,381,439	299,816
1873.....	13,381,439	44,133,995	33,955,694	10,193,631	504,068	12,862,041	339,557
1874.....	12,862,041	31,504,005	34,369,016	6,233,367	113,308	4,650,355	343,690

It is thus shewn that the quantity of malt taken for consumption has been steadily on the increase since 1871. The quantity exported, which rose from six and a half millions of pounds in 1871 to over ten millions in 1873, fell during the past year to 6,233,367. It is known to the Department that the early closing of many of the malt-houses last spring was due to the short supply of barley during the closing months of the malting season, and that several of the large maltsters were compelled to import barley from Europe, to enable them to meet the requirements of their trade. This short supply was not so much the result of a short crop as of an active demand for exportation, the foreign buyer outbidding the Canadian maltster. This has resulted not only in reduced exports, but the quantity in warehouse on the 30th June, 1874, was so far reduced that it amounted to only 4,650,355 pounds as against 12,862,041 pounds in 1873, and 13,381,439 in 1872.

Of the quantity entered for consumption during the last fiscal year, 28,685,003 pounds were used in the manufacture of malt liquor, and 3,632,093 pounds in the production of spirits.

Of the whole revenue collected from malt, \$10,246 was refunded to brewers, who used syrup or sugar in combination with malt, and who, under a strict interpretation of the law, would therefore be liable to pay a duty of three and a quarter cents per gallon on the beer produced, in addition to the malt duty. From this liability they have been relieved by a general Order in Council. The sum of \$3,125 has also been refunded, under section 109 of 31 Vic., cap. 8, to brewers who have exported malt liquor. Deducting these two amounts from the total collected, we have a net revenue from malt and malt liquor, exclusive of license fees, of \$366,963.

The quantity of beer and porter made during the year was 10,771,519 gallons as against 11,060,521 gallons produced during the previous year 1872-73. Of this, 536,000 gallons were brewed from sugar, or syrup, and malt combined, and the duty of three and a quarter



cents per gallon gave a revenue of \$17,420, which is included in the total revenue above stated.

The exports of malt liquor in 1873-74 amounted to 104,000 gallons, as against 85,361 gallons exported during the previous year, so that 10,667,519 gallons were held for consumption in Canada, as against 10,975,160 gallons in 1872-73, shewing a reduction of 307,641 gallons.

It may be stated here that the use of "Glucose" for the production of malt liquors, in combination with malt, is largely on the increase. This article is a preparation of corn starch, converted into a species of sugar by the addition of sulphuric acid.

**TOBACCO.**

The following statement shows the transactions in Tobacco (stated in lbs.) during the four years ending with 1873-74.

1	2	3	4	5	6	7
Year ended 30th June.	In Warehouse 1st July.	Manufactured during the year.	Taken for Consumption.	Exported.	Otherwise accounted for.	In Warehouse 30th June.
	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.
1870-71.....	2,069,075	8,089,792	6,427,839	682,434	.....	3,048,594
1871-72.....	3,048,594	7,470,393	7,863,582	701,763	.....	1,953,642
1872-73... ..	1,953,642	6,451,119	6,264,208	640,458	9,548	1,490,547
1873-74.....	1,490,547	8,805,275	8,494,193	483,336	12,989	1,305,304

To the above quantities are to be added the quantity of leaf tobacco taken for consumption in a raw state during the same years, which will give the following additional columns.

	8		9	10
	Raw Leaf taken for Consumption.		Total Tobacco taken for Consumption.	Duty collected thereon.
	Canadian.	Foreign.		
	Lbs.	Lbs.	Lbs.	\$
1870-71.....	45,626	323,145	6,796,610	1,035,795
1871-72.....	52,486	260,031	8,176,099	1,252,487
1872-73.....	50,408	325,223	6,489,839	1,013,557
1873-74.....	113,797	277,634	8,885,624	1,401,271

It is shown by columns two and four of the above table that the production of tobacco has closely approximated to the demand for consumption, the quantity in warehouse at the end of the year being less than the quantity in warehouse at the beginning of the year by only 185,243 pounds. But the quantity produced was in excess of the previous year's production by 2,229,985 lbs. It is not likely that this excess is wholly due to the increased demand of the consumers. Probably the holders of tobacco in bond were influenced by the same *instinct* as to the possible increase in the tariff as the holders of spirits, and that the revenue from tobacco for the now current year has been to some extent anticipated. The average consumption for the two preceding years (1871-72 and 1872-73) as stated in column 9 above, was, 7,332,969 lbs., and the average of the three years (1871-72 and 73) was 7,154,182 lbs. The quantity taken in 1873-74 was \$1,552,655 in excess of the largest of these, and may, therefore, be considered as an exceptional increase due to the anticipated rise in the tariff. The average annual increase during five preceding years appears to have been about 418,000 lbs. per annum, and accepting this as the probable normal rate of increase we find that the exceptional increase in the past year was 1,134,655 lbs., which at 15cts. per pound gives \$170,198 as the amount by which the revenue of that year was enhanced at the cost of the revenue for 1874-75. Reckoned at the rate of duty now collected (20 cts.) it comes to \$226,931, which represents the loss to the revenue of the current fiscal year.

To the report which I had the honor to submit with the statistical statements for 1871-72 I appended a statement (B) showing the quantity of imported and home manufactured cigars and tobacco entered for consumption during a series of four years. This statement was intended to show the effect which the changes in the tariff had had on this branch of trade. As there have been further changes in the tariff I now append an extension of the statement referred to (B) which now embraces a comparison for six years ended on 30th June, 1874, the result of each year being compared with 1869. It is not probable that the more recent changes had a very great effect on the trade of 1874, still it is quite perceptible.

From this statement it appears that the consumption of imported cigars in 1873-74, was, as to quantity, nearly 301 per cent. in excess of that of 1869, while the consumption of Canadian cigars increased by 100 per cent. It will however be observed that on the previous year the consumption of the imported article was 357 per cent in excess of 1869, while the consumption of Canadian cigars had in that year increased only 57½ per cent. so that as compared with 1872-73 there was a very decided decline in the consumption of imported cigars and a corresponding increase in the consumption of those manufactured in Canada.

The revenue from imported cigars in 1873-74 had increased over 1869 by 439¼ per cent., and the revenue from those of Canadian manufacture had increased by 221 per cent.

The consumption of imported manufactured tobacco in 1873 74 was in excess of the consumption of 1869 by 9.15 per cent., and of the consumption in 1872-73 by 176½ per cent. This, however, was due to the exceptional tariff in the Province of Manitoba, where

the Customs Duty prior to 1st July, was only nominal. This was largely availed of by dealers, who exported large quantities of Canadian manufactured tobacco to the United States, which, together with other tobacco of foreign production, was imported into Manitoba, and then entered for consumption under the exceptional tariff referred to. Of the tobacco so entered, a considerable portion has since been brought back to Montreal and other parts of the Dominion, the holders claiming that they had satisfied all claims of the Dominion tariff. Large profits were probably made on these transactions, for the cost of transit both ways absorbed only a small portion of the duty that was evaded.

It will be seen that, notwithstanding the large increase in the quantity of imported tobacco, the revenue derived from it, as compared with the revenue of 1869, shews a decline of  $26\frac{1}{2}$  per cent.

The consumption of home manufactured tobacco in 1873-74, shews an increase of 57 per cent. over that of 1869, while the revenue derived from it shews an increase of  $154\frac{3}{4}$  per cent. The increase over the previous year was  $29\frac{1}{4}$  per cent., but this was, without doubt, exceptional.

The total consumption of imported and home manufactured cigars in 1873-4, is very nearly 200 per cent. in excess of that of 1869. The revenue has increased  $353\frac{1}{2}$  per cent. The total consumption of manufactured tobacco is very nearly 53 per cent., and the revenue therefrom, has increased  $130\frac{3}{4}$  per cent.

#### PETROLEUM.

The following table shows the excise transactions with reference to this article, during a period of four years :—

	In Ware- house at commence- ment.	Manufac- tured.	Taken for Consump- tion.	Exported.	Allowed for Waste.	Light- houses free.	In Ware- house at end of period.	Duty accrued including Inspection Fees.
	Galls.	Galls.	Galls.	Galls.	Galls.	Galls.	Galls.	\$
1870-71.....	565,281	10,755,791	4,445,709	5,531,780	158,514	20,015	1,165,054	247,361
1871-72.....	1,165,054	12,323,991	4,398,315	8,076,885	392,976	77,238	543,631	233,996
1872-73.....	543,631	14,602,087	4,516,490	9,597,525	206,363	88,543	736,797	237,776
1873-74.....	736,797	6,752,282	5,202,175	1,065,787	248,714	69,777	902,626	274,439

By the above statement it appears that the quantity refined in 1873-74 was less by 7,849,805 gallons than was refined in the previous year, while the quantity exported was less by 8,521,739 gallons. These figures show a serious decline in this branch of industry, resulting, probably, from over production in previous years both in Canada and in the United States.

The entries for consumption shew an increase in 1873-74 of 685,685 gallons, or about 15 per cent. over the previous year; and of 748,771 gallons or  $16\frac{1}{2}$  per cent. over the

average consumption of the four previous years. The revenue increased nearly 15½ per cent. over 1872-73, and 14½ per cent. over the average of the three preceding years.

#### MANUFACTURES IN BOND.

The revenue derived from duties levied on goods manufactured in bond shows a steady increase from year to year:—

In 1870-71, it was.....	\$20,288
1871-72 „ .....	24,840
1872-73 „ .....	33,329
1873-74 „ .....	39,480

#### PUBLIC WORKS.

##### Canals.

The revenue collected from Public Works by this Department in 1873-74, was \$672,119, as against \$636,797 in the previous year, being an increase of \$35,322 or 5½ per cent.

Of this increase the greater portion, \$31,500, accrued upon the canals, the revenue from which amounted to \$491,143, as compared with \$459,993 for 1872-73. From the following figures it appears that while the tolls from the Welland Canal increased during the fiscal year nearly 17 per cent over the previous year the tolls collected on the St. Lawrence Canals remained nearly stationary, and that the aggregate collections on the Ottawa, Rideau and Chambly Canals have very materially declined. This is due to the depression in the sawn lumber trade between the United States, by way of Lake Champlain, and the Ottawa Valley.

The figures are as follows:—

	1872-73.	1873-74.	Increase.	Decrease.
	\$	\$	\$	\$
Welland Canal.....	259,461	302,891	43,430	
St. Lawrence Canal.....	98,121	100,741	2,620	
Chambly Canal.....	34,961	27,130		7,831
Ottawa Canals.....	31,728	45,990	14,262	
Rideau Canal.....	28,126	9,238		18,888
Burlington Canal.....	6,626	4,523		2,103
St. Peter's Canal.....	970	630		340
<b>Total.</b> .....	459,993	491,143		

It is proper to explain that the apparent increase on the Ottawa Canals is due to the increasing number of through let passes issued to barges going through from Ottawa to Whitehall.

The statistics for the fiscal year, relating to the Welland Canal, indicate a general increase of traffic on that work. But it is now known (January 1875) that the increase has not continued through the season of navigation, which will show a small decrease as compared with the previous season. In so far, however, as relates to the business of the fiscal year, the following figures will indicate the articles upon which the increase took place:—

	1872-3.	1873-4
	\$	\$
Tolls upon Vessels .....	31,749	34,246
do Passengers .....	516	616
do Produce of Forest.....	38,402	39,462
do do Animals.....	662	532
do do Agriculture.....	103,299	119,090
do do Manufactures and Merchandise.....	84,782	106,895
Total Revenue.....	259,410	300,841
Fines and Damages.....	51	2,050
Total.....	259,461	302,891

The decrease in the revenues of the Ottawa, Rideau and Chambly Canals, amounts to \$12,457, the whole of which is accounted for by the diminished quantities of sawn lumber sent to market through these works.

With the statistical returns for 1871-72, there was printed a series of statements (Appendices, C. D. E. and F.,) showing the quantities of the principal articles carried through the Welland Canal and the quantities carried over the United States routes competing with that work. These statements were prepared for the purpose of showing the effect which the reduction of tolls on the Erie Canal, made in 1870, had then produced on the course of trade, for which that route is the competitor. With the same object these statements are now reproduced (see C. D. E. F.,) and extended to the latest date up to which the necessary information can be obtained. These comparisons now cover a service of six years in so far as relates to the Canadian works, but I have been unable to obtain the particulars with reference to the competing routes in the United States for the season of 1874. The year preceding the reduction of tolls on the New York Canals, (1869) is

however, included, and with the business of that year all the comparisons are made, the result of which is given below :—

The comparative increase or decrease in the tonnage of flour, wheat, barley, corn, oats and rye moved through the Welland and Erie Canals may be stated as follows :—

	1870.		1871.		1872.		1873.		1874.	
	Increase %	Decrease %	Increase %	Decrease %	Increase %	Decrease %	Increase %	Decrease %	Increase %	Decrease %
New York Canals .....	.....	2.95	44.67	.....	29.15	.....	35.54	.....	.....	.....
Welland Canal .....	18.43	.....	32.59	.....	23.73	.....	7.18	.....	23.55	.....

The movement of *Heavy Goods*, including iron, salt, coal and iron ore shows the following general result :—

	1870.		1871.		1872.		1873.		1874.	
	Increase %	Decrease %	Increase %	Decrease %	Increase %	Decrease %	Increase %	Decrease %	Increase %	Decrease %
New York Canals .....	15.09	.....	1.12	.....	18.01	.....	21.94	.....	.....	.....
Welland Canal .....	.....	2.35	5.81	.....	.....	5.11	25.13	.....	44.44	.....

Comparing the tonnage of similar articles of vegetable food cleared downwards at Buffalo and Tonawanda, with the quantities cleared eastward at Port Colborne, we have the following result :—

	1870.		1871.		1872.		1873.		1874.	
	Increase %	Decrease %	Increase %	Decrease %	Increase %	Decrease %	Increase %	Decrease %	Increase %	Decrease %
At Buffalo and Tonawanda...	1.45	.....	67.62	.....	67.95	.....	75.95	.....	.....	.....
At Port Colborne.....	17.15	.....	33.30	.....	26.61	.....	9.45	.....	26.26	.....

The quantities of vegetable food passed through the Welland Canal in transit between ports in the United States, has decreased, as will be seen from the following statement, though the decrease in 1874 is less as compared with 1869 than in the preceding year. There has, however, been a decided increase in the quantities of heavy goods.

	1870.		1871.		1872.		1873.		1874.	
	Increase %	Decrease %	Increase %	Decrease %	Increase %	Decrease %	Increase %	Decrease %	Increase %	Decrease %
Vegetable goods . . . . .	.....	0.04	13.94	.....	.....	6.19	.....	29.86	.....	14.04
Heavy goods . . . . .	1.20	.....	5.32	.....	.....	15.46	13.70	.....	23.46	.....

On reference to the statement on page xxxi (Statement E) it will be seen that there has been a very decided falling off in the quantities of vegetable food sent eastward from Oswego in 1872 and in 1873, as compared with 1869. The decrease in 1872 was 37 per cent., and in 1873, 52.04 per cent.

A statement (G, page xxxiii) has been prepared comparing the quantities of vegetable food transported over the canals of the State of New York with the quantities transported over the two principal lines of railway in competition with the canals, for the trade between the seaboard and the lakes; from this statement it will be seen that the quantities carried by railway have steadily increased, and more rapidly than by canal, notwithstanding the reduction of the canal tolls by one half. This may be, and doubtless is, in some measure due to the business obtained by the railways at way stations, but it is mainly due to the largely increased share which the railways have managed to obtain of the through business.

On reference to the returns made by the railways to the State authorities, and to the canal statistics submitted to the State Legislature, I find that of the total tonnage of freight carried to tide-water by the canals and railways, the State canals carried—

In 1859.....	68.9 per cent.
1869.....	47.0 „
1870.....	38.9 „
1871.....	38.9 „
1872.....	40.1 „
1873.....	34.9

The quantities were as follows :—

	Total Tonnage.	Proportion by Canal.
1859 .....	5,485,076 .....	6890
1869 .....	12,453,174 .....	4705
1870 .....	15,148,274 .....	3895
1871 .....	15,844,152 .....	3896
1872 .....	16,631,609 .....	4012
1873 .....	18,200,208 .....	3497

From the above it will be seen that while in 1869—the year previous to that in which the tolls were reduced on the State canals—the canals carried 47 per cent. of the whole tonnage, this proportion fell to somewhat less than 39 per cent. in 1870, and in 1873 it had fallen to less than 35 per cent. Thus, while there had been a decrease in the proportion of business taken by the canals of 22 per cent. during the ten years prior to 1870, in which there had been no change in the canal tariff, there was a decrease of 12 per cent. during the four years succeeding the change made in 1870.

From the statement (G) above referred to it appears that, with reference to vegetable food, there was in 1873 an increase in the quantity carried from the lakes to tide-water by New York State Canals as compared with the quantity carried in 1869, of 33.97 per cent. ; the increase on the Welland Canal was in 1873 only 7.18 per cent., but in 1874 it was 23.55 per cent. In comparison with these figures the increase on the New York Central and Erie Railways was 87.25 per cent.

The quantity of grain transhipped at Port Colborne in 1874, and two preceding years, is given below. The total number of grain-laden vessels lightened at Port Colborne in 1874 was 207, as against 175 in the previous year. The number entirely unladen without entering the canal was 98, as against 120 in 1873. The quantity of grain lightened was as follows :—

	1872.	1873.	1874.
	Tons.	Tons.	Tons.
Wheat .....	9,425	14,327	15,168
Corn .....	7,405	5,930	7,187
Barley .....		123	

The quantity of grain discharged from vessels which did not enter the canal was as follows :—

	1872.	1873.	1874.
	Tons.	Tons.	Tons.
Wheat .....	21,121	36,930	26,981
Corn .....	43,163	31,115	32,970



The canal statistics for the season of navigation, 1873, are printed with the accompanying returns, commencing at page 123. Similar returns have been completed for the season of 1874, which are now in the hands of the printers, but as they cannot be printed in time to include them in this book they will be issued as a supplement thereto.

Comparing the season returns for 1874 with those for 1873 (a summary of which will be found in Statement H), it will be seen that the aggregate revenue has declined as compared with 1873 by \$2,104.05. Of this the decrease in—

The Welland Canal is.....	\$875 43
Chambly „ .....	149 03
Rideau „ .....	1,868 45
Ottawa „ .....	2,663 74
	<hr/>
	5,556 65
	<hr/>

As against this there has been an increase in—

The St. Lawrence Canals of.....	\$2,942 88
Burlington Bay Canal of.....	502 18
St. Peter's Canal.....	7 54
	<hr/>
	\$3,452 60

and the decrease in the whole revenue is therefore \$2,104.05 as above stated.

#### SLIDES AND BOOMS.

The revenue accrued from these works in 1873-74 is \$130,775 as compared with \$127,172 in 1872-73. The uncollected balances have increased from \$125,961 to \$160,446. A large portion of these balances consist of disputed claims against the mill owners at the Chaudière for boomage, the payment of which has been from time to time delayed under various pleas.

#### HYDRAULIC RENTS AND MINOR PUBLIC WORKS.

The balances now outstanding on these accounts have increased during the year from \$174,940 to \$188,264. These balances will undoubtedly be greatly reduced upon settlement, as it is evident from the replies received by the Department to the peremptory demands for payment made in accordance with your instructions, that many of the parties have reasonable claims for a reduction of the amounts charged in the books. There are, however, a large number of claims, payment of which ought to be enforced without further delay.

The amount accrued under the head of rents in 1873-74 is \$33,516 as against \$33,805 accrued in 1872-73. In addition to this \$4,752 has accrued on minor public works such as Harbors, Bridges, Ferries, &c., and the sum of ten thousand dollars has been paid in to the credit of this Department on account of the purchase of the old Post Office buildings at Montreal.

**CULLING TIMBER.**

The fees accrued from culling and measuring timber in 1873-4 amounted to \$95,912. In the previous year they amounted to \$79,766, but the amounts actually collected were \$92,772 and \$81,038 respectively. The cost of the Supervisor's office and its branch in Montreal including the fees paid to the Cullers was \$83,442, being \$5,442.40 in excess of the estimate. This excess is entirely due to the largely increased quantity of timber culled beyond what was foreseen at the time the estimates were prepared.

In consequence of the representations made to the Department in relation to the culling of timber, among which were arguments in favor of extending the system of culling to all kinds of sawn lumber and to all parts of the Dominion, a circular was prepared asking a series of questions bearing on the subject. This circular was addressed to 433 persons engaged in the trade from only 16 of whom replies have been received.

**BILL STAMPS.**

The revenue from Bill Stamps in 1873-4 was \$209,233, being an advance of \$7,791. This has been about the average yearly rate of increase from this source, and is below the rate that might reasonably have been expected from the great extension that has taken place in the financial transactions of the Dominion as indicated by the bank returns.

**WEIGHTS AND MEASURES AND GAS.**

As stated in my last report arrangements were made in England for supplying the standards and apparatus necessary for giving effect to the provisions of the Acts 36 Vic., Cap. 47 & Cap. 48. It was expected that the Primary Dominion Standards would be delivered in Ottawa sometime in June, 1874. If this had been accomplished the Proclamation of the law might have been issued in time to bring it into operation on the 1st January, 1875. Unforeseen delays, however, occurred, both as to the making of the standards and their comparison with their Imperial prototypes by the Warden of Standards at the Standard Department Westminster, and it was not until December, 1874, that the Dominion Standards and models mentioned in the above cited Acts could be deposited in compliance therewith. The Proclamation was then published and the Inspection laws will, therefore, go into operation on the 1st July, 1875.

The transactions of this Department in relation to this branch of its duties have so far related only to the purchase of the Standards and apparatus. There will be no returns of revenue on account of this service until after the first of July, 1875, and as the business up to that time will be merely of a technical character it is deemed expedient to submit a special report in relation thereto, which will contain an account of the progress made down to the 31st December, 1874.

An account of the expenditure for this service will be found in statements Nos. 8 and 9. Appendix B, pages 198 and 199.

**INSPECTION OF STAPLE ARTICLES.**

By the Act of last session, 37 Vic., Cap. 45. the Act passed in the previous session (36 Vic., Cap. 39) was repealed, and some important changes in the law were made,

among others the inspection of butter was made optional, and the clauses respecting the inspection of Petroleum were expunged. As it had been foreseen that important alterations would be made in the law, it had to some extent remained inoperative, and inspectors under it were appointed at only the more important places.

Since the General Inspection Act of 1874 was passed, this Department has given effect to its provisions. Boards of Examiners have been appointed, and Inspectors selected from such candidates as were certified efficient have been appointed, and under them the appointment of deputies has been approved. The appointments which have been made will be found (in Schedule I) at page xxxviii.

Prior to the close of the fiscal year, to which this report relates, no complete returns had been received as to the quantities of articles inspected. These returns are now coming in, and if the inspection is generally carried out, will form an important addition to the statistical returns of the Department.

#### THE EXCISE OUTSIDE SERVICE.

The greatly enhanced excise duties, now levied on the principal articles subject to excise, has increased the responsibilities of the Department in relation to their charge and collection. The duty imposed on spirits now greatly exceeds the value of the untaxed article, and the temptation to evade the revenue is proportionately increased, and although the duty on tobacco is not so great in proportion to its value Ex-Duty as the duty on spirits, still the duty in most cases exceeds the untaxed value of the article on which it is imposed.

The equitable charge of these important taxes largely depends on the intelligence and technical knowledge of the Collectors and their subordinate Officers, and it is, therefore, obviously necessary for the protection of the manufacturers, as well as for the safety of the revenue, that these officers should be thoroughly competent, not only as mere clerks but as regards such technical knowledge as is required of them.

Under the regulations, approved by the Order in Council of September 24, 1866, the examination of candidates for appointment in the Inland Revenue outside service is provided for, as is also the examination of such officers as had been appointed prior to that date. It is therein specifically stated that those already in the service, who, after not less than six months notice, failed to pass a satisfactory examination, should be superseded. It was, however, evident that it would hardly be possible, all at once, to find men who possessed all the requisite technical knowledge, and appointments were therefore made subject to the condition that the appointees should—when required—submit themselves, to, and pass in a satisfactory manner, the prescribed examination. Persons so appointed were thus afforded an opportunity for acquiring a knowledge of their duties, and they entered the service upon the express understanding that after a sufficient time had elapsed the examinations would take place.

Under the regulations above referred to Examining Boards were formed at the principal places, and examinations held as follows :—

At Ottawa.....	Oct. 25th., 1866.
do ..	Nov. 27th., 1866.
do ..	Feb. 20th., 1867.
At Toronto.....	Nov. 24th., 1866.
do ..	May 14th., 1867.
do ..	Feb. 27th., 1868.
do ..	Sept. 15th., 1869.
At London.....	April 23rd., 1867.
do ..	Nov. 2nd., 1869.
At Kingston.....	May 6th., 1867.
do ..	Oct. 26th., 1869.
At Montreal.....	Feb. 22nd., 1869.
do ..	Oct. 12th., 1869.
do ..	Dec. 8th., 1869.
At Quebec.....	Dec. 14th., 1869.

During these examinations 115 candidates, either in the service or desirous of entering it, were examined, and of these :

Fifteen obtained first-class certificates.

Forty-six obtained second-class certificates.

Thirty-six obtained third-class certificates, and

Eighteen failed to obtain any place.

Subsequent to 1869 the examinations were, for reasons which it is not now necessary to state, discontinued until 1873, when with the approval of the then Minister of Inland Revenue, they were resumed, but were only opened to such candidates as were already in the service.

Great care has been exercised in the preparation of the Examination Papers, with a view to testing the practical knowledge of the candidates, and the extent to which they had availed themselves of the opportunities afforded them for qualifying themselves for their duties.

The result of these last examinations was that out of seventy who presented themselves :

Six obtained first-class certificates.

Fourteen obtained second-class certificates.

Twenty-nine obtained third-class certificates, and

Twenty-one failed to obtain any position.

Of the officers above enumerated three have been transferred to the inside service and forty-one have been removed from the Outside Service by deaths, resignations, super-

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anuation or otherwise, and there are some who, although examined, were not appointed, so that we have now on the Pay Rolls of the Outside Service :

Eighteen first-class officers.

Forty-two second-class officers.

Fifty-two third-class officers, and

Twenty-seven who failed in their examinations.

There are also *twenty-one* officers on our Pay Rolls who have had an opportunity for passing an examination, but who have refused to present themselves, and *twelve* who have not yet been required to do so, making an aggregate of 172 Excise Officers now on our Pay Rolls.

As a full account of these examinations, with schedules of the results, has been prepared, and together with the examination papers, will be submitted as a supplement to this report, I shall in this place only observe further that the examinations have been entirely successful in showing the relative fitness of the parties examined, and that with no greater exception than is sufficient to establish the rule, the results may be accepted as an equitable guide to the manner in which the members of the Outside Excise Service of this Department should be disposed of.

All of which is respectfully submitted.

I have the honour to be, Sir,

Your obedient servant,

A. BRUNEL,

*Commissioner.*

DEPARTMENT OF INLAND REVENUE,

January 10th, 1875.

B.—STATEMENT shewing the Comparative Consumption of Imported and Home Manufactured Cigars and Tobaccoduring a series of six years ended 30th June, 1874.

	Imported and entered for Consumption at Customs Tariff.				Manufactured and entered for Consumption at Excise Tariff.				Total entered for Consumption at both Excise and Customs Tariff.				
	Quan- tity.	Value. \$	Reve- nue. \$	Increase per cent. as compared with 1869. Quan- tity.	Decrease per cent. as compared with 1869. Quan- tity.	Quantity. Lbs.	Revenue. \$	Increase per cent. as compared with 1869. Quan- tity.	Decrease per cent. as compared with 1869. Quan- tity.	Quantity. Lbs.	Revenue. \$	Increase per cent. as compared with 1869. Quan- tity.	Decrease per cent. as compared with 1869. Quan- tity.
Cigars.. 1869	106,420	110,361	37,126	.....	.....	119,340	24,085	.....	.....	225,760	61,211	.....	.....
1870	155,374	151,401	55,372	46.00	49.14	128,096	38,428	7.33	59.55	283,470	93,800	25.56	53.24
1871	240,256	217,945	108,115	125.7	191.21	125,842	37,753	5.44	56.74	366,098	145,368	62.16	138.30
1872	472,664	420,063	212,698	344.14	412.90	191,564	57,470	60.51	138.61	664,228	270,168	294.20	341.36
1873	486,255	569,775	218,816	356.92	489.44	188,354	56,506	57.83	134.61	674,609	275,322	198.81	349.79
1874	437,281	609,757	200,195	310.90	439.23	239,148	77,548	100.39	221.14	676,429	277,543	199.61	353.42
Tobacco*1869	500,669	104,861	78,678	.....	.....	5,249,393	517,888	.....	.....	5,750,062	596,566	.....	.....
1870	349,240	76,682	57,614	.....	30.24	6,896,624	736,134	31.57	42.52	7,245,864	795,748	26.01	33.38
1871	124,684	35,709	29,401	.....	75.09	6,670,769	1,003,190	27.07	93.70	6,795,453	1,032,591	13.18	73.08
1872	109,070	34,003	6,064	.....	78.21	7,984,535	1,199,805	52.13	129.93	8,068,605	1,216,869	40.75	103.98
1873	197,771	64,467	47,615	.....	60.49	6,381,435	953,151	21.56	84.04	6,579,206	1,000,766	14.41	67.75
1874	456,482	145,650	57,827	9.15	.....	8,246,275	1,319,373	57.09	154.76	8,792,757	1,377,200	52.91	130.85
	164,846	33,021	1,320	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

\* Of this 164,846 a due to Manitoba exceptional legislation, Vide page 322 Trade and Navigation Returns.

C.—TABLE shewing the Tonnage of the undermentioned articles moved on all the Canals of the State of New York during a series of five years.

	1869. Tons.	1870. Tons.	1871. Tons.	1872. Tons.	1873. Tons.
<b>VEGETABLE FOOD.</b>					
Flour .....	71,051	54,978	41,211	20,534	19,307
Wheat .....	670,534	658,524	748,549	403,903	803,064
Corn .....	256,475	193,129	672,057	902,753	637,296
Barley .....	99,012	123,191	113,992	120,061	70,586
Oats .....	92,309	117,941	129,891	92,959	70,023
Rye .....	13,489	19,520	34,563	13,357	30,160
Total .....	1,202,870	1,167,283	1,740,263	1,553,567	1,630,436
Increase } per cent. as compared with 1869			44·67	29·15	35·54
Decrease }		2·95			
<b>HEAVY GOODS.</b>					
Railway Iron .....	137,677	135,930	178,269	161,667	53,363
Other Iron .....	79,652	89,708	100,310	96,996	62,581
Salt .....	263,333	266,740	248,709	248,558	216,706
Coal .....	1,324,408	1,558,185	1,194,037	1,462,590	1,625,859
Ores .....	183,992	238,802	289,952	377,592	415,968
Total .....	1,989,062	2,289,365	2,011,277	2,347,403	2,374,477
Increase } per cent. as compared with 1869		15·09	1·12	18·01	19·37
Decrease }					

NOTE.—In 1872 there was a change made in the rate of tolls, by which the tariff on Flour, Wheat, Barley, Rye, Anthracite Coal and Iron Ore was reduced one-half; on Corn and Oats, two-fifths; and on Railway Iron, Domestic Salt and Bitumenous Coal, one-third.

D—Table shewing the Tonnage of the undermentioned articles moved through the Welland Canal through a series of six years, ended 30th June, 1874.

	1869.	1870.	1871.	1872.	1873.	1874.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
<b>VEGETABLE FOOD.</b>						
Flour .....	45,674	42,741	47,403	27,623	29,780	29,361
Wheat .....	313,825	432,162	435,166	297,222	303,507	378,591
Corn .....	120,569	84,252	164,599	264,262	194,950	198,000
Barley .....	20,951	34,001	13,788	14,719	6,174	7,729
Oats .....			2,460	7,706	3,272	3,023
Rye .....	904	1,036	954	3,737		516
Other Articles .....	1,937	2,557	3,706	8,179	2,367	5,338
<b>Total .....</b>	<b>503,860</b>	<b>596,749</b>	<b>668,076</b>	<b>623,448</b>	<b>540,050</b>	<b>622,558</b>
Increase per cent. as compared with 1869..		18·43	32·59	23·73	7·18	23·55
<b>HEAVY GOODS.</b>						
Railway Iron .....	68,064	60,110	62,720	41,167	18,815	4,702
Other Iron .....	16,924	20,433	24,676	19,677	17,518	18,374
Salt .....	91,575	83,289	92,252	47,766	40,721	44,264
Iron and Salt having paid full Tolls on St. Lawrence Canals .....	37,153	37,128	39,062	53,691	55,302	32,435
Coal .....	103,126	98,472	125,119	136,480	245,622	372,979
Ores .....	58,781	67,334	53,624	57,615	92,069	69,815
<b>Total .....</b>	<b>375,623</b>	<b>366,776</b>	<b>397,453</b>	<b>356,396</b>	<b>470,047</b>	<b>542,569</b>
Increase } per cent as compared with 1869. {			5·81		25·13	44·44
Decrease } .....				5·11		



E.—TABLE showing the Tonnage of the undermentioned articles cleared at Buffalo and Tonawanda for transit through the Erie Canal for a series of five years ended 30th June, 1874.

	1869. Tons.	1870. Tons.	1871. Tons.	1872. Tons.	1873. Tons.
<b>VEGETABLE FOOD.</b>					
Flour .....	5,609	8,258			6
Wheat .....	490,904	502,158	570,849	330,032	737,167
Corn .....	219,874	165,577	579,708	866,169	611,675
Barley .....	1,978	19,944	19,810	41,515	8,636
Oats .....	63,728	49,156	106,391	73,572	
Rye .....	2,150	10,593	27,622	5,900	22,441
Total .....	784,243	795,686	1,304,380	1,317,188	1,379,925
Increase } per cent. as compared with 1869.		1.45	66.32	67.95	75.95
Decrease }					

Supplement to the above shewing the shipments at Oswego during the same period.

	1869. Tons.	1870. Tons.	1871. Tons.	1872. Tons.	1873. Tons.
<b>VEGETABLE FOOD.</b>					
Flour .....	7,361	11,440	10,043	4,773	4,661
Wheat .....	141,360	115,732	123,173	57,865	53,361
Corn .....	28,585	10,120	70,218	27,148	10,578
Barley .....	66,794	77,906	72,975	62,172	46,337
Oats .....	1,113	3,953	1,806	684	1,354
Rye .....	8,569	7,402	6,250	6,751	6,019
Total .....	253,782	226,553	284,165	159,393	121,710
Increase } per cent. as compared with 1869.		10.72	11.97	37.2	52.04
Decrease }					

F. TABLE showing the Tonnage of the undermentioned articles, cleared downwards at Port Colborne, during a series of six years, ended 30th June, 1874.

	1869.	1870.	1871.	1872.	1873.	1874.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
<b>VEGETABLE FOOD.</b>						
Flour .....	44,110	41,694	45,867	27,138	29,775	29,358
Wheat .....	310,090	428,749	418,917	290,859	292,148	370,091
Corn .....	119,541	83,418	163,104	262,643	194,950	197,873
Barley .....	3,920	6,500	7,366	8,543	2,965	2,147
Oats .....				7,561	3,257	3,019
Rye .....	680	757	804	3,695	.....	3
Other Articles .....	1,541	1,081	3,635	7,175	2,166	3,425
<b>Total .....</b>	<b>479,882</b>	<b>562,199</b>	<b>639,693</b>	<b>607,614</b>	<b>525,261</b>	<b>605,916</b>
Increase per cent. as compared with 1869.....		17·15	33·30	26·61	9·45	26·26

TABLE showing the Tonnage of the undermentioned articles, passed through the Welland Canal in transit, between ports in the United States, during a series of six years, ended 30th June, 1874.

	1869.	1870.	1871.	1872.	1873.	1874.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
<b>VEGETABLE FOOD.</b>						
Flour .....	30,681	25,353	20,376	14,651	11,079	9,489
Wheat .....	211,085	224,480	222,866	152,905	134,158	151,983
Corn .....	91,149	80,409	132,200	129,146	86,417	122,045
Barley .....	2,942	5,543	5,451	6,669	1,677	1,634
Oats .....			1,987	7,478	3,110	3,017
Rye .....	667	1,036	917	3,602	.....	3
Other Articles .....	1,006	563	788	2,168	302	1,943
<b>Total .....</b>	<b>337,530</b>	<b>337,384</b>	<b>384,585</b>	<b>316,619</b>	<b>236,743</b>	<b>290,114</b>
Increase } per cent. as compared with 1869. {			13·94	6·19	29·86	14·04
Decrease } .....			.....	.....	.....	.....
<b>HEAVY GOODS.</b>						
Railway Iron .....	68,064	59,906	62,123	40,109	16,706	2,698
Other Iron .....	14,334	17,433	18,761	14,204	14,534	11,762
Salt .....	89,086	81,474	90,135	46,594	40,377	43,673
Coal .....	28,566	27,320	42,882	54,011	132,958	192,962
Ores .....	35,912	52,678	34,634	44,563	63,735	40,233
<b>Total .....</b>	<b>235,962</b>	<b>238,811</b>	<b>248,535</b>	<b>199,481</b>	<b>268,310</b>	<b>291,328</b>
Increase } per cent. as compared with 1869 {			5·32	.....	13·70	23·46
Decrease } .....			.....	15·46	.....	.....

G.—TABLE showing the Tonnage of Vegetable Food carried on each of the lines of Canals and on the two principal Railways competing for the carrying trade between Lake Erie and tide-water for a series of six years ending 30th June, 1874.

	1869.	1870.	1871.	1872.	1873.	1874.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Total on Erie Canal .....	1,302,613	1,295,010	1,850,198	1,674,320	1,745,171	.....
Increase } per cent. as compared with 1869. {			42·03	28·53	33·97	.....
Decrease } .....			.....	.....	.....	.....
Total on Welland Canal ..	563,860	596,749	668,076	623,448	540,050	622,558
Increase } per cent. as compared with 1869 {			18·43	23·73	7·18	23·55
Decrease } .....			.....	.....	.....	.....
Total on Erie & Central R'ys	1,087,809	1,766,457	2,205,589	1,870,614	2,036,992	.....
Increase } per cent. as compared with 1869 {			62·36	71·96	87·25	.....
Decrease } .....			.....	.....	.....	.....
Quantity cleared at Buffalo and Tonawanda by Erie Canal .....	786,436	802,592	1,315,693	1,317,276	1,432,174	.....
Increase } per cent. as compared with 1869 {			2·02	67·49	82·10	.....
Decrease } .....			.....	.....	.....	.....
Quantity cleared at Oswego by Canal .....	267,815	238,181	297,424	169,818	131,695	.....
Increase } per cent. as compared with 1869 {			11·05	36·59	50·83	.....
Decrease } .....			.....	.....	.....	.....
Quantity cleared through the Welland Canal in transit between ports in the United States .....	337,530	337,384	384,585	316,619	236,743	290,114
Increase } per cent. as compared with 1869 {			13·94	6·19	29·86	14·04
Decrease } .....			0·04	.....	.....	.....

## CANAL

## H 1.—COMPARATIVE STATEMENT for Years

	January.	February.	March.	April.	May.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Welland Canal ..... { 1873	.....	.....	.....	6,361 01	40,146 16
..... { 1874	.....	.....	.....	16,682 05	38,987 07
Increase .....	.....	.....	.....	10,321 04	.....
Decrease .....	.....	.....	.....	.....	1,159 09
St. Lawrence Canals ..... { 1873	8 75	4 69	.....	.....	14,120 87
..... { 1874	193 02	.....	.....	1,792 15	14,834 20
Increase .....	184 27	.....	.....	1,792 15	713 33
Decrease .....	.....	4 69	.....	.....	.....
Chambly Canal ..... { 1873	.....	.....	.....	32 91	1,991 75
..... { 1874	.....	.....	.....	125 26	3,992 80
Increase .....	.....	.....	.....	92 35	2,001 05
Decrease .....	.....	.....	.....	.....	.....
Rideau Canal ..... { 1873	24 04	35 08	1 00	.....	1,546 98
..... { 1874	.....	133 80	.....	4 64	1,379 12
Increase .....	.....	98 72	.....	4 64	.....
Decrease .....	24 04	.....	1 00	.....	167 86
Ottawa Canals. .... { 1873	.....	.....	.....	6 19	6,116 29
..... { 1874	.....	.....	.....	.....	5,795 08
Increase .....	.....	.....	.....	.....	.....
Decrease .....	.....	.....	.....	6 19	321 21
Burlington Bay Canal. .... { 1873	.....	.....	.....	218 31	749 52
..... { 1874	.....	.....	.....	269 28	794 86
Increase .....	.....	.....	.....	50 97	45 34
Decrease .....	.....	.....	.....	.....	.....
St. Peter's Canal. .... { 1873	.....	.....	.....	.....	70 68
..... { 1874	.....	.....	.....	.....	.....
Increase .....	.....	.....	.....	.....	70 68
Decrease .....	.....	.....	.....	.....	.....
Total Increase .....	160 23	94 03	.....	12,254 96	1,182 24
Total Decrease .....	.....	.....	1 00	.....	.....

## REVENUE.

ended 31st December 1873 and 1874.

June.	July.	August.	September.	October.	November.	December.	Total.
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
40,868 98	43,950 14	46,239 84	46,910 33	35,810 01	25,265 09	131 44	285,683 00
48,915 52	44,040 64	39,004 17	37,755 93	32,996 42	26,069 07	356 70	284,807 57
8,046 54	90 50				803 98	225 26	
		7,235 67	9,154 40	2,813 59			875 43
14,090 46	12,650 21	16,237 76	13,862 20	16,752 18	6,338 61	1 70	94,067 43
18,079 30	15,467 45	12,141 77	11,274 40	14,211 37	8,990 90	25 75	97,010 31
3,988 84	2,817 24				2,652 29	24 05	2,942 88
		4,095 99	2,587 80	2,540 81			
5,682 80	4,122 87	4,537 16	4,198 97	3,298 54	1,313 57		25,178 57
5,540 28	3,909 49	3,336 35	3,547 06	2,885 31	1,692 99		25,029 54
					379 42		
142 52	213 38	1,200 81	681 91	413 23			149 03
1,525 55	1,520 06	1,214 84	1,402 14	1,096 23	1,126 52	1 20	9,493 64
1,358 28	1,345 73	838 77	917 78	1,048 54	591 83	6 70	7,625 19
						5 50	
167 27	174 33	376 07	484 36	47 69	534 69		1,863 45
8,760 42	8,499 46	7,202 03	7,187 29	6,584 56	2,494 72	52 55	46,903 51
8,175 27	7,656 71	6,523 16	6,028 45	6,294 20	3,766 90		44,239 77
					1,272 18		
585 15	842 75	678 87	1,158 84	290 36		52 55	2,663 74
595 58	680 82	577 34	486 01	594 91	314 10	29 14	4,245 73
776 95	688 80	700 57	574 90	586 18	338 15	18 22	4,747 91
181 37	7 98	123 23	88 89		24 05		502 18
				8 73		10 92	
112 61	190 17	63 87	81 96	53 66	64 31	39 43	606 01
65 70	116 48	78 57	81 80	90 92	88 11	21 29	613 55
		14 70		37 26	23 80		7 51
46 91	73 69		0 16			18 14	
11,274 90	1,611 57				4,621 03	173 20	
		13,449 48	13,948 58	6,077 15			2,104 05
Total Revenue, 1873 .....							466,177 89
Total Revenue, 1874 .....							464,073 84

H. 2.—COMPARATIVE STATEMENT showing the Quantities of Vegetable Food and of Lumber passed through the Canals during the Years ended 31st December, 1873 and 1874.

		VEGETABLE FOOD.										Lumber.		Total.	
		Flour.	Wheat.	Corn.	Barley.	Oats.	Rye.	All Other.							
		Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	
Welland Canal	{ 1873.	30,665	355,847	180,169	8,225	1,194	3	3,777	94,442	674,322	94,442				
	{ 1874.	24,019	413,212	181,151	13,871	3,954	513	8,677	104,403	751,800	104,403				
Increase in 1874		6,646	57,365	982	5,646	4,760	510	4,900	9,961	77,478	9,961				
Decrease "															
St. Lawrence Canals	{ 1873.	56,738	293,727	102,492	3,188	3,730	55	21,941	95,619	577,490	95,619				
	{ 1874.	50,180	284,725	80,718	3,284	2,819	30	55,065	101,070	547,891	101,070				
Increase in 1874		6,558	39,002	21,774	96	511	25	33,124	5,451	29,699	5,451				
Decrease "															
Chambly Canal	{ 1873.	422	4	244	3,061	2,444		3,594	87,071	96,840	87,071				
	{ 1874.	553			4,258	1,942	9	3,184	59,220	69,166	59,220				
Increase in 1874		131	4	244	1,197	502	9	410	27,851	27,874	27,851				
Decrease "															
Lachine Canal	{ 1873.	37	1,305	163	2	299	68	8	11,288	13,170	11,288				
	{ 1874.	175	1,564	153	4	47	53	246	13,878	16,120	13,878				
Increase in 1874		138	259	10	2	252	15	238	2,590	2,950	2,590				
Decrease "															



## SCHEDULE I.

LIST of Inspectors and Deputy Inspectors of Staple Articles in the Dominion, on 31st December, 1874, shewing the date of their appointment.

Articles,	Place,	Names.	Date of Appointment.
Flour and Meal.....	Inspectors at Montreal .....	Hon. Jno. Young .....	January 2nd, 1874.
	Toronto .....	Wm. Greey .....	November 27th, 1874.
	Hamilton .....	Jno. Smith .....	October 21st, 1873.
	Quebec .....	B. Rousseau .....	September 6th, 1873.
Wheat and Grain ...	Inspectors' at Montreal .....	Thos. Bickerstaff .....	February 13th, 1874.
	Toronto .....	Jos. Harris .....	November 27th, 1874.
Beef and Pork ...	Inspectors at Montreal .....	Jas. Doheney .....	December 4th, 1874.
	Quebec .....	Dav. Nolan .....	September 6th, 1874.
Butter .....	Inspectors at Hamilton .....	Jno. Smith .....	November 20th, 1873.
	Quebec .....	P. Patoine .....	September 19th, 1873.
Leather and Hides..	Inspectors at Montreal .....	Thos. Hawkins .....	September 19th, 1873.
	Toronto .....	Jos. Armstrong .....	September 6th, 1873.
	Ottawa .....	F. Mc'ullough .....	October 9th, 1874.
	St. John, N. B. ....	W. W. Emslie .....	October 9th, 1874.
	Deputy Inspector at Montreal .....	A. Masson .....	October 29th, 1873.
Ashes, Pot and Pearl	Inspector at Montreal .....	Dyde' and Major ...	September 19th, 1873.
Fish and Oil.....	Inspectors at Montreal .....	L. E. Morin .....	October 16th, 1873.
	Quebec .....	J. Auld ...	September 23rd, 1873.
	Halifax City & Co., N.S.	E. J. Tobin .....	October 16th, 1873.
	Yarmouth, N. S. ....	R. Brown .....	July 18th, 1874.
	Guysboro', N. S. ....	W. G. Scott, jun. ....	July 10th, 1874.
	Richmond, N. S. ....	E. E. Binet .....	April 7th, 1874.
	Victoria, N. S. ....	D. McLeod .....	June 16th, 1874.
	Inverness, N. S. ....	A. B. Skinner .....	October 4th, 1873.
	Deputy Inspectors at Montreal .....	T. D. Quinn .....	November 29th, 1873.
	Quebec .....	H. Grenier .....	April 9th, 1874.
	do .....	J. B. Langlois .....	September 22nd, 1874.
	do .....	Wm. Sutherland .....	April 9th, 1874.



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FINANCIAL RETURNS, 1873-74.

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DL.

No. 1.—GENERAL REVENUE ACCOUNT, 1873-74.

CR.

Memo. of Refunds deducted below.	Amounts deposited to the credit of the Receiver General.	Authorised Abatements.	Balance due 30th June, 1874.	Total.	Service.	Revenue of previous years not collected 1st July, 1873.	Revenue secured 1873-74.	Total.
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.		\$ cts.	\$ cts.	\$ cts.
22,896 38	5,622,433 54	.....	56,753 95	5,679,187 49	Excise and Seizures, per Statement No. 3.....	66,605 21	5,612,582 28	5,679,187 49
1,310 93	479,930 47	.....	21,874 28	501,804 75	Canals, per Statement No. 5.....	10,661 50	491,143 25	501,804 75
.....	98,088 10	.....	160,446 06	258,534 16	Slides and Booms, per Statement No. 7.....	125,961 81	132,572 35	258,534 16
.....	20,319 44	10 63	188,748 77	209,078 84	Hydraulic and other Rents, per Statements 5 & 8	175,562 56	33,516 28	209,078 84
135 24	14,444 46	.....	2,197 71	16,642 17	Minor Public Works, per Statements 5 and 9..	1,754 11	14,888 06	16,642 17
.....	92,771 93	.....	8,443 46	101,215 39	Cullers, per Statement No. 10.....	5,302 45	95,912 94	101,215 39
.....	209,088 69	.....	161 27	209,249 96	Bill Stamps, per Statements Nos. 11 and 12.....	17 05	209,232 91	209,249 96
24,342 55	6,537,076 63	.....	.....	6,975,712 76	<i>Less.</i>	.....	6,589,848 07	6,975,712 76
.....	24,342 55	.....	438,625 50	24,342 55	Refunds, as per Statement No. 16.....	.....	24,342 55	24,342 55
.....	6,512,734 08	10 63	.....	6,951,370 21	.....Totals.....	385,864 69	6,565,505 52	6,951,370 21

A. BRUNEL,  
*Commissioner.*

INLAND REVENUE DEPARTMENT,  
OTTAWA, 31st July, 1874.

No. 2.—GENERAL EXPENDITURE ACCOUNT, 1873-74.

DR.

CR.

Amounts due to Collectors 1st July, 1873.	Expenditure authorized by this Department.				Amounts due by Collectors, 30th June, 1874.	Total.	Service.	Amounts due by Collectors, 1st July, 1873.	Amounts disbursed by the Receiver General on requisition of this Department.	Amounts deducted from Salaries for Superannation.	Amounts due to Collectors, 30th June, 1874.	Total.
	Salaries.	Contingencies.	Seizures.	Callers' Fees.								
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
3,944 89	138,766 08	41,155 93	1,981 83	865 35	206,714 08	Excise (and Seizures) per Statement No. 4.	1,319 55	202,291 43	3,010 56	92 54	206,714 08	
103 15	25,248 37	5,852 71	.....	88 73	31,292 96	Canals, per Statement No. 6. ....	213 40	30,428 31	449 52	201 73	31,292 96	
116 57	15,141 18	1,522 65	.....	.....	16,780 41	Slides and Rooms, per Statement No. 7. ....	.....	16,511 30	269 11	.....	16,780 41	
57 23	15,763 15	3,145 17	64,534 08	27 95	83,527 58	Callers, per Statement No. 10. ....	424 75	82,631 35	252 98	218 50	83,527 58	
.....	.....	.....	.....	.....	.....	Seizures distributed, per Appendix B. ....	.....	.....	.....	.....	.....	
.....	2,361 45	7,097 38	.....	.....	9,458 83	Sundry Minor Expenditures, per Statement No. 11. ....	.....	9,428 23	30 60	.....	9,458 83	
320 30	28,880 92	8,131 04	.....	.....	37,332 26	Departmental Expenditure, per Statement No. 17. ....	.....	36,955 19	377 07	.....	37,332 26	
4,542 14	246,161 15	66,904 89	1,981 83	982 03	385,106 12	Totals. ....	1,987 70	378,245 81	4,389 84	512 77	385,106 12	

A. BRUNEL,  
Commissioner.

INLAND REVENUE DEPARTMENT,  
OTTAWA, 31st July, 1874

DR.

Amounts accrued during the year, including License Fees.									
Balances, 1st July, 1873.	Spirits.	Malt Liquor.	Malt.	Tobacco.	Petroleum, Duty and Inspection Fees.	Bonded Manufac- tures.	Seizures.	Other Receipts.	
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
4,867 24									
	2,499 65			154 20					
483 30	58,079 18	184 22	2,605 79	6,680 91	690 25				
1,110 61	14,294 52	423 94	6,027 57	1,098 19	263 05				
64 00	12,552 61	100 00	1,168 58	203 71					
	4,496 75			152 30					
965 53	43,270 44	550 00	7,933 99	3,581 24					
7,893 94	294,447 77	800 00	33,324 19	25,583 69	12,614 65		1,170 00	3 88	
1,032 12	70,362 37	475 00	19,423 25	124,220 46	7,300 03	25,215 89		2,046 92	
782 75	85,754 31	225 00	8,099 65	46,193 57	680 10	229 60		151 88	
2,357 13	33,055 37	550 00	34,374 16	39,878 66	149,061 33		162 00	195 00	
	125,246 55	300 00	4,585 89	41,459 68	515 00				
432 15	61,355 69	300 00	6,787 44	28,897 51	4,739 75				
136 45	6,933 40	100 00	1,364 56	2,642 86	386 95				
207 36	15,747 76	125 00	4,562 56	4,659 18					
6,275 34	108,786 01	150 00	18,414 11	4,090 19					
76 80	41,190 68	425 00	12,088 02	5,658 89	204 20		21 84		
794 60	12,077 73	50 00	2,396 39	3,796 53	57,259 20	46 15	395 88	150 00	
13,298 35	595,467 63	1,431 00	67,315 78	193,971 52	2,912 88	7,018 26	190 00	1,400 00	
18,533 74	755,871 18	552 63	13,516 74	9,638 36		1,005 02	44 65	387 00	
59,311 41	2,341,489 60	6,741 79	243,988 67	542,561 65	236,627 39	33,514 92	1,984 37	4,334 68	
		50 00	462 57						
3,570 13	724,436 52	16,978 29	70,142 11	453,575 80	19,115 11	4,159 13	3,815 62	522 14	
404 85	235,552 76	130 00	7,660 93	142,234 11	537 05	25 00	122 58		
	10,148 72	150 00	1,148 61	1 75					
	13,697 23	150 00		355 95	130 80				
	573 80	100 00	2,729 84	111 60					
92 81		50 00	574 67	6 39					
499 48	30,371 83			375 65	57 47				
4,567 27	1,014,780 86	17,578 29	82,718 73	596,661 25	19,840 43	4,184 13	3,938 20	522 14	
	269 53			7,295 24					
745 38	44,092 82	250 00	12,404 16	106,381 91	7,492 11	215 95	111 32		
153 90	1,301 76			13,268 80	141 70		72		
				3,454 15					
899 28	45,664 11	250 00	12,404 16	130,400 10	7,633 81	215 95	112 04		
	2,255 54			7,965 36					
1,827 25	90,161 18	200 00	4,844 84	99,058 36	10,088 00	2,090 95	7 89	550 00	
1,827 25	92,416 72	200 00	4,844 84	107,023 72	10,088 00	2,090 95	7 89	550 00	
	4,245 70	150 00	3,920 97	23,315 64					
	3,019 72	275 00	1,402 74						
	1,748 00	375 00	5,485 05	1,308 96	249 85		246 53	1,469 73	
66,605 21	3,503,364 71	25,570 08	354,765 16	1,401,271 32	274,439 48	40,005 95	6,289 03	6,876 55	
	4,613 37		13,371 64	2,873 64	542 85		1,494 88		
	3,498,751 34	25,570 08	341,393 52	1,398,397 68	273,896 63	40,005 95	4,794 15	6,876 55	

INLAND REVENUE DEPARTMENT,  
OTTAWA, 31st July, 1874.

1873-74.

in Account with Revenue.

Appendix A.)

CR.

Total Duties accrued.	Total Debits.	Division.	Deposited to the credit of the Receiver General.	Balances 30th June, 1874.	Total Credits.
\$ cts.	\$ cts.		\$ cts.	\$ cts.	\$ cts.
.....	4,867 24	Sundry Balances.....	.....	4,867 24	4,867 24
2,653 85	2,653 85	Alboma.....	2,358 53	295 32	2,653 85
68,240 35	68,723 65	Belleville.....	68,702 45	21 20	68,723 65
22,107 27	23,217 88	Cobourg.....	22,066 55	1,151 33	23,217 88
14,024 90	14,088 90	Collingwood.....	14,088 90	.....	14,088 90
4,649 05	4,649 05	Cornwall.....	4,649 05	.....	4,649 05
55,335 67	56,301 20	Goderich.....	53,016 10	3,285 10	56,301 20
367,944 18	375,838 12	Guelph.....	361,630 03	14,208 09	375,838 12
249,043 92	250,076 04	Hamilton.....	249,767 24	308 80	250,076 04
141,334 11	142,116 86	Kingston.....	141,753 56	363 30	142,116 86
257,276 52	259,633 65	London.....	256,456 77	3,176 88	259,633 65
172,107 12	172,107 12	Ottawa.....	172,107 12	.....	172,107 12
102,080 39	102,512 54	Paris.....	101,751 17	761 37	102,512 54
11,427 77	11,564 22	Perth.....	11,426 57	137 65	11,564 22
25,094 50	25,301 86	Peterborough.....	25,301 86	.....	25,301 86
131,440 31	137,715 65	Prescott.....	131,242 38	6,473 27	137,715 65
59,588 63	59,665 43	St. Catharines.....	59,396 99	268 44	59,665 43
76,171 88	76,966 48	Sarnia.....	76,832 98	133 50	76,966 48
869,707 07	883,005 42	Toronto.....	881,286 50	1,718 92	883,005 42
781,015 58	799,549 32	Windsor.....	787,753 37	11,795 95	799,549 32
3,411,243 07	3,470,554 48	Ontario.....	3,421,588 12	48,966 36	3,470,554 48
512 57	512 57	Beauharnois.....	512 57	.....	512 57
1,292,744 72	1,296,314 85	Montreal.....	1,294,338 65	1,976 20	1,296,314 85
386,232 43	386,637 28	Quebec.....	384,809 03	1,828 25	386,637 28
11,449 08	11,449 08	St. Hyacinthe.....	11,229 71	219 37	11,449 08
14,333 98	14,333 98	St. John's.....	14,333 98	.....	14,333 98
3,515 24	3,515 24	Sherbrooke.....	3,515 24	.....	3,515 24
631 06	723 87	Terrebonne.....	723 87	.....	723 87
30,804 95	31,304 43	Three Rivers.....	30,854 93	449 50	31,304 43
1,740,224 03	1,744,791 30	Quebec.....	1,740,317 98	4,473 32	1,744,791 30
7,564 77	7,564 77	Cape Breton.....	7,564 77	.....	7,564 77
170,948 27	171,693 65	Halifax.....	170,764 13	929 52	171,693 65
14,712 98	14,866 88	Pictou.....	14,666 68	200 20	14,866 88
3,454 15	3,454 15	Yarmouth.....	3,454 15	.....	3,454 15
196,680 17	197,579 45	Nova Scotia.....	196,449 73	1,129 72	197,579 45
10,220 90	10,220 90	Miramichi.....	10,149 01	71 89	10,220 90
207,001 22	208,828 47	St. John.....	208,092 94	735 53	208,828 47
217,222 12	219,049 37	New Brunswick.....	218,241 95	807 42	219,049 37
31,632 31	31,632 31	Charlottetown, P. E. I.....	30,665 31	967 00	31,632 31
4,697 46	4,697 46	Winnipeg, Manitoba.....	4,287 33	410 13	4,697 46
10,883 12	10,883 12	Victoria, B. C.....	10,883 12	.....	10,883 12
5,612,582 28	5,679,187 49	Total.....	5,622,433 54	56,753 95	5,679,187 49
22,896 38	.....	Less Refunds.....	.....	.....	.....
5,589,685 90	.....	Nett Revenue.....	.....	.....	.....

A. BRUNEL,  
Commissioner.

DR.

Balances due by Collectors, 1st July, 1873.	Amounts received from Department to meet Expenditure.	Deduction from Salaries for Superannuation.	Balances due to Collectors, 30th June, 1874.	Total.	Division.	Balances due to Collectors, 1st July, 1873.
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.		\$ cts.
	479 67	4 96		484 63	Algoma	
	2,724 61	42 32		2,767 43	Belleville	56 70
	2,893 31	49 96		2,943 27	Cobourg	13 66
	891 02	13 11		904 13	Collingwood	
	561 11	6 32		567 43	Cornwall	5 92
24 13	5,932 48	94 32		6,051 43	Goderich	
21 42	10,171 54	184 03		10,376 99	Guelph	
46 89	8,345 73	161 72		8,554 34	Hamilton	
	5,670 93	103 84		5,774 77	Kingston	59 69
	8,527 36	152 84		8,680 20	London	17 80
6 83	3,516 77	66 00		3,589 60	Ottawa	
	5,978 41	101 64		6,080 05	Paris	76 85
	747 92	13 96		761 38	Perth	
23 53	1,306 61	25 96		1,356 10	Peterborough	
6 78	3,768 96	67 43		3,843 17	Prescott	
56 85	4,640 40	71 25		4,768 50	Sarnia	
	3,891 31	66 00		3,957 31	St. Catharines	10 83
	17,614 13	306 86		17,920 99	Toronto	
	12,241 94	209 81	49 08	12,500 83	Windsor	63 45
411 95	10,846 58	167 88		11,426 41	District Inspectors	89 44
598 38	110,750 79	1,911 21	49 08	113,309 46	..... Ontario	394 34
18 91	494 12	4 96	9 09	527 08	Beauharnois	
	18,657 90	294 09		18,951 99	Montreal	
	8,774 70	150 38	40	8,925 48	Quebec	7 64
	912 47	14 05		926 52	St. Hyacinthe	
19 90	824 13	9 92		853 95	St. John's	
	468 30	4 96		473 26	Sherbrooke	1 78
	638 86	7 01		645 87	Terrebonne	38 74
	861 24	13 96		875 20	Three Rivers	40 49
	294 00	6 00		300 00	Magdalen Islands	
129 07	4,281 66	79 96		4,490 69	District Inspectors	
167 88	36,207 38	585 29	9 49	36,970 04	..... Quebec	88 65
75 00	4,957 16	86 14		5,118 30	Halifax	
	1,389 02	20 95		1,409 97	Pictou	
25 00	543 16	6 32	16 97	591 45	Cape Breton	
25 00	509 11	6 32		540 43	Yarmouth	
24 52	2,419 06	36 00		2,479 58	District Inspector	
149 52	9,817 51	155 73	16 97	10,139 73	..... Nova Scotia	
3 77	1,153 43	19 96		1,177 16	Miramichi	
	5,016 03	83 04	17 00	5,116 07	St. John	165 03
	2,154 37	36 00		2,190 37	District Inspector	38 17
3 77	8,323 83	139 00	17 00	8,483 60	..... New Brunswick	203 20
	2,414 81	27 26		2,442 07	Prince Edward Island	
	4,269 48	58 77		4,328 25	Manitoba	332 10
	6,065 20	85 30		6,150 50	British Columbia	
400 00	12,499 83	48 00		12,947 83	General Contingencies	
	1,256 64			1,256 64	Law Costs	
	5,496 85			5,496 85	Government Printer	2,496 85
	2,716 59			2,716 59	Stationery Office	429 75
	1,784 82			1,784 82	Preventive Service	
	687 70			687 70	Com'n to C. Officers	
1,319 55	202,291 43	3,010 56	92 54	206,714 08	..... Grand Total	3,944 89

INLAND REVENUE DEPARTMENT, Ottawa, 31st July, 1874.

1873-4.

in Account with EXPENDITURE.

Appendix B.)

CR.

Expenditure authorized by the Department.						Balances due by Collectors, 30th June, 1874.	Total.
Salaries.	Seizure Expenses.	Special Assistance.	Rent.	Travelling Expenses.	Sundries.		
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
400 00			60 00		24 63		484 63
2,166 66		79 50	100 00	253 50	111 07		2,767 43
2,500 00	105 50	75 00	88 00	35 52	125 59		2,943 27
661 35			55 00	26 67	161 11		904 13
500 00			60 00		1 51		567 43
4,812 50		35 39	134 97	924 32	144 25		6,051 43
9,188 63	73 90	36 00	100 00	624 88	343 58		10,376 99
8,083 62				226 00	183 83	60 89	8,554 34
5,200 00		187 50	141 00	13 85	172 73		5,774 77
7,833 30	10 00	256 82	105 00	124 35	332 93		8,680 20
3,300 00			110 04	29 79	149 77		3,589 60
5,083 42			187 96	353 16	378 66		6,080 05
700 00				57 95	3 93		761 88
1,300 00			26 25	4 10	25 75		1,356 10
3,499 68			100 00	45 45	198 04		3,843 17
3,568 43	396 20		151 94	305 47	346 46		4,768 50
3,300 00		2 00	24 00	432 74	187 74		3,987 31
15,342 46	1,062 79	582 79	200 00	406 16	326 79		17,920 99
10,491 61	4 90	42 00	471 25	481 22	946 40		12,500 83
8,400 00		320 17		2,073 10	247 70	296 00	11,426 41
96,341 66	1,653 29	1,617 17	2,115 41	6,418 23	4,412 47	356 89	113,309 46
400 00			25 08	90 00	12 00		527 08
16,393 60	66 25	920 00	39 00	333 65	1,199 49		18,951 99
7,521 68	69 29	163 49	387 45	245 58	530 35		8,925 48
766 65			87 00	57 30	15 57		926 52
800 00			40 00	7 75	6 20		853 95
400 00			30 00		33 02	8 46	473 26
566 65			18 00		22 48		645 87
700 00			72 00	3 10	59 61		875 20
300 00							300 00
4,000 00				450 37	40 32		4,490 69
31,848 58	135 54	1,083 49	698 53	1,187 75	1,919 04	8 46	36,970 04
4,308 33	72 50	355 50		108 89	273 08		5,118 30
1,233 26		15 50	40 00	77 74	43 47		1,409 97
500 00			30 00	31 70	29 75		591 45
500 00			25 00	2 00	13 43		540 43
1,800 00		66 66		571 31	41 61		2,479 58
8,341 59	72 50	437 66	95 00	791 64	401 34		10,139 73
1,000 00			30 00	126 10	21 06		1,177 16
4,149 90		490 00	15 00	11 83	284 31		5,116 07
1,800 00				352 20			2,190 37
6,949 90		490 00	45 00	490 13	305 37		8,483 60
1,455 06		311 45		37 36	638 20		2,442 07
2,923 33		80 00	240 00	433 00	309 82		4,328 25
4,260 19	120 50	216 00	165 00	317 00	571 81	500 00	6,150 50
2,400 00				1,361 22	9,186 61		12,947 83
					1,256 64		1,256 64
					3,000 00		5,496 85
					2,286 84		2,716 59
					1,784 82		1,784 82
					687 70		687 70
154,530 31	1,981 83	4,235 77	3,358 94	11,036 33	26,760 66	865 35	206,714 08

A. BRUNEL, Commissioner.

DR.

Balance due 1st July, 1873.	Canals' Revenue.				Total Canal Revenue Accrued.	Hydraulic Rents & other Revenues from Public Works, vide Statements 8 and 9.	Total.
	Tolls.	Wharfage and Storage.	Fines and Damages.	Other Receipts.			
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
2,519 96	207,523 93					112 24	210,156 13
3,743 19	86,403 96					612 90	90,760 05
85 63	1,186 80					820 08	2,092 51
124 30	1,683 92						1,808 22
490 90	2,413 21					8 00	2,912 11
30 59	1,483 04		2,050 00			2,270 20	5,833 83
1 90	146 63						148 53
6,996 47	300,841 49		2,050 00			3,823 42	313,711 38
46 57	186 41		86 50			1,310 35	1,629 83
529 59	20,686 93		511 00			160 00	21,887 52
47 91	393 67					650 00	1,091 53
597 54	6,944 50	114 62	9 00	1,514 89			9,180 55
340 62	33,086 55	10,958 10	879 50	1,841 48		11,149 00	58,255 25
608 32	23,528 18						24,136 50
2,170 55	84,826 24	11,072 72	1,486 00	3,356 37		13,269 35	116,181 23
643 59	7,773 68	16 70	9 50			12 00	8,455 47
194 37	18,797 34		14 50			100 00	19,091 71
73 85	517 73						606 08
911 81	27,088 75	16 70	24 00			112 00	28,153 26
	10,299 27						10,299 27
781 91	32,111 35		12 00				32,905 26
167 42	747 43			116 00			1,030 85
173 97	2,704 91						2,878 88
1,123 30	45,862 96		12 00	116 00			47,114 26
	3,390 76	284 86		268 00		882 40	4,826 02
32 05	3,353 82			745 06		629 00	4,014 87
	1,194 33						1,939 39
32 05	7,938 91	284 86		1,013 06		1,511 40	10,780 28
116 58	4,523 41						4,639 99
	629 78						629 78
						320 00	320 00
						1,887 50	1,887 50
						2,207 50	2,207 50
11,350 76	471,711 54	11,374 28	3,572 00	4,485 43	491,143 25 1,310 93	20,923 67	523,417 68
					489,832 32		

INLAND REVENUE DEPARTMENT,  
OTTAWA, 31st July, 1874.



1873-74.

&amp;c., in account with Revenue.

Appendix A.)

CR.

Collection Divisions.	Deposited to the Credit of the Receiver General.		Balance due 30th June, 1874	Total.
	On account of Canals' Revenue.	On account of Hyd. Rents, and other Rev. from Pub. Wks.		
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
<i>Welland Canal.</i>				
Port Colborne .....	196,425 88	125 86	13,604 39	210,156 13
Port Dalhousie .....	86,026 28	790 55	8,943 22	90,760 05
Dunnville .....	1,133 32	820 08	139 11	2,092 51
Port Maitland .....	1,667 00	.....	141 22	1,808 22
Port Robinson .....	2,800 32	28 00	83 79	2,912 11
St. Catharines .....	3,390 34	2,270 20	173 29	5,833 83
Chippawa .....	147 30	.....	1 23	148 53
..... Total .....	291,590 44	4,034 69	18,086 25	313,711 38
<i>St. Lawrence Canals.</i>				
Beauharnois .....	249 50	1,250 35	129 98	1,629 83
Cornwall .....	21,005 21	160 00	722 31	21,887 52
Edwardsburg .....	359 77	650 00	81 81	1,091 58
Lachine .....	8,477 38	.....	703 17	9,180 55
Montreal .....	46,772 39	11,149 00	333 86	58,255 25
Kingston .....	22,699 09	.....	1,437 41	24,136 50
..... Total .....	99,563 34	13,209 35	3,408 54	116,181 23
<i>Chambly Canal.</i>				
Chambly .....	8,289 74	12 00	153 73	8,455 47
St. John's .....	18,991 71	100 00	.....	19,091 71
St. Ours .....	525 82	.....	80 26	606 08
..... Total .....	27,807 27	112 00	233 99	28,153 26
<i>Ottawa Canals.</i>				
Ottawa .....	10,299 27	.....	.....	10,299 27
Grenville .....	32,765 73	.....	139 53	32,905 26
Carillon .....	966 07	.....	64 78	1,030 85
St. Ann's Lock .....	2,778 20	.....	100 68	2,878 88
..... Total .....	46,809 27	.....	304 99	47,114 26
<i>Rideau Canal.</i>				
Ottawa .....	3,943 62	882 40	.....	4,826 02
Kingston Mills .....	3,176 90	629 00	208 97	4,014 87
Smith's Falls .....	1,939 39	.....	.....	1,939 39
..... Total .....	9,059 91	1,511 40	208 97	10,780 28
<i>Burlington Bay Canal.</i>				
.....	4,536 38	.....	103 61	4,639 99
<i>St. Peter's Canal.</i>				
.....	563 86	.....	65 92	629 78
<i>Sundry.</i>				
Quebec .....	.....	320 00	.....	320 00
St. John, N.B. ....	.....	1,887 50	.....	1,887 50
..... Total .....	.....	2,207 50	.....	2,207 50
..... Grand Total .....	479,930 47	21,074 94	22,412 27	523,417 68
..... Less Refunds, as per Statement 16.	.....	.....	.....	.....
..... Net Revenue.	.....	.....	.....	.....

A. BRUNEL,  
Commissioner.

## CANALS

## No. 6.—Collectors of Canal Tolls,

DR.

(For details see

Balance due by Collectors 1st July, 1873.	Amounts received from Department to meet Expenditure	Deduction from Salaries for Super-annuation.	Balance due to Collectors 30th June, 1874.	Total.	Collection Divisions,
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
2,828 17	50 08		2,878 25		<i>Welland Canal.</i>
22 70	1,305 90	24 00	1,352 60		Port Colborne .....
	764 06	15 00	779 06		Port Dalhousie .....
	626 18	6 32	657 50	25 00	Dunville .....
25 00	730 60	14 40	770 00		Port Maitland .....
	222 62	4 04	226 66		Port Robinson .....
					St. Catharines .....
47 70	6,477 53	113 84	25 00	6,664 07	Totals .....
	879 82	16 96	896 78		<i>St. Lawrence Canals.</i>
	851 35	16 04	867 39		Beauharnois .....
	6,809 08	117 08	6,926 16		Cornwall .....
	2,078 22	36 00	2,114 22		Montreal .....
25 00	1,155 04	19 96	1,200 00		Lachine .....
					Edwardsburgh .....
25 00	11,773 51	206 04		12,004 55	Totals .....
13 33	1,493 56	26 28		1,533 17	<i>Chambly Canal.</i>
19 02	800 74	16 04		835 80	Chambly .....
25 00	495 94	6 32		527 26	St. John's .....
					St. Ours .....
57 35	2,790 24	48 64		2,896 23	Totals .....
25 00	621 63	4 96		651 59	<i>Ottawa Canals.</i>
	573 91	6 32	24 23	604 46	Grenville .....
15 64	857 38	16 96		889 98	Carillon .....
					St. Ann's Lock .....
40 64	2,052 92	28 24	24 23	2,146 03	Totals .....
	1,448 26	16 04	152 50	1,616 80	<i>Rideau Canal.</i>
	263 06	2 48		265 54	Ottawa .....
19 50	201 57	2 48		223 55	Kingston Mills .....
					Smith's Falls .....
19 50	1,912 89	21 00	152 50	2,105 89	Totals .....
	296 28	3 72		300 00	<i>Burlington Bay Canal.</i>
23 21	1,572 72	28 04		1,623 97	Inspector, R. Bell .....
	552 22			552 22	Stationery Office .....
	3,000 00			3,000 00	Government Printer .....
213 40	30,428 31	449 52	201 73	31,292 96	Grand Totals .....

INLAND REVENUE DEPARTMENT,  
OTTAWA, 31st July, 1874.

1873-74.

in Account with Expenditure.

Appendix B.)

Cr.

Balance due to Collectors 1st July, 1873.	Expenditure authorized by this Department.					Balance due by Collectors 30th June, 1874.	Total.
	Salaries.	Special Assistance	Rent.	Travelling Expenses.	Other Expenses.		
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
.....	2,800 00	.....	.....	.....	78 25	.....	2,878 25
.....	1,200 00	.....	.....	.....	138 10	14 50	1,352 60
.....	750 00	.....	.....	.....	29 06	.....	779 06
36 00	500 00	.....	100 00	.....	21 50	.....	657 50
.....	720 00	.....	.....	.....	.....	50 00	770 00
.....	200 00	.....	.....	.....	26 66	.....	226 66
36 00	6,170 00	.....	100 00	.....	293 57	64 50	6,664 07
.....	850 00	.....	.....	.....	46 78	.....	896 78
.....	800 00	.....	.....	.....	67 39	.....	867 39
.....	5,864 47	368 00	150 00	.....	543 69	.....	6,926 16
.....	1,800 00	.....	170 00	.....	144 22	.....	2,114 22
.....	1,150 00	.....	.....	41 00	9 00	.....	1,200 00
.....	10,464 47	368 00	320 00	41 00	811 08	.....	12,004 56
.....	1,500 00	.....	.....	.....	33 17	.....	1,533 17
.....	800 00	.....	.....	.....	35 80	.....	835 80
.....	500 00	.....	.....	.....	27 26	.....	527 26
.....	2,800 00	.....	.....	.....	96 23	.....	2,896 23
.....	400 00	.....	100 00	.....	127 36	24 23	651 59
53 00	500 00	.....	.....	.....	51 46	.....	604 46
.....	850 00	.....	.....	.....	39 98	.....	889 98
53 00	1,750 00	.....	100 00	.....	218 80	24 23	2,146 03
.....	800 00	761 50	.....	22 95	32 35	.....	1,616 80
14 15	200 00	34 40	.....	.....	16 99	.....	265 54
.....	200 00	.....	.....	.....	23 55	.....	223 55
14 15	1,200 60	795 90	.....	22 95	72 89	.....	2,105 89
.....	300 00	.....	.....	.....	.....	.....	300 00
.....	1,400 00	.....	.....	220 00	3 97	.....	1,623 97
.....	.....	.....	.....	.....	552 22	.....	552 22
.....	.....	.....	.....	.....	3,000 00	.....	3,000 00
103 15	24,084 47	1,163 90	520 00	283 95	5,048 76	88 73	31,292 96

A. BRUNEL,  
Commissioner.

No. 7.—SLIDES AND BOOMS REVENUE, 1873-74.

DR.

CR.

Balance due 1st July, 1873.	Dues since accrued.	Interest on dues of former years.	Total.	Amount deposited to the credit of the Receiver General.	Balance due 30th June, 1874.	Total.
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
123,081 06	80,885 44	1,533 60	205,500 10	52,157 99	153,342 11	205,500 10
2,520 75	37,103 95	263 65	39,888 35	32,754 40	7,103 95	39,888 35
.....	11,108 12	.....	11,108 12	11,108 12	.....	11,108 12
360 00	1,677 59	.....	2,037 59	2,037 59	.....	2,037 59
125,961 81	130,775 10	1,797 25	258,534 16	98,088 10	160,446 06	258,534 16
			..... Totals .....			

A. BRUNEL,  
*Commissioner.*

INLAND REVENUE DEPARTMENT,  
OTTAWA, 31st July, 1874.

No. 74. — SLIDES AND BOOMS EXPENDITURE, 1873-74.

(For Details, see Appendix B.)

DR.

CR.

Amount Received from Department to meet expenditure.	Deduction from Salaries for Supplementation.	Balance due to Collectors 30th June, 1874.	Total.	Ottawa.	Balance due to Collectors 1st July, 1873.	Authorized Expenditure.			Total.
						Salaries.	Special Assistance.	Contingencies.	
\$ cts.	\$ cts.	cts.	\$ cts.		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
11,006 24	182 52	.....	11,188 76	Ottawa.	.....	.....	.....	.....	.....
4,460 48	84 00	.....	4,544 48	..... A. J. Russell, Ottawa.....	.....	10,124 58	308 00	786 18	11,188 76
				..... McLean Stewart, Quebec.....	116 57	4,200 00	65 00	162 91	4,544 48
				St. Maurice.					
441 01	2 59	.....	443 60	..... A. Dubord.....	.....	200 00	243 60	.....	443 60
153 57	.....	.....	153 57	..... Stationery Office.....	.....	.....	.....	153 57	153 57
450 00	.....	.....	450 00	..... Government Printer.....	.....	.....	.....	450 00	450 00
16,511 30	269 11	.....	16,780 41	..... Totals.....	116 57	14,524 58	616 60	1,522 66	16,780 41

NOTE.—The Expenditure of the Ottawa and Quebec Offices is in suspense, the larger portion being on account of Provinces of Ontario and Quebec for collection of Crown timber dues.

INLAND REVENUE DEPARTMENT,  
OTTAWA, 31st July, 1874.

A. BRUNEL,  
Commissioner.

HYDRAULIC AND OTHER RENTS, &c.

No. 8.—SUMMARY STATEMENT of Lessee's Accounts, 1873-74.

(For details see Appendix C.)

Cr.

Dr.

Balance due 1st July, 1873.	Accrued during year ended 30th June, 1874.	Total.	Name of Work.	Abatements authorized.	Paid into hands of Collectors, vide Statement 5.	Deposited to the credit of the Rec.-General.	Balance due 30th June, 1874.	Total.
\$ cts.	\$ cts.	\$ cts.		\$ cts.	\$ cts.	cts.	\$ cts.	\$ cts.
27,520 61	2,858 26	30,378 87	Chaudiere Falls and Ottawa River...	.....	480 00	200 00	29,698 87	30,378 87
1,583 50	881 20	2,464 70	Rideau Canal and River ..	.....	666 00	.....	1,798 70	2,464 70
3,375 00	963 00	4,338 00	Williamsburg Canal ..	.....	650 00	.....	3,688 00	4,338 00
2,224 84	1,102 00	3,326 84	Cornwall ..	.....	160 00	.....	3,166 84	3,326 84
1,588 50	1,720 35	3,308 85	do ..	.....	1,310 35	.....	1,598 50	3,308 85
49,224 05	13,616 00	62,840 05	Beauharnois do ..	.....	11,148 00	.....	51,692 05	62,840 05
2,190 50	187 00	2,377 50	Lachine do ..	.....	112 00	.....	2,265 50	2,377 50
166 50	41 00	207 50	Chamblé ..	.....	.....	.....	207 50	207 50
37,759 40	8,461 41	46,220 81	Trent River Works ..	.....	2,927 85	.....	43,292 96	46,220 81
8 00	1,907 50	1,915 50	Welland Canal.....	.....	1,888 50	.....	26 00	1,915 50
			Sundry ..	.....	.....	1 00	.....	.....
			<i>Land Sales.</i>					
			Principal Accounts ..	.....	.....	.....	28,889 97	28,889 97
			Interest do ..	.....	10 63	.....	21,939 23	22,187 95
28,889 97	1,778 56	22,187 95	..... Totals ..	.....	19,342 70	639 09	188,264 12	208,456 54
20,409 30	.....	.....		10 63				
174,940 26	33,516 28	208,456 54		10 63				

A. BRUNEL,  
Commissioner.

INLAND REVENUE DEPARTMENT,  
OTTAWA, 16th August, 1874.

CR.

No. 9.—MINOR PUBLIC WORKS, 1873-74.

DR.

Balance due 1st July, 1873.	Accrued during year ended 30th June, 1874.	Total.	Work.	Paid into hands of Collectors, vide Statement 5.	Deposited to the credit of the Receiver General.		Balance due 30th June, 1874.	Total.
					\$	cts.		
\$ 90 12	250 05	340 17	Port Colborne	42 24	340 17		42 24	
	213 25	213 25	Port Dalhousie	213 25			213 25	
	90 12	340 17	Port Dover				340 17	
	2,554 10	2,554 10	Union Suspension	285 40	2,268 70		2,554 10	
1,267 12	640 08	1,907 20	Dunnville	640 08		1,267 12	1,907 20	
	30 00	30 00	Hull	30 00			30 00	
50 00	150 00	200 00	Sandwich			200 00	200 00	
50 00	50 00	100 00	New Edinburgh and Gairneal	50 00		50 00	100 00	
	20 00	20 00	Restigouche		20 00		20 00	
	40 00	40 00	Eboulement	20 00		20 00	40 00	
	60 00	60 00	Berthier	30 00		30 00	60 00	
	2 00	2 00	Riviere Onelle	10 00		10 00	20 00	
	210 00	210 00	Murray Bay	105 00		105 00	210 00	
	230 00	230 00	Riviere du Loup	115 00		115 00	230 00	
26 66	133 34	160 00	Rimouski	40 00		120 00	160 00	
203 25	245 00	448 25	Huntingdon Flank		221 00	227 25	448 25	
	10,000 00	10,000 00	Old Post Office Building, Montreal.		10,000 00		10,000 00	
1,687 15	14,898 06	16,575 21	Part of purchase money	1,580 97	12,849 87	2,144 37	16,575 21	
	135 24		Total					
	14,752 82		Less Refunds, per Statement 16.					
			Net Revenue accrued.					

A. BRUNEL,  
Commissioner.

INLAND REVENUE DEPARTMENT,  
OTTAWA, 31st July, 1874.

No. 10.—CULLERS' REVENUE, 1873-74.

Cr.

DR.

Balance due 1st July, 1873.	Amounts accrued for Measuring and Culling Timber.	Total.	—	Deposited to the credit of the Receiver General.	Balance due 30th June, 1874.	Total.
\$ cts.	\$ cts.	\$ cts.		\$ cts.	\$ cts.	\$ cts.
5,302 45	3,779 18	3,779 18	.....Montreal and Sorel.....	2,828 73	950 45	3,779 18
	92,133 76	97,436 21	.....Quebec.....	89,943 20	7,493 01	97,436 21
5,302 45	95,912 94	101,215 39	.....Totals.....	92,771 93	8,443 46	101,215 39

A. BRUNEL,  
*Commissioner.*

INLAND REVENUE DEPARTMENT,  
OTTAWA, 31st July, 1874.



No. 104.—CULLERS' EXPENDITURE, 1873-74.

(For Details, see Appendix B.)

CR.

DR.

Balance due by Col- lectors, 1st July, 1873.	Received from De- partment to meet Expenditure.	Deducted from Sal- aries for Supran- nation.	Balance due to Col- lectors, 30th June, 1874.	Total.	Balance due to Col- lectors, 1st July, 1873.	Authorized Expenditure.				Total.	
						Salaries.	Special Assistance.	Other Con- tingencies.	Cullers Fees.		Balance due by Col- lectors, 30th June, 1874.
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
424 75	77,394 90	246 49	78,066 14	78,066 14	12,951 61	992 29	2,070 87	62,023 42	27 95	78,066 14	
.....	4,421 66	6 49	4,646 65	4,646 65	454 76	1,364 49	259 51	2,510 66	.....	4,646 65	
.....	323 87	.....	323 87	323 87	.....	.....	323 87	.....	.....	323 87	
.....	490 92	.....	490 92	490 92	.....	.....	490 92	.....	.....	490 92	
424 75	82,631 85	252 98	83,527 58	83,527 58	57 23	13,406 37	3,145 17	64,534 08	27 95	83,527 58	
			Totals.....								

A. BRUNEL,  
Commissioner.

INLAND REVENUE DEPARTMENT,  
OTTAWA, 31st July, 1874.

BILL STAMPS, 1873-74.

No. 11.—STATEMENT showing the amount of Revenue accrued.

DR.

CR.

	Ontario and Quebec.	New Brunswick.	Nova Scotia.	Manitoba.	Total.	Ontario and Quebec.	New Brunswick.	Nova Scotia.	Manitoba.	Total.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
—										
To amount of Bill Stamps destroyed, or returned by Distributors.....	2,773 62	2 50			2,776 12					
To Commissions allowed	9,877 41	521 96	468 17	13 47	10,881 01					
To amount of Bill Stamps remaining in hands of Distributors, 30th June, 1874.....	48,563 25	6,141 01	7,766 09	3,094 79	65,565 14					
To balance, being the Revenue accrued during 1873-74.....	189,930 40	9,917 47	8,895 09	489 95	209,232 91					
	251,144 68	16,582 94	17,119 35	3,598 21	288,445 18					
						251,144 68	16,582 94	17,119 35	3,598 21	288,445 18
						199,850 59	13,571 00	10,150 00		223,571 59

By amount of Bill Stamps in hands of Distributors on 1st July, 1873.....\*

By amount of Bill Stamps issued by the Receiver General on the requisition of this Department, during 1873-74.....

\* This amount is \$178.23 less than appears per statement at close of last fiscal year, owing to the Post Office Department having paid that amount to credit of the Receiver General without advising this Department, and it is now brought to account to correct the discrepancy.

INLAND REVENUE DEPARTMENT,  
OTTAWA, 31st July, 1874.

A. BRUNEL,  
Commissioner.

No. 114.—SUNDRY MINOR EXPENDITURES, 1873-74.

(For details see Appendix B.)

DR.

CR.

Amount received from Department to meet expenditure.	Deduction from Salaries for Superannuation.	Total.	Service.	Salaries.	Contingencies.	Total.
\$ cts.	\$ cts.	\$ cts.		\$ cts.	\$ cts.	\$ cts.
5,678 41	15 97	5,694 38	Weights and Measures.....	800 00	4,894 38	5,694 38
2,203 00		2,203 00	Bill Stamps.....		2,203 00	2,203 00
718 63	14 63	733 26	Minor Public Works.....	733 26		733 26
828 19		828 19	Inspection of Staples.....		828 19	828 19
9,428 23	30 60	9,458 83	Totals.....	1,533 26	7,925 57	9,458 83

A. BRUNEL,  
*Commissioner.*

INLAND REVENUE DEPARTMENT,  
OTTAWA, 31st July, 1874.

DR.

No. 12—Stamp Distributors

Balance, 1 July, 1873.		Stamps issued to Distributors.	Stamps transferred from other Distributors.	Total.	
Stamps on hand.	Cash on hand.				
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
*42,346 77		31,605 00		73,951 77	<i>Ontario and Quebec.</i>
		166,618 09		166,618 09	Post Office Department.....
					Banks and other Licensees.....
					Collectors of Inland Revenue, as under:
97 72		100 00		197 72	Belleville.....
240 43	4 20	35 00		279 63	Cobourg.....
28 08		49 50		77 58	Cornwall.....
39 62				39 62	Goderich.....
764 61				764 61	Guelph.....
966 60				966 60	Hamilton.....
846 08		830 00		1,676 08	Kingston.....
303 47				303 47	London.....
184 46				184 46	Ottawa.....
408 49				408 49	Paris.....
138 93	10 08	105 00		254 01	Perth.....
42 97	2 77	91 00		136 74	Prescott.....
182 85				182 85	St. Catharines.....
190 96		117 00		307 96	Sarnia.....
673 51				673 51	Toronto.....
242 84				242 84	Windsor.....
2,510 80				2,510 80	Montreal.....
769 31				769 31	Quebec.....
67 31		300 00		367 31	St. Hyacinthe.....
248 28				248 28	Three Rivers.....
51,294 09	17 05	199,850 59		251,161 73	Total.....
					<i>New Brunswick.</i>
3,011 94		13,571 00		16,582 94	Collector, St. John.....
					<i>Nova Scotia.</i>
6,969 35		10,150 00		17,119 35	Collector, Halifax.....
					<i>Manitoba.</i>
3,598 21				3,598 21	Collector, Winnipeg.....
64,873 59	17 05	223,571 59		288,462 23	Grand Total.....

\* This amount is less than the Balance shown by last year's Statement, for the reason that in the \$178.23, of which circumstance this Department received no notice. This deduction is therefore made

INLAND REVENUE DEPARTMENT,  
OTTAWA, 31st July, 1874.

STAMPS.—1873-74.

in Account with Inland Revenue Department.

CR.

Stamps destroyed or returned damaged.	Deposited to the Credit of the Receiver General.	Commissions allowed to Distributors.	Stamps transferred to other Distributors.	Balance, 30th June, 1874.		Total.
				Stamps on hand.	Cash on hand.	
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
251 18	32,455 83	1,672 81	.....	39,571 95	.....	73,951 77
2,515 90	155,897 59	8,204 60	.....	.....	.....	166,618 09
.....	81 97	.....	.....	115 75	.....	197 72
.....	33 30	.....	.....	246 33	.....	279 63
.....	14 09	.....	.....	63 49	.....	77 58
.....	.....	.....	.....	39 62	.....	39 62
.....	.....	.....	.....	764 61	.....	764 61
.....	8 76	.....	.....	957 84	.....	966 60
6 39	779 06	.....	.....	890 63	.....	1,676 08
.....	4 00	.....	.....	303 47	.....	303 47
.....	43 37	.....	.....	180 46	.....	184 46
.....	129 98	.....	.....	365 12	.....	408 49
.....	52 59	.....	.....	115 42	8 61	254 01
.....	21 22	.....	.....	79 34	4 81	136 74
.....	138 39	.....	.....	161 24	39	182 85
.....	.....	.....	.....	169 57	.....	307 96
.....	.....	.....	.....	673 51	.....	673 51
.....	.....	.....	.....	242 84	.....	242 84
.....	.....	.....	.....	2,510 80	.....	2,510 80
.....	.....	.....	.....	769 31	.....	769 31
15	245 33	.....	.....	93 67	28 11	367 31
.....	.....	.....	.....	248 28	.....	248 28
2,773 62	189,905 53	9,877 41	.....	48,563 25	41 92	251,161 73
2 50	9,917 47	521 96	.....	6,141 01	.....	16,582 94
.....	8,895 09	468 17	.....	7,756 09	.....	17,119 35
.....	370 60	13 47	.....	3,094 79	119 35	3,598 21
2,776 12	209,088 69	10,881 01	.....	65,555 14	161 27	288,462 23

Year ended 30th June, 1871, the Post Office Department deposited to the credit of the Receiver General to correct the discrepancy that would otherwise exist.

A. BRUNEL,  
Commissioner.

No. 13.—STATEMENT shewing the quantities of the several Articles subject to 1873 and 1874, with the

Articles subject to Duty.	1872.			Duty. \$ cts.
	Quantities.			
	Ex-Manu- factory.	Ex-Ware- house.	Total.	
	galls.	galls.	galls.	
Spirits @ 63 and 75 cts per gallon.....	1,860,576	2,709,373	4,569,949	2,879,067 28
Malt Liquor paying 3½ cents per gallon.....	559,184	.....	559,184	18,173 48
„ „ Duty having been paid on Malt.....	8,998,144	.....	.....	.....
	lbs.	lbs.	lbs.	
Malt.....	.....	29,981,647	29,981,647	299,816 47
Tobacco @ 15 and 20 cents per lb .....	728,245	6,777,961	7,506,206	1,125,820 45
„ 7 and 10 .....	31,405	358	31,763	2,223 41
„ 5 cents per lb.....	137	.....	137	6 85
Cigars @ 30 and 40 cents per lb.....	182,878	8,686½	191,564½	57,469 35
Snuff @ 15 and 20 .....	31,249	102,663	133,912	20,086 80
Raw Leaf Tobacco { 7 and 15 cts per lb. Old Tariff } { 10 and 20 „ „ New „ }	.....	312,517	312,517	42,678 62
			8,176,099½	* 1,248,285 48
	galls.	galls.	galls.	
Petroleum @ 5 cents per gallon.....	2,528,775	1,869,540	4,398,315	219,915 73
Inspection Fees on Petroleum .....	.....	.....	.....	11,730 06
Manufactures in Bond .....	.....	.....	.....	24,540 54
Licenses, Spirits .....	.....	.....	.....	5,000 00
„ Malt Liquor.....	.....	.....	.....	7,400 00
„ Malt.....	.....	.....	.....	19,575 00
„ Tobacco.....	.....	.....	.....	4,475 00
„ Petroleum.....	.....	.....	.....	2,350 00
„ Manufactures in Bond.....	.....	.....	.....	525 00
Totals.. .....	.....	.....	.....	4,740,854 04

INLAND REVENUE DEPARTMENT,  
OTTAWA, 31st July, 1874.

Excise Duty, taken for consumption, during the Years ended 30th June, 1872,  
Duty collected thereon.

1873.				1874.			
Quantities.			Duty.	Quantities.			Duty.
Ex-Manu- factory.	Ex-Ware- house.	Total.		Ex-Manu- factory.	Ex-Ware- house.	Total.	
galls.	galls.	galls.	\$ cts.	galls.	galls.	galls.	\$ cts.
Foreign Spirits at 17 cts. 1,592,034	3,007 2,884,370	3,007 4,476,404	2,820,640 68	1,389,420	4,090,389	5,479,809	3,498,989 71
592,232		592,232	19,247 55	536,002		536,002	17,420 08
10,468,289				10,235,517			
lbs.	lbs.	lbs.		lbs.	lbs.	lbs.	
	33,955,694	33,955,694	339,556 94	11,448,585	21,920,431	33,369,016	333,690 16
716,296 16,558	5,251,242½	5,967,538½ 16,558	895,137 21 1,159 06	1,470,046 16,045	6,603,278	8,073,324 16,045	1,239,863 73 1,225 35
152,265½ 31,763	36,089½ 59,944	188,354½ 91,707	56,506 35 13,755 15	194,717½ 35,422	44,430½ 130,253	239,148½ 165,675	77,348 34 24,991 65
	305,631	305,631	43,099 25		391,431½	391,431½	53,292 25
		6,569,789	1,009,657 02			8,885,623½	1,396,721 32
galls.	galls.	galls.		galls.	galls.	galls.	
3,245,128	1,271,362	4,516,490	225,824 75	2,954,166	2,248,012½	5,202,178½	260,108 85
			9,826 78				12,180 63
			33,329 75				39,480 95
			4,500 00				4,375 00
			7,350 00				8,150 00
			18,775 00				21,075 00
			3,900 00				4,550 00
			2,125 00				2,150 00
			450 00				525 00
			4,495,183 47				5,599,416 70

A. BRUNEL,  
Commissioner.

No. 14.—STATEMENT of Amounts deposited monthly to the Credit of The  
ended 30th

1873.	Ontario and Quebec.	New Brunswick.	Nova Scotia.	Other Provinces.	Total.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
<b>JULY :—</b>					
Excise and Seizures .....	341,427 77	15,305 57	11,594 05	.....	368,327 39
Canals .....	70,389 31	.....	.....	.....	70,389 31
Hydraulic and other Rents .....	5,060 30	.....	.....	.....	5,060 30
Minor Public Works .....	467 48	20 00	.....	.....	487 48
Slides .....	1,735 80	.....	.....	.....	1,735 80
Cullers .....	3,567 27	.....	.....	.....	3,567 27
Bill Stamps .....	16,069 92	1,181 80	583 85	95 00	17,930 57
<b>Total .....</b>	<b>438,717 85</b>	<b>16,507 37</b>	<b>12,177 90</b>	<b>95 00</b>	<b>467,498 12</b>
<b>AUGUST :—</b>					
Excise and Seizures .....	833,994 33	16,704 28	9,019 46	1,544 88	361,262 95
Canals .....	72,260 14	.....	132 23	.....	72,392 37
Hydraulic and other Rents .....	1,441 00	437 50	.....	.....	1,878 50
Minor Public Works .....	563 22	.....	.....	.....	563 22
Slides .....	5,240 00	.....	.....	.....	5,240 00
Cullers .....	10,674 63	.....	.....	.....	10,674 63
Bill Stamps .....	19,532 33	790 40	616 55	62 90	21,002 18
<b>Total .....</b>	<b>443,705 65</b>	<b>17,932 18</b>	<b>9,768 24</b>	<b>1,607 78</b>	<b>473,013 85</b>
<b>SEPTEMBER :—</b>					
Excise and Seizures .....	408,078 31	18,305 21	13,063 78	923 00	440,370 30
Canals .....	74,105 67	.....	80 00	.....	74,185 67
Hydraulic and other Rents .....	374 00	137 50	.....	.....	511 50
Minor Public Works .....	615 37	.....	.....	.....	615 37
Slides .....	4,879 75	.....	.....	.....	4,879 75
Cullers .....	11,878 76	.....	.....	.....	11,878 76
Bill Stamps .....	13,166 78	843 60	593 30	3 00	14,606 68
<b>Total .....</b>	<b>513,098 64</b>	<b>19,286 31</b>	<b>13,737 08</b>	<b>926 00</b>	<b>547,048 03</b>
<b>OCTOBER :—</b>					
Excise and Seizures .....	450,978 41	21,404 56	16,174 46	7,174 24	495,731 67
Canals .....	64,169 40	.....	.....	.....	64,169 40
Hydraulic and other Rents .....	1,795 00	.....	.....	.....	1,795 00
Minor Public Works .....	380 55	.....	.....	.....	380 55
Slides .....	5,819 75	.....	.....	.....	5,819 75
Cullers .....	15,010 01	.....	.....	.....	15,010 01
Bill Stamps .....	15,109 04	307 23	710 60	.....	16,126 87
<b>Total .....</b>	<b>553,262 16</b>	<b>21,711 79</b>	<b>16,885 06</b>	<b>7,174 24</b>	<b>599,033 25</b>
<b>NOVEMBER :—</b>					
Excise and Seizures .....	441,974 48	23,986 65	16,548 89	3,989 32	486,499 34
Canals .....	44,601 49	.....	162 59	.....	44,764 08
Hydraulic and other Rents .....	305 00	437 50	.....	.....	742 50
Minor Public Works .....	151 03	.....	.....	.....	151 03
Slides .....	6,625 38	.....	.....	.....	6,625 38
Cullers .....	13,912 36	.....	.....	.....	13,912 36
Bill Stamps .....	17,506 21	780 90	569 90	82 00	18,939 01
<b>Total .....</b>	<b>525,075 95</b>	<b>25,205 05</b>	<b>17,281 38</b>	<b>4,071 32</b>	<b>571,633 70</b>
<b>DECEMBER :—</b>					
Excise and Seizures .....	387,195 54	17,148 14	21,299 91	3,668 98	429,312 57
Canals .....	6,783 39	.....	.....	.....	6,783 39
Hydraulic and other Rents .....	702 55	.....	.....	.....	702 55
Minor Public Works .....	10,548 08	.....	.....	.....	10,548 08
Slides .....	24,303 78	.....	.....	.....	24,303 78
Cullers .....	17,086 36	.....	.....	.....	17,086 36
Bill Stamps .....	15,746 09	505 40	925 80	.....	17,177 29
<b>Total .....</b>	<b>462,365 79</b>	<b>17,653 54</b>	<b>22,225 71</b>	<b>3,668 98</b>	<b>505,914 02</b>

INLAND REVENUE DEPARTMENT,  
OTTAWA, 31st July, 1874.



Hon. the Receiver General on Inland Revenue Account, during the Fiscal Year  
June, 1874.

1874.	Ontario and Quebec.	New Brunswick.	Nova Scotia.	Other Provinces.	Total.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
<b>JANUARY :—</b>					
Excise and Seizures .....	435,380 20	16,530 10	16,304 14	2,924 63	471,139 07
Canals .....	569 93				569 93
Hydraulic and other Rents .....	4,431 50				4,431 50
Minor Public Works .....	93 34				93 34
Slides .....	1,484 94				1,484 94
Cullers .....	9,079 45				9,079 45
Bill Stamps .....	10,400 18	845 75	793 10	16 00	12,058 03
Total .....	461,439 54	17,375 85	17,100 24	2,940 63	498,856 26
<b>FEBRUARY :—</b>					
Excise and Seizures .....	366,048 47	11,492 86	10,160 68	3,257 46	390,959 47
Canals .....	276 99		41 23		318 22
Hydraulic and other Rents .....	1,212 50	437 50			1,650 00
Minor Public Works .....	202 24				202 24
Slides .....	48 05				48 05
Cullers .....	287 14				287 14
Bill Stamps .....	20,968 82	609 90	723 99	21 20	22,323 91
Total .....	389,044 21	12,540 26	10,925 90	3,278 66	415,789 03
<b>MARCH :—</b>					
Excise and Seizures .....	339,296 25	15,658 26	13,414 52	3,258 55	371,627 58
Canals .....			74 79		74 79
Hydraulic and other Rents .....	800 00				800 00
Minor Public Works .....	469 34				469 34
Slides .....					
Cullers .....	489 50				489 50
Bill Stamps .....	9,755 20	611 10	1,406 60	15 00	11,787 90
Total .....	350,810 29	16,269 36	14,895 91	3,273 55	385,249 11
<b>APRIL :—</b>					
Excise and Seizures .....	1,279,333 63	44,897 09	49,284 54	7,968 60	1,381,483 86
Canals .....	12,509 98				12,509 98
Hydraulic and other Rents .....	1,841 09				1,841 09
Minor Public Works .....	250 88				250 88
Slides .....	86 28				86 28
Cullers .....	391 42				391 42
Bill Stamps .....	15,102 08	665 00	380 00	32 50	16,179 58
Total .....	1,309,515 36	45,562 09	49,664 54	8,001 10	1,412,743 09
<b>MAY :—</b>					
Excise and Seizures .....	168,246 42	4,136 38	6,911 19	3,697 14	182,991 13
Canals .....	57,791 45		2 56		57,794 01
Hydraulic and other Rents .....	359 00	437 50			796 50
Minor Public Works .....	265 74				265 74
Slides .....	9,230 96				9,230 96
Cullers .....	1,095 84				1,095 84
Bill Stamps .....	17,765 35	1,055 45	733 40	43 00	19,597 20
Total .....	254,754 76	5,629 33	7,647 15	3,740 14	271,771 38
<b>JUNE :—</b>					
Excise and Seizures .....	209,952 29	12,672 85	12,674 11	7,428 96	242,728 21
Canals .....	75,908 86		70 46		75,979 32
Hydraulic and other Rents .....	110 00				110 00
Minor Public Works .....	417 19				417 19
Slides .....	38,633 41				38,633 41
Cullers .....	9,299 19				9,299 19
Bill Stamps .....	18,783 53	1,720 94	855 00		21,359 47
Total .....	353,104 47	14,393 79	13,599 57	7,428 96	388,526 79
Grand Total .....	6,054,894 67	230,066 92	205,908 68	46,206 36	6,537,076 63

A. BRUNEL, *Commissioner.*

From what Source.	July.	August.	September.	October.	November.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
SPIRITS ..... { 1872-73 ...	210,272 41	201,030 63	230,680 27	280,034 67	289,335 91
{ 1873-74 ...	242,802 30	245,117 45	266,274 57	313,336 97	265,835 03
INCREASE .....	32,529 89	44,086 82	35,594 30	33,302 30	.....
Decrease .....					23,700 88
MALT LIQUOR..... { 1872-73 ...	5,200 00	850 00	1,585 14	311 38	3,036 55
{ 1873-74 ...	5,200 00	650 00	1,200 00	1,427 86	2,677 97
INCREASE .....		200 00	385 14	1,116 48	.....
Decrease .....					358 58
MALT ..... { 1872-73 ...	16,299 13	20,097 10	29,026 26	35,544 01	36,646 48
{ 1873-74 ...	17,543 48	18,976 27	29,925 33	37,906 38	35,071 86
INCREASE .....	1,244 35	.....	899 07	2,362 34	.....
Decrease .....		1,120 83			1,574 62
TOBACCO, &c..... { 1872-73 ...	60,876 18	50,010 74	72,609 32	101,673 21	98,308 02
{ 1873-74 ...	90,555 26	87,869 73	116,679 85	126,336 52	116,129 30
INCREASE .....	29,679 08	37,858 99	44,070 53	24,663 31	17,821 28
Decrease .....					.....
PETROLEUM ..... { 1872-73 ...	7,277 99	13,735 86	27,486 31	39,047 01	36,545 28
{ 1873-74 ...	8,845 68	20,465 71	34,551 96	41,538 66	31,187 27
INCREASE .....	1,567 69	6,729 85	7,065 65	2,491 65	.....
Decrease .....					5,358 01
MANUFACTURES IN { 1872-73 ...	2,378 45	2,560 35	2,839 58	3,771 29	2,392 84
BOND.                { 1873-74 ...	4,128 97	2,604 38	3,688 73	3,700 36	3,052 38
INCREASE .....	1,750 52	44 03	849 15	.....	659 54
Decrease .....				70 93	.....
SEIZURES ..... { 1872-73 ...	2,389 73	2 56	94 57	62 52	183 07
{ 1873-74 ...	19 50	45 95	100 00	258 27	77 05
INCREASE .....		43 39	5 43	195 75	.....
Decrease .....	2,370 23				106 02
OTHER RECEIPTS. { 1872-73 ...	403 75	395 00	395 94	385 44	520 86
{ 1873-74 ...	416 00	684 92	1,294 04	668 00	314 00
INCREASE .....	12 25	289 92	898 10	282 56	.....
Decrease .....					206 86
TOTAL INCREASE .....	64,413 55	87,732 17	88,997 09	64,343 46	.....
Total Decrease .....					12,824 15

INLAND REVENUE DEPARTMENT,  
OTTAWA, 31st July, 1874.

REVENUE.

Statement 1872-73 and 1873-74.

December.	January.	February.	March.	April.	May.	June.	Total.
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
296,986 83	249,148 76	200,036 56	211,134 56	214,765 09	227,840 78	213,674 21	2,825,140 68
321,558 55	279,939 66	236,447 21	226,846 79	895,160 43	79,957 77	130,087 98	3,503,364 71
24,571 72	30,790 90	36,410 65	15,712 23	680,395 34	147,883 01	83,586 23	678,224 03
2,806 49	2,484 10	1,172 53	2,481 57	2,821 14	2,941 61	907 04	26,597 55
2,828 21	1,378 74	2,438 08	2,760 52	2,596 23	1,617 99	794 48	25,570 08
21 72	1,105 36	1,265 55	278 95	224 91	1,323 62	112 56	1,027 47
34,357 27	37,952 59	34,465 17	35,333 99	34,228 81	27,329 32	17,051 78	358,331 94
31,047 14	32,153 36	30,345 91	34,378 52	63,994 31	13,652 81	9,769 79	354,765 16
3,310 13	5,799 23	4,119 26	955 47	29,765 50	13,676 51	7,281 99	3,566 78
91,824 24	68,531 49	68,887 44	104,596 71	91,337 10	114,289 29	90,613 28	1,013,557 02
89,348 40	77,439 57	84,473 38	112,076 47	355,471 48	57,481 91	87,409 45	1,401,271 32
2,475 84	8,908 08	15,585 94	7,479 76	264,134 38	56,807 38	3,203 83	387,714 30
29,910 74	30,507 92	16,647 42	8,111 75	8,241 17	14,444 28	5,820 80	237,776 53
37,483 03	30,230 59	23,381 00	13,853 58	13,205 33	8,319 88	11,376 79	274,439 48
7,572 29	277 33	6,733 58	5,741 83	4,964 16	6,124 40	5,555 99	36,662 95
2,466 36	1,701 79	1,357 23	2,841 35	4,685 79	3,120 35	3,664 37	33,779 75
3,026 59	1,933 35	2,561 33	3,816 61	5,783 99	2,925 61	2,783 65	40,005 95
560 23	231 56	1,204 10	975 26	1,098 20	194 74	880 72	6,226 20
505 19	7 04	211 15	1,231 21	94 58	206 34	61 24	5,049 20
275 29	3 72	3,190 00	475 22	1,260 00	233 03	351 00	6,289 03
229 90	3 32	2,978 85	755 99	1,165 42	26 69	289 76	1,239 83
456 95	349 38	313 76	2,412 94	462 98	482 00	6,383 09	12,962 09
300 94	302 82	325 00	870 45	454 75	795 63	450 00	6,876 55
156 01	46 56	11 24	1,542 49	8 23	313 63	5,933 09	6,085 54
26,554 08	32,698 74	60,070 65	26,934 08	981,289 86	225,669 34	95,152 67	1,099,387 52
Total Revenue, 1872 73							4,513,194 76
" 1873 74							5,612,582 28

No. 16.—REFUNDS, 1873-74.

Articles,	To whom paid.	Date.	Division.	Under what authority refunded.	Amount.		Total.
					\$	cts.	
Spirits.....	A. Whitney .....	7th Aug., 1873	Prescott .....	Duty refunded under 31 Vic., chap. 5, sec. 49.	338	15	4,613 37
	David Allan .....	15th do	Guelph .....		177	50	
	H. Corby & Co .....	11th Nov.,	Belleville .....		102	23	
	W. H. Thomas .....	11th May, 1874.	St. Catharines .....		1,343	17	
	Richard Fitzgerald .....	10th June,	do .....		142	46	
	G. Randall & Co .....	10th do	do .....		1,430	00	
Tobacco.....	David Allan .....	10th do	do .....	1,079	86	50 00 50 00 32 00 50 00 249 10 50 00 698 88 57 50 409 18 66 85 580 00 19 75 7 88 16 65 170 40 30 00 318 95	
	S. W. Cornell .....	11th Nov., 1873	Paris .....	do	do		
	John Stitt .....	11th do	Toronto .....	do	do		
	Ah Lun .....	30th March, 1874.	Victoria, B. C. ....	do	do		
	A. Smith .....	2nd April,	London .....	do	do		
	Hickey & Stewart .....	2nd do	Charlottetown, P. E. I. ....	do	do		
	Wm. Aikens .....	4th May,	London .....	do	do		
	Thos. Morris .....	28th do	Charlottetown, P. E. I. ....	do	do		
	P. Riley .....	30th May, 1874	do .....	do	do		
	C. Quirk .....	30th do	do .....	do	do		
	D. Rogers .....	30th do	do .....	do	do		
	W. Oelschlager .....	10th June,	Guelph .....	do	do		
	S. Myers .....	10th do	do .....	do	do		
	T. Lockery .....	10th do	Belleville .....	do	do		
	D. Brennan .....	10th do	Charlottetown, P. E. I. ....	do	do		
P. Riley .....	10th do	do .....	do	do			
J. Ross & Co .....	10th do	Quebec .....	do	do			
Lee and Logan .....	22nd do	St. John, N. B. ....	do	do			
C. Quirk .....	22nd do	Charlottetown, P. E. I. ....	do	do			

Malt	P. & J. O'Mullen.....	10th Sept., 1873.....	Halifax.....	do	31 Vic., chap. 8, sec. 109.....	288 74
	J. K. Boswell.....	18th do	Quebec.....	do	do do	50 00
	D. G. Keith.....	30th Oct.,	Halifax.....	do	do do	597 45
	Thos. Davis & Bros.....	11th Nov.,	Toronto.....	do	31 Vic., chap. 5, sec. 49.....	33 62
	Ulric Dupuis.....	11th do	Montreal.....	do	do do	288 86
	Molson Bros.....	15th do	do	do	General O. C. 10th March, '68.	601 21
	do	9th Dec.,	do	do	do do	1,231 60
	J. C. Oland & Co.....	29th Jan., 1874.....	Halifax.....	do	31 Vic., chap. 5, sec. 49.....	495 08
	Stuart & Keart.....	17th Feb.,	Victoria, B. C.....	do	31 Vic., chap. 8, sec. 109.....	9 00
	Molson Bros.....	11th March,	Montreal.....	do	General O. C. 10th March, '68.	1,708 55
	A. Kieth & Son.....	11th do	Halifax.....	do	31 Vic., chap. 8, sec. 109.....	672 00
	Molson Bros.....	30th do	Montreal.....	do	General O. C. 10th March, '68.	2,991 25
	H. J. Eberts.....	2nd April,	Windsor.....	do	do do	47 98
	Roy & Hunt.....	1st May,	Belleville.....	do	31 Vic., chap. 5, sec. 49.....	192 21
	H. J. Eberts.....	1st do	Windsor.....	do	General O. C. 10th March, '68.	59 31
	Molson Bros.....	1st do	Montreal.....	do	do do	798 52
	do	30th do	do	do	do do	1,597 38
	H. J. Eberts.....	30th do	Windsor.....	do	do do	18 70
	John Severn.....	30th do	Toronto.....	do	do do	262 80
	Molson Bros.....	9th June,	Montreal.....	do	do do	928 63
	A. Kieth & Son.....	9th do	Halifax.....	do	31 Vic., chap. 8, sec. 109.....	498 75
Petroleum.....	F. J. Harding.....	31st Oct., 1873.....	St. John, N.B.....	do	31 Vic., chap. 8, sec. 109.....	510 85
	D. D. Mann.....	11th Nov.,	Montreal.....	do	do do	32 0
Seizures.....	J. Shields.....	18th April, 1874.....	Sarnia.....	do	do do	285 88
	Riddell & Evans.....	10th June,	Montreal.....	do	do do	1,209 00
Canal Tolls, &c.					Total Excise Duties refunded.....	22,896 38
Welland.....	O. M. Bond & Co.....	4th July, 1873.....			Duty refunded under 31 Vic., chap. 5, sec. 49.....	38 20
	Farvell & Hines.....	2nd do			do do	39 00
	O. Fitzwilkins.....	15th Nov., 1874.....			do do	20 00
	Alfred Boyd.....	5th June,			do do	31 80
	Merrick, Fowler & Co.....	10th do			do do	840 00
	H. Dobbie.....	25th do			do do	22 75
Burlington Bay	Murton & Reid.....	2nd July, 1873.....			do do	20 43
	Gregory & Young.....	15th Aug.,			do do	36 48
					Carried forward.....	56 91
						1,048 66

No. 16.—REFUNDS, 1873-74.—Continued.

Articles.	To whom paid.	Date.	Division.	On what refunded.	Amount.	Total.
					\$ cts.	\$ cts.
<i>Canal Tolls, &amp;c.</i>				<i>Brought forward</i> .....	.....	1,048 66
Lachine .....	Winn & Holland .....	11th Nov., 1873 .....	.....	Duty refunded under 31 Vic., chap. 5, sec. 49 .....	97 50	
	Montreal & O. F. Co. ....	28th do .....	.....	do do .....	46 36	
	Miller & Jones .....	9th Dec., .....	.....	do do .....	12 93	
Ottawa .....	J. W. McRae .....	15th Nov., .....	.....	do do .....	156 79	
<i>Harbor Dues.</i>				Total Canal Tolls, &c., refunded .....	105 48	
Port Dover .....	O. Ansley .....	2nd & 13th May, '74 .....	.....	Harbor dues collected subsequent to sale of Harbor to Lake Huron Railway Company .....	.....	135 24
				Total Refunds .....	.....	24,342 55

A. BRUNEL,  
Commissioner.

INLAND REVENUE DEPARTMENT,  
OTTAWA, 31st July, 1874.

No. 17.—DEPARTMENTAL EXPENDITURE, 1872-1873.

(For Details see Appendix B.)

Cr.

Dr.

Disbursed by the Rec-General	Deduction for Superannuation.	Balances due to sundry persons, 30th June, 1874.	Total.	—	Balances due to sundry persons, 1st July, 1873.	Salaries.	"Bonus" per Order in Council.	Contingencies.	Total.
\$ cts.	\$ cts.	\$ cts.	\$ cts.		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
7,000 00			7,000 00	Minister of Inland Revenue.		7,000 00			7,000 00
21,563 85	377 07		21,880 92	Departmental Officers.		19,720 40	2,160 52		21,880 92
2,950 44			2,950 44	Advertising and subscriptions to Newspapers.				2,950 44	2,950 44
2,526 41			2,526 41	Sundry persons for additional assistance.				2,526 41	2,526 41
1,432 98			1,432 98	Montreal and Dominion Telegraph Companies.	193 21			1,239 77	1,432 98
900 63			900 63	Stationery Office, and others.	127 09			773 54	900 63
230 22			230 22	I. B. Taylor and others.				230 22	230 22
410 66			410 66	Sundry persons.				410 66	410 66
36,955 19	377 07		37,332 26	Totals.	320 30	26,720 40	2,160 52	8,131 04	37,332 26

A. BRUNEL,  
Commissioner.

INLAND REVENUE DEPARTMENT,  
OTTAWA, 31st July, 1874.

No. 18.—STATEMENT showing the Amount voted and the Expenditure authorized for each Service for 1873-74.

Expenditure authorized by this Department.	Over Expended.	Under Expended.	Service.	Vote.
\$ cts.	\$ cts.	\$ cts.		\$ cts.
158,766 08		5,333 92	Excise Salaries .....	164,100 00
38,683 41	*1,183 41		„ Contingencies .....	37,500 00
1,784 82		2,215 18	Preventive Service .....	4,000 00
31,101 08	*2,131 08		Canals, Salaries and Contingencies.....	28,970 00
16,063 84	*238 84		Slides and Booms.....	16,426 00
83,442 40	†5,442 40		Cullers .....	78,000 00
2,936 26		7,063 74	Minor Revenues .....	10,000 00
4,894 38		5,105 62	Weights and Measures .....	10,000 00
800 00		9,200 00	Inspection of do .....	10,000 00
828 19		171 81	Inspection of Staples.....	1,000 00
687 70		2,012 30	Commission to Customs Officers.....	2,700 00
19,720 40		54 60	Departmental Salaries.....	19,775 00
8,131 04		6,868 96	„ Contingencies.....	15,000 00
7,000 00			Minister's Salary.....	7,000 00
2,160 52			Bonus to Departmental Officers.....	2,160 52
377,600 12	8,995 73	38,026 13		406,630 52

\* There is an apparent over-expenditure on several branches of the outside Service, in consequence of their having been charged with Printing and Stationery, whereas the vote for Departmental Contingencies was intended to cover such expenditure, and not having been charged therewith shows a considerable surplus.

† The Cullers' expenditure is in excess of the vote taken under that head, owing to an unexpected increase of business, the Revenue therefrom having also exceeded that of last year some \$16,000.

A. BRUNEL,  
*Commissioner.*

INLAND REVENUE DEPARTMENT,  
OTTAWA, 31st July, 1874.



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APPENDIX A.

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STATISTICS.

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APPENDIX A.—SPIRITS.

No 1.—RETURN of Manufactures

Revenue Divisions.	Quantities of Grain for Distillation.		Molasses &c., for Distillation.		No. of Licenses issued and Amounts collected.		Proof Spirits at 63 and 75 cents per Gallon.	
	Lbs.	Gallons.	Lbs.	No.	Amount	Gallons.	Duty.	
					\$		\$ cts.	
Belleville .....	1,153,576	.....	.....	1	250	71,330 64	47,474 46	
Goderich .....	2,430,163	.....	.....	1	250	138,992 92	91,896 16	
Guelph .....	8,967,460	.....	.....	3	750	540,962 34	360,383 84	
Paris .....	330,680	.....	.....	1	250	19,108 36	13,071 73	
Perth .....	138,050	.....	.....	1	250	8,389 09	5,596 59	
Prescott .....	9,314,723	.....	.....	1	250	572,207 83	381,328 72	
Toronto .....	31,630,500	.....	.....	1	250	1,923,547 74	1,263,732 42	
Windsor .....	33,516,030	.....	.....	4	1,000	2,148,531 84	1,425,134 54	
Quebec .....	.....	3,783	Sug'r 450 42,471	1	125	1,211 42	901 39	
Halifax .....	4,140	.....	87,480	1	125	4,184 90	2,915 45	
Manitoba .....	53,321	.....	.....	1	125	2,890 84	1,956 90	
British Columbia	530	737	31,997	1	250	2,122 19	1,443 01	
Spirits in process of Manufacture at Charlottetown, P. E. I., at the time of Union.	.....	.....	.....	.....	.....	260 61	164 18	
				*1 †1	250 250	.....	.....	
Totals .....	87,539,173	4,520	162,398	19	4,375	5,433,740 72	3,595,999 39	

\* Rectifier's License (Hamilton). † Rectifier's License (St. Catharine's).

INLAND REVENUE DEPARTMENT,  
OTTAWA, 31st July, 1874.

for the Year ended June 30th, 1874.

Duty collected, Ex-Manufactory, at 63 and 75 cents per Gallon.		Duty accruing on Spirits Warehoused, at 63 and 75 cents per Gallon.		Total Duty Collected on Spirits Ex-Manufactory, and on Licenses.
Gallons.	Duty.	Gallons.	Duty.	
	\$ cts.		\$ cts.	\$ cts.
2,966 57	1,878 64	68,364 07	45,595 82	2,128 64
48,163 07	30,969 07	90,829 85	60,927 09	\$1,219 07
367,117 82	243,828 56	173,844 52	116,555 28	244,578 56
9,320 10	6,019 14	9,788 26	7,052 59	6,269 14
1,668 16	1,096 49	6,720 93	4,500 10	1,346 49
115,571 53	74,346 55	456,636 30	306,982 17	74,596 55
86,074 44	54,546 71	1,837,473 30	1,209,185 71	54,796 71
752,268 67	487,667 45	1,396,263 17	937,467 09	488,667 45
1,211 42	901 39	.....	.....	1,026 39
224 52	149 07	3,960 38	2,766 38	274 67
2,450 59	1,660 02	440 25	296 88	1,785 02
2,122 19	1,443 01	.....	.....	1,693 01
260 61	164 18	.....	.....	164 18
.....	.....	.....	.....	‡ 500 00
1,389,419 69	904,670 28	4,044,321 03	2,691,329 11	909,045 28

‡ Rectifiers' Licenses.

APPENDIX A. *Continued.*—SPIRITS.

No. 2.—COMPARATIVE STATEMENT of Spirits Manu-

Provinces.	Grain, &c., for Distillation.								Total Quantity of Grain, &c., for Distillation.
	Malt.	Indian Corn.	Rye.	Wheat, &c.	Oats, &c.	Mill Offal.	Molasses and Sugar.	Mo-lasses.	
1873.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Galls.	Lbs.
Ontario....	4,021,576	67,588,199	11,238,170	3,792,845	2,489,811	2,321,957	Nil.	Nil.	91,452,558
Quebec....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New Brunsw- wick.....	.....	.....	.....	.....	.....	.....	*5,502	.....	*5,502
Nova Scotia	.....	.....	.....	.....	.....	.....	.....	.....	.....
Totals... .	4,021,576	67,588,199	11,238,170	3,792,845	2,489,811	2,321,957	*5,502	.....	91,452,558 *5,502
1874.									
Ontario....	3,629,967	66,781,366	11,334,664	1,297,066	1,770,739	2,667,380	.....	.....	87,481,182
Quebec....	.....	.....	.....	.....	.....	.....	{ *450 42,471	3,783	42,921 Galls: 3,783
New Brunsw- wick... .	.....	.....	.....	.....	.....	.....	.....	.....	.....
Nova Scotia	.....	4,140	.....	.....	.....	.....	87,480	.....	91,620
P. E. Island	.....	.....	.....	.....	.....	.....	.....	.....	.....
Manitoba..	2,040	11,822	.....	35,035	.....	4,424	.....	.....	53,321
British Co- lumbia... .	86	.....	444	.....	.....	.....	31,997	737	32,527 Galls: 737
Totals....	3,632,093	66,797,328	11,335,108	1,332,101	1,770,739	2,671,804	162,398	4,520	87,706,091

\*Lbs. Sugar Scrapings.

INLAND REVENUE DEPARTMENT,  
OTTAWA, 31st July, 1874.

factured, for the year ended June 30th, 1874.

Number of Licenses issued and Amounts collected.		Spirits at Proof at 63c. and 75c. per Gallon.		Duties collected Ex-Manufactory at 63c. and 75c. per Gallon.		Duties accruing on Spirits warehoused at 63c. and 75c. per Gallon.		Total duties collected on Spirits and on Licences.
		Gallons.	Duty. \$ cts.	Gallons.	Duty. \$ cts.	Gallons.	Duty. \$ cts.	
18	4,250	5,547,068 98	3,494,652 81	1,592,033 86	1,002,980 65	3,955,035 12	2,491,672 16	1,007,230 65
1	2,50	448 25	282 39			448 25	282 39	250 00
18	4,500	5,547,517 23	3,494,935 20	1,592,033 86	1,002,980 65	3,955,483 37	2,491,954 55	1,007,480 65
15	3,750	5,423,070 76	3,588,618 46	1,383,150 36	900,352 61	4,039,920 40	2,688,265 85	904,102 61
1	125	1,211 42	901 39	1,211 42	901 39			1,026 39
1	125	4,184 90	2,915 45	224 52	149 07	3960 38	2,766 38	274 07
		260 61	164 18	260 61	164 18			164 18
1	125	2,890 84	1,956 90	2,450 59	,660 02	440 25	296 88	1,785 02
1	250	2,122 19	1,443 01	2,122 19	1,443 01			1,693 01
19	4,375	5,433,740 72	3,595,999 39	1,389,419 69	904,670 28	4,044,321 03	2,691,329 11	909,045 28

APPENDIX A.—Continued.—SPIRITS.

DR.

No. 3.—SPIRIT WAREHOUSE RETURN for

Remaining in Warehouse from last year.	Placed in Warehouse.	Re-Warehoused.	Placed in Warehouse from other Divisions.	Totals.	Revenue Divisions.
Spirits at 63 cents per Gallon.	Spirits at 63 and 75 cents per Gallon.	Spirits at 63 and 75 cents per Gallon.	Spirits at 63 and 75 cents per Gallon.		
Gallons.	Gallons.	Gallons.	Gallons.	Gallons.	
1,922·93			3,688·87	5,611·80	Algonia
43,135·90	68,364·07		15,266·24	126,766·21	Belleville
5,321·80			19,641·11	24,962·91	Cobourg
10,172·94			17,152·74	27,325·68	Collingwood
1,394·50			7,321·50	8,716·00	Cornwall
3,001·26	90,829·85		12,011·75	105,842·86	Goderich
34,611·29	173,844·52		40,367·86	248,823·67	Guelph
17,511·58			316,668·39	334,179·97	Hamilton
32,655·38			126,591·56	159,246·94	Kingston
8,769·74			45,272·65	54,042·39	London
25,473·96			208,819·60	234,293·56	Ottawa
35,258·88	9,788·26		61,364·07	106,411·21	Paris
1,641·88	6,720·93		2,673·75	11,036·56	Perth
3,810·23			23,632·44	27,442·67	Peterborough
84,852·02	456,636·30		4,830·85	546,319·17	Prescott
4,089·43			18,987·96	23,077·39	Sarnia
9,406·00			57,851·81	67,257·81	St. Catharine's
601,996·68	1,837,473·30		232,527·84	2,671,097·82	Toronto
386,876·47	1,396,263·17	166·65	3,107·13	1,786,413·42	Windsor
157,736·61		77·25	1,147,413·19	1,305,227·65	Montreal
55,610·57			354,953·27	410,563·84	Quebec
80·85			829·95	910·80	Sherbrooke
2,067·75			14,461·50	16,529·25	St. Hyacinthe
588·00			21,153·75	21,741·75	St. John's
7,139·80			45,585·00	52,724·80	Three Rivers
902·82			4,267·56	5,170·38	Miramichi
62,898·48			159,954·68	222,853·16	St. John, N.B.
68·00			678·11	746·11	Cape Breton
23,184·90	3,960·38		64,473·00	91,618·28	Halifax
521·25			2,612·94	3,134·19	Pictou
			38·25	38·25	Yarmouth
		4,457·58	5,642·89	10,100·47	Charlottetown
	440·25	2,779·13	3,155·57	6,374·95	Manitoba
		1,050·73	1,002·50	2,053·23	British Columbia
1,621,801·90	4,044,321·03	8,531·34	3,044,000·28	8,718,654·55	

INLAND R  
 NUE DEPARTMENT,  
 OTTAWA, 31st July, 1874.

the Year ended 30th June, 1874.

Ex-Warehouse for Duty.		Ex-Warehouse to be Re-Warehoused elsewhere.	Ex-Warehoused for Exportation.	Spirits used in Bonded Factories, &c.	Remaining in Warehouse.	Totals.
Spirits at 63 and 75 cents per Gallon.	Duty.	Spirits at 63 and 75 cents per Gallon.	Spirits at 63 and 75 cents per Gallon.	Spirits at 63 and 75 cents per Gallon.	Spirits at 75 cents per Gallon.	
Gallons.	\$ cts.	Gallons.	Gallons.	Gallons.	Gallons.	Gallons.
3,813·41	2,499 65				1,798·39	5,611·80
88,637·71	55,950 54	13,802·88			24,325·62	126,766·21
22,661·18	14,294 52				2,301·73	24,962·91
19,874·04	12,352 61	2,445·37			5,006·27	27,325·68
7,087·75	4,496 75	1,078·50			549·75	8,716·00
18,901·43	12,051 40	80,582·00			6,359·43	105,842·86
79,063·38	49,869 21	149,569·49			20,190·80	248,823·67
109,226·75	70,112 37	1,305·00	76·12	202,514·63	21,057·47	334,179·97
135,811·71	85,754 31	9,425·75		2,873·75	11,135·73	159,246·94
52,232·65	33,055 37				1,809·74	54,042·39
196,440 54	125,246 55				37,853·02	234,293·56
86,679·14	55,086 55	2,278·00			17,454·07	106,411·21
8,860 35	5,586 91				2,176·21	11,036·56
24,959·80	15,747 76				2,482·87	27,442·67
54,195·13	34,189 46	404,074·29	764·00		87,285·75	546,319·17
18,870·69	12,077 73		152·88	1,199·74	2,854·08	23,077·39
63,020·52	40,940 68		37·13		4,200·16	67,257·81
855,225·07	540,670 92	1,197,755·79	173,506·90	54,926·25	389,683·81	2,671,097·82
423,762·49	267,203 73	1,074,377·08	25,917·37	7,808·04	254,548·44	1,786,413·42
1,145,093·41	724,436 52	99,763·47	617 62	*1,125·00	58,627·55	1,305,227·05
367,270·42	234,526 34				43,293·42	410,563·84
910 80	573 80					910 80
15,793·50	10,148 72	147·00			588·75	16,529·25
21,741·75	13,697 23					21,741·75
47,579·85	30,371 83				5,144·95	52,724·80
3,549·37	2,255 54				1,621·01	5,170·38
140,104·16	90,161 18	1,723·03	2,544·34	11,767·39	66,714·24	222,853·16
415·26	269 53				330·85	746·11
68,573·13	43,818 75	5,672·63	2,437·70		14,934·82	91,618·28
1,876·79	1,301 76				1,257·40	3,134·19
					38·25	38·25
6,255·86	4,081 52		153·75		3,690·86	10,100·47
1,813·58	1,234 70				4,561·37	6,374·95
87·29	54 99				1,965·94	2,053·23
4,090,388·91	2,594,319 43	3,044,000·28	206,207·81	281,089·80 *1,125·00 destroyed by Fire.	1,095,842·75	8,718,654·55

A. BRUNEL,  
Commissioner.

## APPENDIX A.—Continued.—SPIRITS.

## No. 4.—COMPARATIVE Statement of Spirit Warehouse

Spirits remaining in Warehouse from last year, at 63 cents per gallon.	Spirits placed in Warehouse, at 63 and 75 cents per gallon.	Spirits Re-Warehoused, at 63 and 75 cents per gallon.	Spirits placed in Warehouse from other Divisions, at 63 and 75 cents per gallon.	Totals.	Years.
Gallons.	Gallons.	Gallons.	Gallons.	Gallons.	
1,140,842·59	3,955,483·37	.....	2,948,068·37	8,044,394·33	1873
1,621,801·90	4,044,321·03	8,531·34	3,044,000·28	8,718,654·55	1874

1873. Total Excise duty collected on Spirits Ex-Manufactory  
and Ex-Warehouse ..... \$2,820,640 68  
Total amount collected on Licenses..... 4,500 00  
\$2,825,140 68

INLAND REVENUE DEPARTMENT,  
OTTAWA, 31st July, 1874.



Returns for the Years ended June 30th, 1873 and 1874.

Duties Collected on Spirits, Ex-Warehouse, at 63 and 75 cents per gallon.		Spirits Ex-Warehoused, to be Re-Warehoused elsewhere, at 63 & 75 cents per gallon.	Spirits Ex-Warehoused for Exportation at 63 and 75 cents per gallon.	Spirits used in Bonded Manufactories.	Spirits remaining in Warehouse, at 75 cents per gallon.	Totals.
Gallons.	\$ cts.	Gallons.	Gallons.	Gallons.	Gallons.	Gallons.
2,884,369.96 { 3,007 @ 17 % 511 18 }	1,817,148 85 } }	2,948,068.37	327,531.65	262,539.95 } 82.50 }	1,621,801.90 } .... Free Spirits for Inland Revenue purposes.	8,044,394.33
4,090,388.91	2,594,319.43	3,044,000.28	206,207.81	{ 281,089.80 1.125 }	1,095,842.75 } destroyed by fire.	8,718,654.55

1874. Total Excise duty collected on Spirits Ex-Manufactory and Ex-Warehouse ..... \$3,498,989 71  
 Total amount collected on Licenses ..... 4,375 00  
 \$3,503,364 71

## APPENDIX A.—Continued.—MALT.

No. 5.—RETURN of Malt manufactured, for the year ended 30th June, 1874.

Inland Revenue Division.	No. of Maltsters.	License Fees.	Barley used.	Other Grain.		Malt.		Paid Duty Ex-Manu- 'factory.	Warehoused	Total Duty accruing on Malt Manu- factured.
				Bushels.	Bushels.	Bushels.	Lbs.			
Belleville.....	2	400	4,896	Bushels.	Bushels.	Lbs.	Lbs.	Lbs.	Lbs.	\$ cts.
Cobourg.....	4	750	11,389	{ 365 corn. 60 oats. }	5,112	184,351	145,113	39,438	39,438	1,845 51
Collingwood.....	2	300	2,122	.....	12,743	456,325	183,519	272,806	272,806	4,563 25
Goderich.....	8	1,350	13,635	.....	2,207	75,900	65,792	10,108	10,108	759 00
Guelph.....	15	2,650	94,331	{ 4,123 wheat. 100 oats. }	14,623	526,462	258,356	268,106	268,106	5,264 62
Hamilton.....	6	1,100	64,286	.....	112,232	3,929,446	590,958	3,338,488	3,338,488	39,294 46
Kingston.....	4	700	18,569	300 wheat.	71,356	2,458,688	483,213	1,975,475	1,975,475	24,586 88
London.....	5	1,000	73,022	.....	21,223	711,968	260,688	451,280	451,280	7,119 08
Ottawa.....	2	350	10,564	.....	78,061	2,724,143	525,513	2,198,630	2,198,630	27,241 43
Paris.....	4	750	9,949	{ 641 oats. 412 wheat. }	11,323	390,083	259,792	130,291	130,291	3,900 83
Perth.....	3	450	4,737	.....	11,473	411,540	73,046	338,494	338,494	4,115 40
Peterborough.....	2	350	10,246	.....	5,162	190,558	45,641	144,917	144,917	1,905 68
Prescott.....	4	700	47,743	.....	10,564	381,727	35,795	345,932	345,932	3,817 27
Sarnia.....	1	200	4,130	.....	50,990	1,810,918	948,197	862,721	862,721	18,109 27
St. Catharine's.....	5	850	23,720	.....	4,295	150,190	54,422	95,768	95,768	1,501 90
Toronto.....	17	3,075	148,634	.....	27,573	915,477	243,189	670,288	670,288	9,154 77
Windsor.....	3	600	34,422	{ 4,846 wheat. 3,209 rye. }	165,796	5,551,769	3,267,972	2,283,797	2,283,797	55,517 69
Ontario, Total.....	87	15,575	576,375	{ 9,611 wheat. 3,279 rye. 742 corn. 801 oats. }	634,463	22,647,945	8,224,339	14,423,606	14,423,606	226,479 45

No. 5.—RETURN of Malt manufactured, for the year ended 30th June, 1874.—Continued.

Inland Revenue Division.	No. of Maltsters.	License Fees.	Barley used.	Other Grain.	Malt.		Paid Duty Ex-Manu-factory.	Warehoused	Total Duty accruing on Malt Manu-factured.
					Bushels.	Lbs.			
Beauharnois.....	1	150	366	.....	365	13,600	13,600	.....	136 00
Montreal.....	11	1,550	156,744½	.....	167,304	5,889,740	1,391,981	4,497,759	58,897 40
Quebec.....	1	200	9,809	.....	10,674	378,585	.....	378,585	3,785 85
Sherbrooke.....	1	150	6,045	.....	6,523	230,529	.....	230,529	2,305 29
St. Hyacinthe.....	3	300	2,214	.....	2,557	84,861	84,861	.....	848 61
Terrebonne.....	1	150	835	.....	835	33,717	14,074	19,643	337 17
Quebec, Total.....	18	2,500	176,013½	.....	188,358	6,631,032	1,504,516	5,126,516	66,316 32
St. John, N.B.....	3	400	9,239	.....	9,561	323,011	104,812	218,199	3,230 11
Halifax, N.S.....	5	900	25,028	.....	27,425	894,175	883,369	10,806	8,941 75
Charlottetown, P.E.I.....	3	600	9,741	.....	10,382	356,200	332,097	24,103	3,562 00
Manitoba.....	4	300	1,196	.....	1,234½	44,684	43,755	929	446 84
British Columbia.....	5	800	16,091	.....	18,504	606,978	355,697	251,261	6,069 58
Total.....	125	21,075	813,683½	{ 9,611 wheat. 3,279 rye. 742 corn. 801 oats. }	909,927½	31,504,005	11,448,585	20,055,420	315,040 05

INLAND REVENUE DEPARTMENT,  
OTTAWA, 31st July, 1873.

APPENDIX A.—Continued.—MALT.

No. 6.—COMPARATIVE STATEMENT of Malt manufactured for the years ended June 30th, 1873 and 1874.

Provinces.	No. of Licences.	License Fees.	Barley used.	Other Grain.	Total Grain used.	Malt.		Malt, Paid Duty Ex-Manu-factory.	Ware-housed.	Duty on Malt manu-factured.
						Bushels.	Lbs.			
1873.										
Ontario.....	88	15,275	905,620	1,408, corn	907,028	1,000,858	33,808,340	.....	.....	338,083 40
Quebec.....	17	2,500	273,445	.....	273,445	288,557	9,010,156	.....	.....	90,101 56
New Brunswick.....	3	400	12,800	.....	12,800	13,242	444,689	.....	.....	4,446 99
Nova Scotia.....	3	600	20,262	.....	20,262	21,870	747,300	.....	.....	7,473 00
Total.....	111	18,775	1,212,127	1,408, corn.	1,213,535	1,324,528	44,010,495	.....	.....	440,104 95
1874.										
Ontario.....	87	15,575	576,375	14,433 corn, etc.	590,808	654,463	22,647,945	8,224,339	14,423,606	226,479 45
Quebec.....	18	2,500	176,014	.....	176,014	188,358	6,631,032	1,504,516	5,126,516	66,310 32
New Brunswick.....	3	.....	9,239	.....	9,239	9,561	293,011	104,312	218,199	3,230 11
Nova Scotia.....	5	.....	25,028	.....	25,028	27,425	894,175	883,369	10,806	8,941 75
Charlottetown, P. E. I.....	3	.....	9,741	.....	9,741	10,382	356,200	332,097	24,103	3,562 00
Manitoba.....	4	.....	1,196	.....	1,196	1,234	41,684	43,755	929	446 84
Victoria, B. C.....	5	.....	16,091	.....	16,091	18,504	606,958	355,697	251,261	6,069 58
Total.....	125	21,075	813,684	14,433 corn, etc.	828,117	909,927	31,504,005	11,448,585	20,055 420	315,040 05

INLAND REVENUE DEPARTMENT,  
OTTAWA, 31st July, 1874.

No. 7.—MALT WAREHOUSE RETURN for the year ended 30th June, 1874.

APPENDIX A.—Continued—MALT.

Remaining in Warehouse from last year.	Placed in Warehouse.	Placed in Warehouse from other Divisions.	Totals.	Revenue Divisions.	Ex Warehouse for Duty 1 cent. per lb.		Ex Warehouse to be Re-Warehoused elsewhere.	Ex Warehouse for Exportation.	Malt free of duty for Distilling, and destroyed by fire, &c.	Remaining in Warehouse.	Total.
					\$	cfs.					
50,188	39,438	.....	89,626	.....	75,466	764 66	.....	.....	.....	14,160	89,626
145,375	272,806	.....	418,181	.....	344,238	3,442 38	.....	.....	.....	73,943	418,181
27,674	10,108	.....	37,782	.....	21,066	210 66	16,716	.....	.....	.....	37,782
100,602	288,106	58,836	427,544	.....	400,043	4,000 43	.....	.....	.....	27,501	427,544
2,030,829	{ 3,388,488 * 85,763	.....	5,455,070	.....	2,476,461	24,764 61	84,240	2,273,561	.....	620,808	5,455,070
842,987	{ 1,975,475 * 20,960	.....	2,839,413	.....	1,349,112	13,491 12	386,378	422,762	756	680,405	2,839,413
130,255	451,280	.....	581,535	.....	479,227	4,792 27	.....	.....	.....	102,258	581,535
925,902	2,198,630	262,976	3,387,508	.....	2,811,903	28,119 03	73,771	.....	187,860	313,974	3,387,508
33,506	130,291	.....	163,797	.....	163,797	1,637 97	.....	.....	.....	.....	163,797
331,724	338,494	.....	670,218	.....	530,698	5,306 98	.....	42,120	.....	97,400	670,218
197,479	144,917	.....	342,396	.....	45,815	458 15	.....	.....	221,748	74,833	342,396
128,277	{ 345,932 * 27	.....	474,236	.....	385,461	3,854 61	.....	.....	1,928	86,847	474,236
263,802	862,721	.....	1,156,523	.....	823,214	8,232 14	77,252	.....	.....	256,057	1,156,523
108,947	95,768	.....	204,715	.....	165,217	1,652 17	.....	39,498	.....	.....	204,715
901,845	670,288	.....	1,572,133	.....	878,613	8,786 13	.....	590,550	.....	102,970	1,572,133

\* Increase.

APPENDIX A.—Continued.—MALT.

No. 7.—MALT WAREHOUSE RETURN for the year ended 30th June, 1874.

Remaining in Warehouse from last year.	Placed in Warehouse.	Placed in Warehouse from other Divisions.	Totals.	Revenue Divisions.	Ex Warehoused for Duty 1 cent per lb.	Ex Warehoused to be Re-Warehouse elsewhere.	Ex Warehouse for Exportation.	Malt free of duty for Distilling, and destroyed by fire &c.	Remaining in Warehouse.	Total.
4,073,147	{ 2,283,797 * 159,816	386,378	6,903,138	.....Toronto.....	3,156,106	124,235	2,429,433	.....	1,193,364	6,903,138
150,908	997,067	.....	1,147,975	.....Windsor.....	510,541	262,976	220,931	.....	153,527	1,147,975
17,657	.....	.....	17,657	.....Beauharnois.....	17,657	.....	.....	.....	.....	17,657
1,612,429	4,497,759	117,423	6,227,611	.....Montreal.....	5,467,230	54,672 30	262,200	.....	432,402	6,227,611
301,729	373,585	65,779	746,093	.....Quebec.....	746,093	7,460 93	.....	.....	.....	746,093
33,153	230,529	45,788	309,470	.....Sherbrooke.....	237,984	2,579 84	.....	.....	51,486	309,470
.....	.....	.....	.....	.....St. Hyacinthe.....	.....	.....	.....	.....	.....	.....
69,396	{ 19,643 * 4,253	.....	93,292	.....Terrebonne.....	28,393	283 93	64,899	.....	.....	93,292
312,084	218,199	.....	530,283	.....St. John, N.B.....	339,672	3,396 72	.....	.....	190,611	530,283
42,155	10,806	219,066	272,027	.....Halifax, N.S.....	267,047	2,670 47	.....	.....	4,980	272,027
.....	{ 58,485 * 7,105	.....	66,519	.....Manitoba.....	66,519	665 19	.....	.....	.....	66,519
.....	{ 251,261 * 21,070	.....	272,331	.....Victoria, B.C.....	112,808	1,128 08	.....	.....	159,523	272,331
.....	24,103	.....	24,103	.....Charlottetown, P.E.I.....	.....	.....	10,797	.....	1,306	24,103
12,862,041	{ * 298,984 58,485	1,156,246	134,431,176	Malt imported in Bond from U.S. to Manitoba.		21,920,431	6,291,852	412,292	4,650,355	34,431,176
.....	20,412,869	.....	.....	.....		.....	.....	.....	.....	.....

\* Increase.

ISLAND REVENUE DEPARTMENT, OTTAWA, July 31st, 1874.

After the last line of figures on page 47 place :—

Entered for duty Ex Manufactory .....	\$114,486 85
Total duty on Malt .....	<u>\$354,766 16</u>

2— G\* (To face page 47.)

APPENDIX A.—Continued—MALT.

No. 8.—COMPARATIVE STATEMENT of Malt Warehouse Returns, for the year ended June 30th, 1873 and 1874.

Years.	Remaining in Warehouse from last year.	Placed in Warehouse.	Ex-Warehouse for Excise Duty.		Ex-Warehouse for Exportation.	Malt free of Duty for Distilling, and destroyed by fire, &c.	Remaining in Warehouse.
			lbs.	\$ cts.			
1873.	13,381,439	44,133,995	38,955,694	339,556 94	10,193,631	504,068	12,862,041
1874.	12,862,041	20,354,404	21,920,431	219,204 31	6,291,852	412,292	4,650,355
58,485 Malt imported to Manitoba.							

1873. Total duty collected on Malt..... \$339,556 94  
 On Licenses..... 18,775 00  
\$358,331,94

1874. Total duty collected on Malt..... \$219,204 31  
 On Licenses..... 21,075 00  
240,279 31

INLAND REVENUE DEPARTMENT,  
 OTTAWA, 31st July, 1874.



APPENDIX A.—Continued.—MALT LIQUOR.

No. 9.—RETURN of Malt Liquor Manufactured for the year ended June 30th, 1874.

Revenue Division.	No. of Licenses issued.	License Fees.	Total Quantity of Malt used for Brewing.	Sugar, Syrup, and other matter.	Malt Liquor.	Duty collected on Malt Liquor at 34 cents per Gallon.
		\$	Lbs.	Lbs.	Gallons.	\$ cts.
Belleville.....	3	150	251,671	600 corn.	73,748	34 22
Cobourg.....	5	250	590,583	8,400 „	223,091	173 94
Collingwood.....	2	100	89,306		28,250	
Goderich.....	11	550	677,128		231,932	
Guelph.....	16	800	1,988,454		772,674	
Hamilton.....	10	475	1,999,779		742,507	
Kingston.....	5	225	669,105		240,805	
London.....	11	550	2,602,933		880,677	
Ottawa.....	6	300	485,690		177,895	
Paris.....	6	300	681,838		243,756	
Perth.....	2	100	81,786		24,883	
Peterborough.....	3	125	418,813		159,955	
Prescott.....	3	150	1,164,349		449,530	
Sarnia.....	1	50	197,600		71,737	
St. Catharine's.....	9	425	922,884		358,587	
Toronto.....	18	875	4,503,784	{ 3,600 corn. 350 c. meal 3,967 sugar.	1,919,225	556 00
Windsor.....	7	325	345,363	2,243 sugar.	131,359	227,63
	118	5,750	17,671,066	{ 12,600 corn. 6,210 sugar. 350 c. meal	6,780,441	991 79
Beauharnois.....	1	50	31,257		13,035	
Montreal.....	11	550	6,892,332	188,201 Glucose.	2,589,351	16,428 29
Quebec.....	2	100	889,172		381,860	
Sherbrooke.....	2	100	279,044		122,685	
St. Hyacinthe.....	3	150	80,261		25,100	
St. John's.....	3	150	63,492		20,025	
Terrebonne.....	1	50	42,423		13,650	
	23	1,150	8,277,981	188,201 Glucose.	3,165,716	16,428 29
St. John, N. B.....	4	200	444,484		147,566	
Halifax, N. S.....	5	250	1,405,494		419,816	
Charlottetown, P. E. I. ....	3	150	347,405		111,817	
Manitoba.....	6	275	105,583		36,787	
British Columbia.....	7	375	432,990		109,376	
Total.....	166	8,150	28,685,003	{ 12,600 corn. 6,210 sugar. 188,201 Glucose. 350 c. meal.	10,771,519	17,420 08

INLAND REVENUE DEPARTMENT,  
OTTAWA, 31st July, 1874.

A. BRUNEL.  
Commissioner.

## APPENDIX A.—Continued.—MALT LIQUOR.

No. 10.—COMPARATIVE STATEMENT of Malt Liquor manufactured for the years ended 30th June, 1873 and 1874.

Provinces.	No. of Licenses issued.	License Fees.	Total Quantity of Malt used for Brewing.	Sugar, Syrup, and other matter.	Total Quantity of Malt Liquor Manufactured.	Duty Collected on Malt Liquor at 3½ cts per Gallon.
			Lbs.		Gallons.	\$ cts.
1873.						
Ontario.....	118	5,725	18,892,632	343 bushels corn	6,969,407	111 51
Quebec.....	24	1,175	9,491,760	282,375 lbs. Glucose	3,491,564	19,136 04
New Brunswick.....	4	200	616,951	.....	203,590	.....
Nova Scotia.....	5	250	1,308,446	.....	395,960	.....
Total.....	151	7,350	30,309,789	343 bushels corn. 282,375 lbs Glucose.	11,060,521	19,247 55
1874.						
Ontario.....	118	5,750	17,671,066	12,600 lbs. corn. 6,210 lbs. sugar. 350 c. meal.	6,780,441	991 79
Quebec.....	23	1,150	8,277,981	188,201 lbs. Glucose	3,165,716	16,428 29
New Brunswick.....	4	200	444,484	.....	147,566	.....
Nova Scotia.....	5	250	1,405,494	.....	419,816	.....
Charlottetown, P.E.I.	3	150	347,405	.....	111,817	.....
Manitoba.....	6	275	105,583	.....	36,787	.....
Victoria, B.C.....	7	325	432,990	.....	109,376	.....
Total.....	166	8,100	28,685,003	12,600 lbs. corn. 6,210 lbs. sugar. 350 c. meal. 188,201 lbs. Glucose.	10,771,519	17,420 08

A. BRUNEL,  
Commissioner.INLAND REVENUE DEPARTMENT,  
OTTAWA, 31st July, 1874

## APPENDIX A.—Continued.—TOBACCO.

## No. 11.—RETURN OF MANUFACTURES FOR

Inland Revenue Divisions.	Quantity of Material used.				Licenses.		Tobacco.		
	Produce of Canada.	Foreign Produce.	Other Commodities.	Total weight of all Materials used.	No.	Amount.	At 15 and 20 cents per lb.	At 7 and 10 cents per lb.	Duty.
Ontario.	Lbs.	Lbs.	Lbs.	Lbs.		\$	Lbs.	Lbs.	\$ cts.
Belleville.....		5,073		5,073	2	100			
Coburg.....		1,831		1,831	1	25			
Goderich.....		2,882		2,882	2	75	90		13 50
Guelph.....	10,022	181,024	9,228	290,374	6	300	114,032		18,661 75
Hamilton.....		824,955	53,645	878,600	8	400	634,893		101,989 63
Kingston.....	177	13,592	125	13,594	2	100	4,417	177	720 20
London.....		32,940		32,940	5	250	253		38 03
Paris.....	1,258	221,039	11,075	223,382	10	450	182,903		30,066 80
Prescott.....		4,697		4,697	1	50	50		7 50
Sarnia.....		958		958	1	25			
St. Catharine's.....		9,803		9,803	3	150	2,880		486 40
Toronto.....	2,000	460,560	61,983	524,543	13	650	432,302		69,714 41
Windsor.....	27,227	81,165	6,838	115,170	2	100	108,052	440	17,300 35
	40,694	1840,260	142,894	2,023,848	56	2,675	1,479,873	617	238,999 17
Quebec.									
Montreal.....	20,257	6336,333	1,178,039	7,534,579	18	850	5,750,391	15,428	928,106 87
Quebec.....	5,723	340,453		346,176	4	200	257,692		41,455 75
	25,930	6676,786	1,178,039	7,880,755	22	1,050	6,008,083	15,428	969,562 62
New Brunswick.									
Miramichi.....		15,745	1,082	16,827	1	50	12,335		1,910 30
St. John.....		116,325	25,976	142,301	3	150	103,790		16,423 05
		132,070	27,058	159,128	4	290	116,125		18,333 35
Nova Scotia.									
Halifax.....		591,968	156,908	748,876	3	125	615,987		102,226 76
Pictou.....		120,028	7,280	127,308	2	100	106,718		16,535 65
		711,996	164,188	876,184	5	225	722,705		118,762 41
P. E. Island.									
Charlottetown.....		89,217	6,187	95,404	6	300	116,251		18,830 10
British Columbia.									
Victoria.....		2,983		2,983	2	100			
Total.....	66,624	9453,313	1,518,366	11,038,303	95	4,550	8,443,039	16,045	1,364,487 65

INLAND REVENUE DEPARTMENT,  
OTTAWA, July 31st, 1874.

the year ended 30th June, 1874.

Cigars.		Snuff.		Weight entered for Consumption Ex- Manufactory and duty collected thereon.		Weight entered for Warehouse and Duty accruing thereon.		Total weight Manufactured and Duty accruing.	
At 30 and 40 cents per lb.	Duty.	At 15 and 20 cents per lb.	Duty.	Weight.	Duty.	Weight.	Duty.	Weight.	Duty.
Lbs.	\$ cts.	Lbs.	\$ cts.	Lbs.	\$ cts.	Lbs.	\$ cts.	Lbs.	\$ cts.
2,521	808 90	.....	.....	2,521	908 90	.....	.....	2,521	908 90
1,019	381 00	.....	.....	1,019	406 00	.....	.....	1,019	406 00
1,488	510 40	.....	.....	1,578	598 90	.....	.....	1,578	598 90
14,372	4,706 10	.....	.....	25,406	6,857 85	102,998	16,810 00	128,404	23,667 85
14,936½	4,836 60	.....	.....	18,719½	5,645 62	631,110½	101,580 61	649,830	107,226 23
3,722	1,230 10	.....	.....	8,316	2,050 30	.....	.....	8,316	2,050 30
12,857½	4,311 69	.....	.....	6,717½	2,404 45	6,393½	2,195 27	13,111	4,599 72
16,486½	5,439 74	.....	.....	16,501½	5,892 74	182,888	30,663 80	199,389½	35,956 54
2,441	776 90	.....	.....	2,491	834 40	.....	.....	2,491	834 40
314	123 60	.....	.....	314	148 60	.....	.....	314	148 60
5,586½	1,819 73	.....	.....	8,466½	2,456 13	.....	.....	8,466½	2,456 13
55,015	18,187 90	.....	.....	73,016½	21,637 62	414 301	66,914 69	487,317½	88,552 31
445½	144 45	.....	.....	57,047½	9,152 65	51,890	8,392 75	108,937½	17,545 40
131,205	43,277 11	.....	.....	222,114½	58,994 16	1,389,586½	225,957 12	1611,695½	284,951 28
96,431	31,026 50	55,739	8,600 85	1,086,612	179,773 34	4,831,377½	788,810 88	5,917,989½	968,584 22
1,155½	362 95	58,163	8,931 65	291,442½	46,991 35	25,568	3,959 60	317,010½	50,950 35
97,586½	31,389 45	113,902	17,532 50	1,378,054½	226,764 69	4,856,945½	792,769 88	6,234,999½	1,019,534 57
.....	.....	.....	.....	.....	50 00	12,335	1,910 30	12,335	1,960 30
2,017	670 50	.....	.....	2,017	820 50	103,790½	16,423 05	105,807½	17,243 55
2,017	670 50	.....	.....	2,017	870 50	116,125½	18,233 35	118,142½	19,203 85
.....	.....	.....	.....	73,503	11,730 94	542,434	90,620 82	615,987½	102,351 76
.....	.....	.....	.....	7,894	1,346 50	98,824	15,289 15	106,718	15,635 65
.....	.....	.....	.....	81,397	13,077 44	641,308½	105,909 97	722,705½	118,987 41
.....	.....	.....	.....	31,167	5,910 00	85 084	13,220 10	116,251	19,130 19
1,480½	484 78	.....	.....	1,480½	584 98	.....	.....	1,480½	584 98
232,289	75,822 04	113,902	17,532 50	1,716,230½	306,201 77	7,089,044½	1,156,190 42	8,805,275	1,462,392 19

APPENDIX A.—Continued.—TOBACCO.

No. 12.—COMPARATIVE Statement of Manufactures

Materials used.	1873.				1874.						Produce.
	Ontario.	Quebec.	N. Brunswick.	Nova Scotia.	Ontario.	Quebec.	N Brunswick.	Nova Scotia.	P. E. Island.	B. Columbia.	
	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	
Canadian Tobacco	112231½	89551	.....	.....	40694	25930	.....	.....	.....	.....	Tobacco @ 15 & 20cts.
Foreign do	1501382½	4578899	90851	596205	1840260½	6676786½	132070	711996	89217	2983½	Tobacco @ 7 & 10cts...
Other commodities...	123040	705126	20737	93773½	142894	1178039	27058	164188	6187	.....	.....
	1736654	5373576	111588	690078½	2023848½	7880755½	159128	876184	95404	2983½	Cigars @ 30 & 40cts... Snuff @ 15 & 20cts... Licenses....

INLAND REVENUE DEPARTMENT,  
OTTAWA, 31st July, 1873.

or the Years ended 30th June, 1873 and 1874.

1873.					1874.						
Ontario.	Quebec.	N. Brunswick.	Nova Scotia.	Duty.	Ontario.	Quebec.	N. Brunswick.	Nova Scotia.	P. E. Island.	B. Columbia.	Duty.
Lbs.	Lbs.	Lbs.	Lbs.	\$ cts.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	\$ cts.
1371005½	4087208	89609	577114	918740 48½	1479863½	6008083½	116125½	722705½	116251	....	1363262 30
465	16093	.....	.....	1159 06	617	15428	.....	.....	.....	.....	1225 35
Total Tobacco.....				919899 54½	Total Tobacco.....						1364487 65
97049½	101028½	3299	.....	60413 16	131205	97586½	2017	.....	.....	1480½	75822 04
120	108128	.....	.....	16237 20	.....	113902	.....	.....	.....	.....	17532 50
No. 46	No. 23	No. 6	No. 5	3900 00	No. 56	No. 22	No. 4	No. 5	No. 6	No. 2	4550 00
Total Duty.....				1000449 90½	Total Duty.....						1462392 19

Duty collected Ex-Manufact'y 162947 49  
 Duty accruing on Goods Ware-  
 housed..... 837502 41½  
 Total..... 1000449 90½

Ex-Manufact'y ..... 306201 77  
 Warehoused..... 1156190 42  
 Total..... 1462392 19

APPENDIX A.—Continued.—TOBACCO WAREHOUSE ACCOUNT.

DR.

No. 13.—RETURN for the

Remaining in Warehouse from last year.			Placed in Warehouse.			Placed in Warehouse from other Divisions.			Total Weights to be accounted for.			Inland Revenue Divisions.
Tobacco.	Cigars.	Snuff.	Tobacco.	Cigars.	Snuff.	Tobacco.	Cigars.	Snuff.	Tobacco.	Cigars.	Snuff.	
Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	
360						668			1028			Algoma .....
20709½						31585			52294½			Belleville .....
2292						2562½			4854½			Coburg .....
1358									1358			Collingwood .....
1669						733			2402			Cornwall .....
2444						18263			20707			Goderich .....
6264½			102998			72144½			181407			Guelph .....
157443	947½		629868½	1242		487121½			1274433	2189½		Hamilton .....
31658						278269½			309927½			Kingston .....
35688					6393½	223246			258934	6393½		London .....
72262						231704½			303966½			Ottawa .....
27604½			182888			78676			289168½			Paris .....
3151						14475½			17626½			Perth .....
2057½						30338			32395½			Peterboro' .....
2790½						18631½			21422			Prescott .....
6027½						19983½			26011			Sarnia .....
5812						17249			23061			St. Catharine's .....
213105½			414411			933385			1565901½			Toronto .....
			51890			454½			52344½			Windsor .....
312707½	13744	30109½	4750316½	29936	55507	117520			5180544	43680	85616½	Montreal .....
109985		39253	3214½		22973	210367½			323567		62226	Quebec .....
						744			744			Sherbrook .....
1334						1039			2373			St. John's .....
1337						1995			3332			Three Rivers .....
						1048			1048			Gaspé .....
21728½			12335			33855			67918½			Miramichi, N. B. .....
159616½			103790½			537866			801273			St. John, N. B. .....
187382½			543180			251958			982520½			Halifax, N. S. .....
10221			98824			17662			126707			Pictou, N. S. .....
4304						23074			27378			Yarmouth, N. S. .....
4939½						49738			54677½			Cape Breton .....
			89889			44179			134063			Charlottetown .....
						4306			4306			P. E. I. .....
241									241			British Columbia .....
												Sundry Collectors .....
1406493	14691½	69362½	6983605	37571½	78480	3759842	...	...	12149940	52263	147842½	
			* 10,612									

\* Re-warehoused.

INLAND REVENUE DEPARTMENT,  
OTTAWA, July 31st, 1874.

Year ended 30th June, 1874.

CR.

Ex-Warehouse for Excise Duty.				Ex-Warehouse to be Re-Warehoused elsewhere.	Ex-Warehouse for Exportation.			Remaining in Warehouse.			Total Weights accounted for.			
Tobacco.	Cigars.	Snuff.	Duty.		Tobacco.	Tobacco.	Cigars.	Snuff.	Tobacco.	Cigars.	Snuff.	Tobacco.	Cigars.	Snuff.
Lbs.	Lbs.	Lbs.	\$ cts.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.
1028			154 20									1028		
38170			5772 01					14124½				52294½		
4614½			692 19					240				4854½		
1558			203 71									1358		
980			152 30				† 900					2402		
19882			2982 34					522				20707		
119408			18725 84	52755				825				20707		
776144	2070½		118574 84	354802½	20737			9244				181407		
288203½			41143 27	967½				122749½	119½			1274433	2189½	
232712			37474 21	175				20756½				309927½		
272143	4666½		41459 68	1432½				26047	1726½			258934	6393½	
149597½			22977 17	107473				30391				303966½		
16917			2642 86					32098				289168½		
30765½			4659 18					709½				17626½		
20458			3255 79					1630				32395½		
24159½			3647 93					964				21422		
21177			3202 76					860				26011		
								1884				23061		
1132046½			172333 90	301119				10996½				1565901½		
								+2972						
1924½			288 68	48180				2240				52344½		
1577951	37694	78654	264621 97	2728510	308455	1165	† 1405	557916	4821	5557½	5180544	43680	85616½	
					+7712									
285737		51599	51363 77	9901	10684½			17244½		10627	323567		62226	
744			111 60								744			
2373			355 95								2373			
2340			375 65					992			3332			
				1048							1048			
52353½			7915 36					15565			67918½			
648504½			98237 86	4837½	3963			143968			801273			
616073			94650 97	119019	134167½			113261			982520½			
79061			11922 30	29622				18024			126707			
22836			3454 15					4542			27378			
47155			7295 24		118			7404½			54677½			
112155½			17405 64		451			21461½			134068			
4306			723 98								4306			
								241			241			
6603278	44430½	130253	1041777 30	3759842	492804	1165		1282452	6667½	16184½	12149940	52263	147842½	
					+11584									

† Destroyed by authority.



APPENDIX A.—Continued.—TOBACCO WAREHOUSE ACCOUNT.

No. 14.—COMPARATIVE STATEMENT for the

1873.				1874.				Articles.
Remaining in Warehouse from last year.	Placed in Warehouse.	Removed and re-Warehoused.	Total.	Remaining in Warehouse from last year.	Placed in Warehouse.	Removed and re-Warehoused.	Total.	
Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	
1897554	5417332	3318381½	10633267½	1406493	6983605	3759842	12149940	{ Tobacco at 15c. & 20c. per lb. } do 7c. & 10c. do }
3216½	49112	.....	52328½	14691½	37571½	.....	52263	Cigars at 30c. and 40c. per lb..
52871½	76485	.....	129356½	69362½	78480	.....	147842½	Snuff at 15c. and 20c. per lb..

INLAND REVENUE DEPARTMENT,  
OTTAWA, July 31st, 1874.

Year ended June 30th, 1873 and 1874.

1873.						1874.					
Ex-Warehouse for Excise Duty.		Ex-Warehouse for Removal.	Ex-Warehouse for Exportation.	Remaining in Warehouse.	Total.	Ex-Warehouse for Excise Duty.		Ex-Warehouse for Removal.	Ex-Warehouse for Exportation.	Remaining in Warehouse.	Total.
Lbs.	\$ cts.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	\$ cts.	Lbs.	Lbs.	Lbs.	Lbs.
5251242½	787684 41	3318381½	657150½	1406493	10633267½	6603273	1008496 98	3759842	504388	1282432	12149940
36089½	10826 77	.....	1547½	14691½	52328½	44430½	13742 37	.....	1165	6667½	52263
59994	8999 10	.....	.....	69362½	129356½	130253	19537 95	.....	1405	16184½	147842½
	807510 28						1041777 30				

*Total Excise Duty on Tobacco, Cigars and Snuff.*

1873.—Collected Ex-Manufactory and Ex-Warehouse with Licenses... \$870,457 77  
 1874.— do do do do do .... 1,347,979 07

APPENDIX A.—Continued.—TOBACCO (RAW LEAF).

DR.

No. 15.—RETURN for the Year ended 30th June, 1874.

Remaining in Warehouse from last year.		Placed in Warehouse.		Placed in Warehouse from other Divisions.		Total Weights to be Accounted for		Inland Revenue Divisions.
Foreign.	Canadian.	Foreign.	Canadian.	Foreign.	Canadian.	Foreign.	Canadian.	
Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	
				1,085		1,085		Ontario.
		1,173		735	8,838	1,908	8,838	Goderich
		458		18,125	4,959	18,583	4,959	Guelph
								Hamilton
								Kingston
		5,353		2,670		8,023		London
		60,061		3,837		63,898		Paris
								Prescott
		2,670				2,670		Sarnia
		6,428				6,428		St. Catharine's
		52,618		3,528	2,000	56,146	2,000	Toronto
897	21,070		137,246			897	158,316	Windsor
								Quebec.
23,298	60,819	24,231	1,571	1,492	114,289	49,021	176,679	Montreal
		277,388		14,074	10,775	291,462	10,775	Quebec
			25				25	St. Hyacinthe
			91½				91½	Terrebonne
								Three Rivers
24,195	81,889	430,380	138,933½	45,546	140,861	500,121	361,683½	

COMPARATIVE Statement for the Fiscal Years

5,797	158,142	498,103	159,887	35,196	140,761	539,096	458,790	.....1873.....
24,195	81,889	430,380	138,933½	45,546	140,861	500,121	361,683½	.....1874.....

INLAND REVENUE DEPARTMENT,  
OTTAWA, July 31st, 1874.

and Comparative Statement for Years 1873 and 1874.

CR.

Ex-Warehoused for Excise Duty.			Ex-Warehouse to be Re-Warehoused elsewhere.		Ex-Warehouse for Exportation, &c.		Ex-Warehouse for Re-Manufacture.		Remaining in Warehouse.		Total Weights accounted for.		
Foreign.	Canadian.	Duty.	Foreign.	Canadian.	Foreign.	Canadian.	Foreign.	Canadian.	Foreign.	Canadian.	Foreign.	Canadian.	
Lbs.	Lbs.	\$ cts.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	
										1,085		1,085	
							1,908	8,838			1,908	8,838	
			458				18,125	4,959			18,583	4,959	
			1,490		1,452		5,081				8,023		
184		27 60					63,714				63,898		
			2,670								2,670		
			5,561		243		624				6,428		
			17,242		952		37,446	2,000	506		56,146	2,000	
	2,246	197 03		130,086	*897	*1,482				24,502	897	158,316	
1,096	109,753	9,180 49	17,091	10,775	2,273		8,839	19,344	19,722	36,807	49,021	176,679	
276,354	1,682	43,878 99	1,034				14,074	9,093			291,462	10,775	
	25	1 75										25	
	91½	6 39										91½	
277,634	113,797½	53,292 25	45,546	140,861	4,920	*897	*1,482	149,811	44,234	21,313	61,309	500,121	361,683½

ending 30th June, 1873 and 1874.

255,223	50,408	43,099 25	35,196	140,761	10,197	10,365	122,507	175,367	24,195	81,889	539,096	458,790	
277,634	113,797½	53,292 25	45,546	140,861	4,920	*897	*1,482	149,811	44,234	21,313	61,309	500,121	361,683½

\* Written off by authority.

## APPENDIX A.—Continued.—PETROLEUM.

No. 16.—RETURN for the Year

Inland Revenue Divisions.	Crude Oil and Distillate used.	Tar and Residuum not Dutiable.	Licenses.		Petroleum, &c.	
			No.	Amount.	At 5 cts per Gallon.	Duty.
	Galls.	Galls.		\$ cts.	Galls.	\$ cts.
<i>Ontario.</i>						
Guelph .....	369,600	125,902	1	50 00	245,209	12,260 45
Hamilton .....	228,425	77,139	3	150 00	110,916	5,545 80
London .....	5,404,997	21,668	16	800 00	3,095,420	154,771 00
Paris .....	238,024		2	100 00	111,670	5 583 54
Sarnia .....	2,961,016	566,157	17	850 00	3,162 615½	158,130 80
Toronto .....	13,958	6,552½	1	50 00	16,089½	804 49
	9,217,020	797,418½	40	2,000 00	6,741,920	337,096 08
<i>Quebec.</i>						
Montreal .....	34,050	31,440	3	150 00	10,362	518 10
<i>Nova Scotia.</i>						
Pictou .....						
Totals .....	9,251,070	828,858½	43	2,150 00	6,752,282	337,614 18

INLAND REVENUE DEPARTMENT,  
OTTAWA, July 31st, 1873.

ended 30th June, 1874.

Inspection Fees.			Quantity entered for Consumption and Manufactory and Duty collected thereon.		Quantity entered for Warehouse and Duty accruing thereon.		Total Quantity Manufactured and Duty accruing.	
At 10 cts. per Pkg.	At ½c. per Gall.	Fees.	Quantity.	Duty.	Quantity.	Duty.	Quantity.	Duty.
No.	Galls.	\$ cts	Galls.	\$ cts.	Galls.	\$ cts.	Galls.	\$ cts.
5,089	.....	508 90	206,679	10,892 95	38,500	1,926 50	245,209	12,819 35
2,363	.....	236 30	104,137	5,593 15	6,779	338 95	110,916	5,932 10
72,032	10,774	7,257 08	1,881,791	102,146 63	1,213,629	60,681 45	3,095,420	162,828 08
2,394	.....	239 40	64,206	3,549 73	47,464	2,373 21	111,670	5,922 94
30,633	994	3,068 27	670,898½	37,463 20	2,491,717	124,585 87	3,162,615½	162,049 07
349	105	35 43	16,089½	889 92	.....	.....	16,089½	889 92
112,860	11,873	11,345 38	2,943,801	160,535 48	3,798,119	189,905 98	6,741,920	350,441 46
4,285	.....	428 50	10,362	1,096 60	.....	.....	10,362	1,096 60
50	.....	5 00	.....	5 00	.....	.....	.....	5 00
117,195	11,873	11,778 88	2,954,163	161,637 08	3,798,119	189,905 98	6,752,282	351,543 06

## APPENDIX A.—Continued.—PETROLEUM.

## No. 17.—COMPARATIVE STATEMENT, for the

Years.	Provinces.	Crude Oil and Distillate used.	Tar and Residuum not Dutiable.	Licenses.		Petroleum, &c.	
				No.	Amount	At 5 cts. per Gallon.	Duty.
		Galls.	Galls.		\$	Galls.	\$ cts.
1873....	Ontario.....	25,073,725	1,563,053	38	1,875	14,520,196½	726,009 90
	Quebec.....	170,713	50,502	5	250	81,891	4,094 57
	Nova Scotia.....						
	Totals.....	25,244,438	1,613,555	43	2,125	14,602,087½	730,104 47
1874....	Ontario.....	9,217,020	797,418½	40	2,000	6,741,920	337,096 08
	Quebec.....	34,050	31,440	3	150	10,362	518 10
	Nova Scotia.....						
	Totals.....	9,251,070	828,858½	43	2,150	6,752,282	337,614 18

INLAND REVENUE DEPARTMENT,  
OTTAWA, July 31st, 1874.

Years ended 30th June, 1873 and 1874.

Inspection Fees.			Quantity entered for Consumption, Ex-Manufactory, and Duty collected thereon.		Quantity entered for Warehouse, and Duty accruing thereon.		Total quantity Manufactured and Duty accruing.	
At 10 cts. per P'kge.	At ½ ct. per Gall.	Fees.	Quantity.	Duty.	Quantity.	Duty.	Quantity.	Duty.
No.	Galls.	\$ cts.	Galls.	\$ cts.	Galls.	\$ cts.	Galls.	\$ cts.
85,110	5,923	9,540 70	3,163,237	169,577 66	11,356,959½	567,847 93	14,520,196½	737,425 59
1,965	.....	196 50	81,891	4,541 07	.....	.....	81,891	4,541 07
712	3,675	89 58	.....	89 58	.....	.....	.....	89 58
97,787	9,598	9,826 78	3,245,128	174,208 31	11,356,959½	567,847 93	14,602,087½	742,056 24
112,860	11,873	11,345 38	2,943,801	160,535 48	3,798,119	189,905 98	6,741,920	350,441 46
4,285	.....	428 50	10,362	1,096 60	.....	.....	10,362	1,096 60
50	.....	5 00	.....	5 00	.....	.....	.....	5 00
117,195	11,873	11,778 88	2,934,163	161,637 08	3,798,119	189,905 98	6,752,282	351,543 06



APPENDIX A.—Continued.—PETROLEUM WAREHOUSE ACCOUNT.

DR.

No. 18.—RETURN for the

Remaining in Warehouse from last year.	Placed in Warehouse.	Placed in Warehouse from other Divisions.	Totals.	Inland Revenue Divisions.
Galls.	Galls.	Galls.	Galls.	
		27,165	27,165	<i>Ontario.</i>
		5,261	5,261	Belleville .....
	38,530	5,041	43,571	Cobourg .....
				Guelph .....
377,316½	6,779	661,695	1,045,790½	Hamilton .....
		50,994	50,994	Kingston .....
107,429	1,213,629	784,025	2,105,083	London .....
		10,300	10,300	Ottawa .....
13,813½	47,464	5,167	66,444½	Paris .....
		7,739	7,739	Perth .....
116,063	2,491,717	4,000	2,611,780	Sarnia .....
				St. Catherines .....
		45,838	45,838	Toronto .....
				<i>Quebec.</i>
71,634½		506,894½	578,529	Montreal .....
2,580		60,058	62,638	Quebec .....
		2,616	2,616	St. John's .....
		2,568	2,568	Three Rivers .....
				<i>New Brunswick.</i>
		2,628	2,628	Miramichi .....
12,927		194,584½	207,511½	St. John .....
				<i>Nova Scotia.</i>
35,033½		157,741	192,774½	Halifax .....
		2,734	2,734	Pictou .....
				<i>Prince Edward Island.</i>
		2,252	2,252	Charlottetown .....
				<i>British Columbia.</i>
		4,997	4,997	Victoria .....
736,797	3,798,119	2,544,298	7,079,214	

INLAND REVENUE DEPARTMENT,  
OTTAWA, July 31st, 1874.

Year ended June 30th, 1874.

CR.

Ex-Warehouse for Duty.		Ex-Warehouse to be Re-Warehoused elsewhere.	Ex-Warehouse for Exportation.	Loss by Deodorization, Waste, &c.	Free Entries for Lighthouses.	Remaining in Warehouse.	Totals.
Galls.	\$ cts.	Galls.	Galls.	Galls.	Galls.	Galls.	Galls.
13,805	690 25					13,360	27,165
5,261	263 05						5,261
34,436	1,721 80					9,135	43,571
31,087	1,554 33	} 32,512½	} 643,475		} 6,000	} 322,716	} 1,045,790½
13,602	*152 55						
938,158	46,907 90	} 554,300	} 422,002	} 60,005		} 130,618	} 2,105,083
10,300	*6 80						
23,800	1,190 02	} 7,412½				} 35,232	} 66,444½
7,739	386 95						
395,900	19,795 00	} 1,893,953	} 216	} 169,057	} 4,000	} 148,654	} 2,611,780
40,459	*1 00						
	*204 20						
	2,022 96			5,379			45,838
359,626½	17,981 31	} 56,120		} 14,272	} 15,385	} 133,125½	} 578,529
10,741	*37 20						
2,616	537 05				} 23,261	} 28,636	} 62,638
1,149½	130 80						
	57 47					1,418½	2,568
201,759½	10,088 00		94		2,613	2,628	2,628
						3,045	207,511½
149,842	7,492 11				} 18,518	} 24,414½	} 192,774½
2,734	136 70						
							2,734
						2,252	2,252
4,997	249 85						4,997
2,248,012½	112,400 65	} 2,544,208	} 1,065,787	} 248,713	} 69,777	} 902,626½	} 7,079,214
	*401 75						

\* Fees.

APPENDIX A.—Continued.—PETROLEUM WAREHOUSE ACCOUNT.

DR.

No. 19.—COMPARATIVE STATEMENT for the

Remaining in Warehouse from last year.	Placed in Warehouse.	Placed in Warehouse from other Divisions.	Totals.	Inland Revenue Divisions.
Gallons.	Gallons.	Gallons.	Gallons.	1873.
425,852	11,380,264	4,871,653½	16,677,769½	..... Ontario .....
66,327½	.....	166,673½	233,001	..... Quebec .....
23,036½	15,168	178,468½	216,673	..... New Brunswick .....
28,374½	.....	228,352	256,726½	..... Nova Scotia .....
543,590½	11,395,432	5,445,147½	17,384,170	
				1874.
614,622	3,798,119	1,607,225	6,019,966	..... Ontario .....
74,214½	.....	572,136½	646,351	..... Quebec .....
12,927	.....	197,212½	210,139½	..... New Brunswick .....
35,033½	.....	160,475	195,508½	..... Nova Scotia .....
.....	.....	2,252	2,252	..... Prince Edward Island .....
.....	.....	4,997	4,997	..... British Columbia .....
736,797	3,798,119	2,544,298	7,079,214	

INLAND REVENUE DEPARTMENT,  
OTTAWA, July 31st, 1874.

Years ended June 30th, 1873 and 1874.

CR.

Ex-Warehouse for Duty.		Ex-Warehouse to be Re-Warehoused elsewhere.	Ex-Warehouse for Exportation.	Loss by Deodorization, Waste, &c.	Free entries for Lighthouses.	Remaining in Warehouse.	Totals.
Gallons.	\$ cts.	Gallons.	Gallons.	Gallons.	Gallons.	Gallons.	Gallons.
789,538	39,476 93	5,445,147½	9,614,128½	204,960	9,973½	614,622	16,677,769½
91,164	4,558 24	.....	20,537	1,361½	45,724	74,214½	233,001
198,464	9,923 25	.....	.....	.....	5,282	12,927	216,673
192,196	9,609 80	.....	1,333	.....	28,164	35,033½	256,726½
1,271,362	63,568 22	5,445,147½	9,635,998½	206,321½	88,543½	736,797	17,384,170
1,514,547	76,091 91	2,488,178	1,065,693	234,441	10,000	707,107	6,019,966
374,133	18,743 83	56,120	.....	14,272	38,646	163,180	646,351
201,759½	10,088 00	.....	94	.....	2,613	5,673	210,139½
152,576	7,628 81	.....	.....	.....	18,518	24,414½	195,508½
.....	.....	.....	.....	.....	.....	2,252	2,252
4,997	249 85	.....	.....	.....	.....	.....	4,997
2,248,012½	112,802 40	2,544,298	1,065,787	248,713	69,777	902,626½	7,079,214

*Total Excise Duty on Petroleum.*

1873.—Collected Ex-Manufactory and Ex-Warehouse, with licenses and fees. \$237,776 53  
 1874.— „ „ „ „ „ „ .. 274,439 48

APPENDIX A. *Continued.*—MANUFACTURES IN BOND.

## No. 20.—RETURN of Manufactures in Bond

Revenue Divisions.	No. of Licenses.	Amount of Licence Fees.	Materials used.			
			Spirits at proof.	Beer, Wine, Vinegar, &c.	Other Commodities.	Other Commodities.
		8	Galls.	Galls.	Galls.	Lbs.
Hamilton .....	3	150	202,514·63	.....	7,151	363
Kingston. ....	1	25	2,873·75	5,661	.....	.....
Sarnia .....	1	25	1,199·74	.....	.....	.....
Toronto .....	3	150	54,926·25	57,805	.....	.....
Windsor .....	1	50	7,808·04	.....	.....	.....
Montreal .....	.....	.....	.....	.....	.....	.....
Quebec .....	1	25	.....	.....	.....	.....
St. John, N. B. ....	2	100	11,767·39	.....	203	74½
Halifax, N. S. ....	.....	.....	.....	.....	.....	.....
Totals.....	12	525	281,089·80	63,466	7,354	437½

INLAND REVENUE DEPARTMENT,  
OTTAWA, 31st July, 1874.

for the year ended June 30th, 1874.

Products of Manufactures.			Duty accruing on Goods Warehoused.	Duty collected on Goods Ex-Warehoused and on Licenses.
Vinegar at 3 cents per Gallon.	Methylated Spirits, at 12 cents per Gallon.	Articles at \$1.20 per Gallon.		
Galls.	Galls.	Galls.	\$ cts.	\$ cts.
360,619	113,853·83	.....	24,481 02	25,215 89
11,258	.....	.....	337 74	229 60
5,073	.....	.....	152 19	46 15
222,759	.....	.....	6,682 77	7,018 26
31,907	.....	.....	957 21	1,005 02
.....	.....	.....	.....	4,159 13
.....	.....	.....	.....	25 00
50,435	1,429·66	60	1 756 62	2,090 95
.....	.....	.....	.....	215 95
682,051	115,283·49	60	34,367 55	40,005 95

## APPENDIX A.—Continued.—MANUFACTURES IN BOND.

No. 21.—COMPARATIVE Return of Manufactures in Bond, for the Years ended June 30th, 1873 and 1874.

Provinces.	No. of Licences.	Licence Fees.	Duty Collected.	Total Duty, including Licence Fees.
1873.				
Ontario.....	6	\$ cts. 350 00	\$ cts. 29,608 55	\$ cts. 29,958 55
Quebec.....			1,317 56	1,317 56
New Brunswick.....	2	100 00	2,323 24	2,423 24
Nova Scotia.....			80 40	80 40
Totals.....	8	450 00	33,329 75	33,779 75
1874.				
Ontario.....	9	400 00	33,114 92	33,514 92
Quebec.....	1	25 00	4,159 13	4,184 13
New Brunswick.....	2	100 00	1,990 95	2,090 95
Nova Scotia.....			215 95	215 95
Totals.....	12	525	39,480 95	40,005 95

INLAND REVENUE DEPARTMENT,  
OTTAWA, July 31st, 1874.

CANALS.



APPENDIX A.—Continued.—CANALS.

No. 22.—GENERAL STATEMENT shewing the Quantity of each Article transported on the Welland Canal, and the amount of Revenue collected during the Fiscal Year ended 30th June, 1874.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls. \$ cts.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
	Ashes, Pot and Pearl.		141	350	150				53	350		
Apples.		1,873		1		28		6	9	1,908	1,917	171 82
Agricultural Products not enumerated.	50	1			15	192		130	65	323	388	73 40
Agricultural Products—Animal Implements.					35	22		14	35	36	71	22 00
Barley.	839				98				98		98	39 20
Bricks.	11	85	4,743	513		1,634			5,582	2,147	7,729	1,468 85
Bones.		4			5	10		78	18	173	191	50 65
Beer.						2				4	4	0 80
Baggage.	14		34		4					2	2	0 80
Brimstone, Crude.					4,208				52		52	19 40
Cement and Water Lime.			40		2,844		10		4,208		4,208	1,683 20
Clay, Lime and Sand.	205	700			7	1			2,894		2,894	588 70
Coal.	150	200			187,202	5,760	13,084	166,583	212	810	1,022	235 55
Corn.		343				122,045	127	75,485	200,436	172,543	372,979	71,733 18
Cattle.					3				127	197,873	198,000	39,508 18
Cotton, Raw.								45		45	45	6 15
Coffee.					13	1			13	1	14	5 60
Crockery.	17		1		154				172		172	62 85
Dye Wood and Dye Stuffs.	5		10		312				327		327	129 05
Earthenware.	82		64		15	37			161	37	198	75 20
Fish.	10		4		409	1			423	1	424	89 21
Flax and Hemp.			30			4		4	30	8	38	7 60
Flour.		17,818			3			2,054		29,358	29,361	3,060 64
Furniture.	16		55		219	53		7	290	60	350	137 30
Gypsum.	144		57	481	223		4		428	1,122	1,550	143 44
Glass, Window.	28		53		158		2		239	3	242	96 10
Glassware.	24		5		25	58		1	54	59	113	44 15
Hay, Pressed.	290				1				290		290	31 00
Hogs.										1	1	0 20

	1	1	1	42	36	43	37	80	16 20
Horses	22	1,549	7	202	202	5	229	236	43 95
Hides and Skins, Horns and Hoofs		531	2,605	93	93	30	123	4,702	935 66
Iron, Railway	905	1,724	4,487	1,284	1,284	2,128	3,033	8,209	1,616 63
Fig		23,319	5,991	150	2	178	1,612	10,165	1,925 80
" all other			40,233					69,815	3,490 75
Iron Ore									
Kyanite or Chemical Ore, and other									
Ore, except Iron	8		1	1	275	7	290	349	61 45
Lard and Lard Oil					216	394	610	639	127 80
Meals, all kinds					27	3	30	30	6 00
Meats, other than Pork					1		1	2,846	1,137 35
Marble								213	83 20
Mannila								837	334 80
Mousses								474	145 50
Nails	2	20	37	166	166	10	176	474	145 50
Oats								3,019	604 00
Oil in barrels								2,514	1,005 40
Oil Cake	46	70	845	1	16	50	907	978	100 00
Pense								1,804	155 60
Potatoes	70	61	1,673	1,322	1,322	307	1,629	1,630	332 60
Pork								518	326 20
Pairt								15	211 10
Pitch and Tar								59	23 69
Rags								76	32 00
Rye								513	103 20
Rosin	211	234	82					82	32 80
Salt	60	169	43,673	200	200	8,062	8,322	44,264	8,820 78
Stone intended for cutting								1,491	1,736 10
" wrought								297	693 50
" not suitable for cutting, un-								6,647	601 85
wrought	178	2,555	300	1,486	62	14	478	77	15 23
Seeds, all kinds								5	1 25
Sheep								868	336 09
Soda Ash								160	51 60
Steel	11	312	500	123				171	305 45
Sugar								950	567 15
Spirits	537	153	165	239	1	237	1,013	1,478	4 80
Tobacco, Raw	14							24	1 78
Tallow	7							153	54 90
Tin								1	0 40
Turpentine								67	26 80
Vinegar	25							378,501	73,289 43
Wheat	26,219		3,336	151,983	213	188,553	370,091	88	12 80
White Lead								59	20 10
Whiting								258	52 40
Wool									
All other Goods and Merchandise	105	1,410	15,078	876	876	221	1,202	18,752	7,256 80
not enumerated	13						13		1 30
Bark									

No. 22.—GENERAL STATEMENT shewing the Quantity of each Article transported, &c.—Continued.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls. \$ cts.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Barrels,—empty	396	5	137	14	52	14	8	8	585	27	612	52 29
Boat Knees	13	112	80						13		13	2 19
Boats	70	64,146	1,470						70	192	262	7 59
Firewood, in vessels	9,651								9,651	65,811	75,462	3,425 27
Firewood, Raft		3										
Hoops				656							659	164 35
Hop Poles	10,370	105	434	74,401					10,804	85,100	95,904	15,292 19
Lumber, sawn, in vessels	3	6							3	6	9	1 33
Mast, Spars and Telegraph Poles, in vessels			140		135				275		275	41 25
Masts, Spars and Telegraph Poles, in rafts	211	19							211	351	562	44 55
Railway Ties, in vessels										19	19	2 63
Railway Ties, in rafts												
Saw Logs	355	4,953							355	4,953	5,308	344 30
Staves and Heading, barrel	44									45	45	4 68
Staves and Heading, pine	2,282		1,531	1,228						15,113	15,113	2,831 52
" " West India	1,376		731	749						10,925	10,925	2,045 04
Shingles	52	82		11					52	93	145	37 59
Split Posts and Fence Rails, in vessels	6	4							6	4	10	0 75
" " Rafts												
Square Timber, in vessels	13,930			5,670						98,966	98,966	14,846 40
" " Rafts	1,765		6,720							1,771	1,771	367 16
Traverses, in rafts										200	200	0 63
Woodenware and Wood partly manufactured	2	478	1	143	142	143	21	21	143	642	787	166 40
Total Freight paying Tolls	38,371	144,689	44,404	384,352	318,833	384,352	539,400	13,661	415,269	1,088,481	1,503,750	265,979 23

Iron, Iron Ore, &c., having paid full Toll on the St. Lawrence, Ottawa and Rideau Canals—Free.....	24,172	8,263					32,435		32,435
Timber passed free from Welland Port to Fort Robinson.....	1,400	2,496					1,400	2,496	3,896
Grand Total Freight.....	63,943	147,185	20,040	318,833	384,352	13,661	449,104	1,090,977	1,540,081
<p style="text-align: center;">Total Tolls on Vessels .. .. .</p> <p style="text-align: center;">Passengers.....</p> <p style="text-align: center;">" " Free Goods, \$4,609.75.....</p> <p style="text-align: center;">Fines, Damages and other receipts .. .. .</p>									
									34,246 22
									616 04
									2,050 00
Total Revenue, exclusive of Hydraulic Rents.....									302,891 49

INLAND REVENUE DEPARTMENT,  
OTTAWA, July 31st, 1874.

APPENDIX A.—Continued.

No. 23.—GENERAL STATEMENT, shewing the Quantity of each Article transported on the St. Lawrence Canals, and the amount of Revenue collected during the Fiscal Year ended 30th June, 1874.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls. \$ cts.
	Up.	Down.	Up.	Down.	Up.	Down.	U.	Down.	Up.	Down.		
Asbes, Pot and Pearl.		1,802		165		100			3	257	2,070	393 45
Apples	14	6,062							6	14	6,068	898 09
Agricultural Products not enumerated—Vegetable	74	350	50							124	350	88 28
Agricultural Products, Animal.	21	1,669	344		161				2	388	1,832	305 31
Barley	86	2,601	207	88	1					92	31	18 64
Bricks	2,433	687	41				427	152		2,935	3,051	230 40
Bones		425									747	348 86
Baggage	93	284	1	322						94	284	81 44
Beer	164		150				1			295	378	54 15
Brimstone, Crude	24									24		76 06
Cement and Water Lime	118	42	120							238	42	6 60
Clay, Lime and Sand.	2,533	506	226				2,379	355		5,337	861	95 30
Coal	119	998					337	2,549		337	3,547	367 80
Corn		29,383						477		122	29,331	367 77
Cattle	87	692			71					87	692	4,928 92
Cotton, Raw		2									2	53 40
Coffee		3									3	0 30
Crockery	241		21							262	265	80 06
Dye Wood and Dye Stuffs	33	7								33	7	40 40
Faithenware	835	10	105							940	10	228 57
Fish	712	59	140							852	59	130 39
Flax and Hemp	92	19	24							116	19	36 79
Flour	1,199	44,694	19		29					1,218	44,723	6,764 14
Furniture	123	82	6				3			132	82	30 20
Gypsum	1,830	159	420							2,250	159	326 30
Glass, Window	724	249	138							862	249	275 69
Glusaware	169	140	13							182	140	72 31
Hay, Pressed	1,689		28							1,717	48	171 46



No. 23.—GENERAL STATEMENT, shewing the Quantity of each Article transported, &c.—Concluded.

Articles	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls. \$ cts.
	Up,	Down.	U	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Bark.....	15	25							15	25	40	3 76
Barrels (empty).....	628	231	198		1				829	251	1,080	120 51
Boat Knees.....	15	7							15	7	22	1 70
Flats.....		8,528								8,528	8,528	149 10
Firewood, in vessels.....	2,835	75,867	759						3,594	75,867	79,461	2,799 73
" " rafts.....	501	105							501	105	606	11 42
Hoops.....	10	10		8	13				13	18	31	3 10
Hop Poles.....			1,300						1,300		1,300	67 50
Lumber, sawn, in vessels.....	13,748	41,102	56	144					13,804	57,810	71,614	3,792 26
" " rafts.....	186	20,319							186	20,319	20,505	939 59
Masts, Spars and Telegraph Poles, in vessels.....				250						250	250	12 50
Masts, Spars and Telegraph Poles, in rafts.....		22,654								22,654	22,654	567 85
Railway Ties, in vessels.....												
" " rafts.....	11	27,164							11	27,164	27,175	628 28
Saw Logs.....		3,975									3,975	538 50
Staves and Heading, barrel.....	16	4,294							16	4,294	4,310	946 60
" " pipe.....		6,114									6,238	14 04
" " West India.....		8	14						47	12	59	
Shingles.....	33											
Split Posts and Fence Rails, in vessels.....												
Split Posts and Fence Rails, in rafts.....		240							40	240	280	12 50
Timber square, in vessels.....	40	25,786							180	25,786	25,966	1,024 65
" " rafts.....	180	17,622								17,622	17,802	45 94
Travellers, in rafts.....												
Woodenware and Wood partly manufactured.....	243	896			3				246	899	1,145	435 30
Total Freight paying toll.....	113,193	516,321	14,420	17,179	467	1,057	14,640	5,693	142,720	540,260	682,980	66,352 10
Coal, free, by Order in Council.....	39,074		307				24,136		63,517		63,517	

Wheat, Corn, Flour, Pease and Iron Pig, having paid full Toll on the Welland Canal, free.....	263,169					681	263,850	263,850
Iron Ore, having paid full Toll on the Chambly Canal, free.....						50		50
Grand Total Freight.....	779,490	14,727	17,179	467	1,067	6,374	206,287	804,110
								1,010,397
Total Tolls on Vessels.....								16,294 69
Passengers.....								2,179 45
Free Goods, \$42,790 05.....								1,486 00
Fines and Damages.....								11,072 72
Wharfage and Storage.....								3,356 37
Winterage, Basin Dues, and other receipts.....								\$100,741 33
Total Revenue, exclusive of Hydraulic Rents.....								

INLAND REVENUE DEPARTMENT,  
OTTAWA, July 31st, 1874.



APPENDIX A.—Continued.  
 No. 24.—GENERAL STATEMENT, shewing the Quantity of each Article transported on the Burlington Bay Canal, and the amount of Revenue collected during the Fiscal Year ended 30th June, 1874.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls, \$ cts.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Ashes, Pot and Pearl.....	27	1,489							27	1,489	1,516	
Apples.....		1,410								1,410	1,410	
Agricultural Products, not enumerated.....		1								1	1	
Agricultural Products, Animal.....	20	392							20	392	412	
Agricultural Implements.....		10								10	10	
Barley.....				3,740						3,740	3,740	
Bricks.....	157	474					40		197	474	671	
Bones.....		52								52	52	
Baggage.....	8	2							8	2	10	
Beer.....	79								79		79	
Brinestone, Crude.....												
Camelut and Water Lime.....	20								247		247	
Clay, Lime and Sand.....	18								1,137		1,117	
Coal.....	1,532								64,143		65,675	
Corn.....												
Cattle.....												
Cotton, Raw.....												
Coffee.....	172								172		172	
Crockery.....	12								29		29	
Dye Wood and Dye Stuffs.....	119						17		119		126	
Earthenware.....	55								55		55	
Fish.....	8								19		1	
Flax and Hemp.....	12	18,494					10		12	18,494	18,506	
Flour.....	6	14							6	14	20	
Furniture.....	89								206		206	
Gypsum.....	344						117		344		161	
Glass, Window.....	80	161							80		372	
Glassware.....		52									52	
Hay, Pressed.....												
Hogs.....	22	12							22		34	
Horses.....	30	239							41		239	
Hides and Skins, Horns and Hoofs.....												

Iron, Railway	4,990	418	4,990	30	4,990	30	4,990
" Pig	3,922		4,340	67	4,340	67	4,370
" all other	3,423		3,423				3,490
" Ore							
Kryolite or Chemical Ore, and other Ore except Iron			135	500	135	500	635
Lard and Lard Oil				580		580	580
Meals, all kinds				832		832	832
Meats, other than Pork				1		1	14
Marble			13		13		
Manilla					150		150
Molasses			36		662		670
Nails			662	8		8	
Oats					61		61
Oil, in Barrels			58	3		3	
Oil, Cake							3,221
Pease				2,126		2,126	22
Potatoes			19	3		3	1,801
Pork				1,801		1,801	51
Paint			48	3		3	62
Pitch and Tar			23	39		39	73
Rags				73		73	1
Rye			1				184
Rosin			65	119		119	50
Salt			1,046	50		50	1,096
Stone intended for cutting			491	438		438	929
" wrought			18	36		36	55
" not suitable for cutting, unwrought							150
Seeds, all kinds			41	44		44	85
Sheep							412
Soda, Ash			42				26
Steel			26				910
Sugar			910				112
Spirit			112	27		27	139
Tobacco, Raw			4	11		11	15
Tallow				29		29	345
Tin			345				27
Turpentine			4	23		23	234
Vinegar			22				19,019
Wheat			14,097				12
White Lead							5
Whitin			12				373
Wool			5				
Wool			161	207		207	
All other Goods and Merchandise not enumerated			4,847	1,308		1,308	6,230
Bark				10		10	10
Barrels, empty			22	5		5	27
Boat Knees							

No. 24.—GENERAL STATEMENT, shewing the Quantity of each Article transported, etc.—Continued.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Floata												
Firewood, in vessels		60										
" " raft	8,595						150		8,745	60	8,805	
Hoops												
Hop Poles												
Lumber, sawn, in vessels	139		4,410						139	5,202	5,341	
" " rafts												
Masts, Spars and Telegraph Poles, in vessels		200								200	200	
Masts, Spars and Telegraph Poles, in rafts												
Railway ties, in vessels												
" " rafts												
Saw Logs, in rafts												
Staves and Heading, barrel												
" " pipe	3,232		1,312						4,544		4,544	
" " West India	3,003		1,352						4,355		4,355	
Shingles, West India										10	10	
Split Posts and Fence Rails, in vessels		1								32	32	
" " rafts												
Split Posts and Fence Rails, in rafts	4,600		314						4,914		4,914	
Timber square, in vessels	20		3,900						20	22,540	22,560	
" " rafts												
Traverses, in rafts												
Woodenware and Wood partly manufactured		51								51	51	
Total Freight, per Order in Council, free	33,437						21,076		100,425	97,138	197,563	
Total Tolls on Vessels											\$4,523 41	

INLAND REVENUE DEPARTMENT, OTTAWA, 17th July, 1874.

APPENDIX A. Continued.

No. 25.—GENERAL STATEMENT, shewing the Quantity of each Article transported on the Ottawa Canals, and the amount of Revenue collected, during the Fiscal Year ended 30th June, 1874.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls. \$ cts.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Ashes, Pot and Pearl		44							44		44	8 12
Apples		8							8		8	58
Agricultural Products not enumerated.		8							8		8	54
Agricultural Products, Animal Implements		220							220		220	84
Barley		1							1		1	13
Bricks	24	326							326		326	03
Bones		30							24		24	96
Baggage		23							30		30	92
Beer	14								23		23	30
Brimstone, Crude									14		14	70
Cement and Water Lime		4										57
Clay, Lime and Sand									4		4	
Coal												
Corn												
Cattle	8	226										
Cotton, Raw									8		8	52
Coffee									226		226	
Crockery												
Dye Wood and Dye Stuffs												
Earthenware												
Fish	60											
Flax and Hemp									60		60	65
Flour	36											
Furniture		31							36		36	08
Gypsum	12	6							31	6	31	00
									12		12	56

No. 25.—GENERAL STATEMENT, shewing the Quantity of each Article transported, &c.—Continued.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls. \$ cts.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Glass, Window												
Glassware												
Hay, Pressed												
Hogs	32										32	2 21
Horses	104								104		186	7 04
Hides and Skins, Horns and Hoofs	2								2		26	2 20
Iron, Railway											4	37
" Pig	51								51		94	5 28
" all other											120	6 00
" Ore												
Kryolite or Chemical Ore, and other Ore, except Iron												
Lard and Tard Oil	2										2	19
Meals, all kinds	330								330		330	30 54
Meats, other than Pork	1								1		1	10
Marble												
Manilla												
Molasses	2								2		13	2 42
Nails											361	23 54
Oats												
Oil, in Barrels												
Oil Cake	1								1		1,020	68 92
Pease	187								187		187	12 91
Potatoes	33								33		37	2 54
Pork	4								4		8	55
Paint	8								8		36	6 79
Pitch and Tar												
Rags												
Rye												
Resin												
Salt	13								13		13	31

Stone intended for cutting.....	120														120	120	3 00
" wrought.....	69														69	69	1 35
" not suitable for cutting, un- wrought.....	5														5	5	34
Seeds, all kinds.....	148														148	148	10 08
Sheep.....																	
Soda, Ash.....																	
Steel.....	3														3	3	28
Sugar.....																	
Tobacco, Raw.....																	
Tallow.....																	
Tin.....																	
Turpentine.....																	
Vinegar.....																	
Wheat.....	91														91	91	8 42
White Lead.....																	
Whiting.....																	
Wool.....																	
All other Goods and Merchandise not enumerated.....	883														883	1,255	87 12
Bark.....	34														34	34	1 51
Barrels, empty.....	53														53	53	7 18
Boat Knives.....	25														25	25	50
Floats.....	28														28	1,096	8 45
Firewood, in vessels.....	54						1,248								54	118,317	3,938 98
" raft.....	45						45								45	45	45
Hoops.....	64						64								64	64	6 40
Hop Poles.....	4						4								4	4	15
Lumber, sawn, in vessels.....	184,657						228,066								412,723	412,723	35,890 94
" rafts.....	8,266						8,266								8,266	8,266	189 49
Masts, Spars and Telegraph Poles, in vessels.....																	
" in rafts.....																	
Railway Ties, in vessels.....																	
" rafts.....																	
Saw Logs.....	260														260	260	8 44
Staves and Headings, barrel.....	549														549	549	34 33
" pipe.....																	
" West India.....																	
Shingles.....	2						6										
Split Posts and Fence Rails, in vessels.....															54	56	24 33
" rafts.....																	
Timber square, in vessels.....	80														80	1,380	26 12
" rafts.....																	

GENERAL STATEMENT, shewing the Quantity of each Article transported, &c.—Continued.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls. \$ cts.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Traverses		450									450	66
Woodenware and Wood partly man- ufactured		7									7	2 10
Total Freight-paying Tolls.	1,718	317,512		229,440			10		1,728	546,952	548,680	40,506 09
Coal, per Order in Council, free	87								87		87	
Grand Total Freight	1,805	317,512		229,440			10		1,815	546,952	548,767	
Total Tolls on Vessels												5,167 47
" Passengers												189 40
" Free Coal \$2 61												12 00
Fines and Damages												116 00
Other Receipts												\$45,990 96
Total Revenue from all sources												

INLAND REVENUE DEPARTMENT,  
OTTAWA, 18th July, 1874.

APPENDIX A.—Continued.

No. 26.—GENERAL STATEMENT, shewing the Quantity of each Article transported on the Chamby Canal, and the amount of Revenue collected, during the Fiscal Year ended 30th June, 1874.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls. \$ cts.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Ashes, Pot and Pearl.....			777					529	2,167	10	1,306	216 70
Apples.....												100 18
Agricultural Products not enumerated, Vegetable.....	325	249							325	249	574	19 17
Agricultural Products, Animal.....	120	15	322					38	442	15	457	36 70
Barley.....			2						2,870	178	40	8 80
Bricks.....	1	178	2,869				506		263	540	3,048	268 72
Bones.....	253	34	254						254		254	62 85
Baggage.....												25 40
Beer.....												
Brimstone, Crude.....												
Cement and Water Lime.....												
Clay, Lime and Sand.....	128								128	3,734	3,862	389 29
Coal.....		20								133,116	133,136	13,264 79
Corn.....	233	11							233	11	244	24 04
Cattle.....		114								114	114	3 81
Cotton, Raw.....												
Coffee.....												
Crockery.....												
Dye Wood and Dye Stuffs.....												
Earthenware.....		17										
Fish.....	15	3										
Flax and Hemp.....									15	3	15	10
Flour.....	456								456		456	16 30
Furniture.....												
												1 47



No. 26.—GENERAL STATEMENT, shewing the Quantity of each Article transported, &c.—Continued.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls. \$ cts.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Gypsum.....	202								202		202	6 74
Glass, Window.....												
Glassware.....												
Hay, Pressed.....	735		5,597						6,332		6,332	632 93
Hogs.....										1	38	1 37
Horses.....		38	1									
Hides and Skins, Horns and Hoofs.....		9										
Iron, Railway.....												
" Pig.....			110									
" all other.....	165	78	65									
" Ore.....												
Kryolite or Chemical Ore, and other Ore, except Iron.....												
Lard and Lard Oil.....												
Meals, all kinds.....	288											
Meats, other than Pork.....	3											
Marble.....												
Manilla.....												
Molasses.....												
Nails.....												
Oats.....	574	1,496	74									
Oil, in barrels.....												
Oil Cake.....												
Pease.....		2,636	1									
Potatoes.....		37										
Pork.....												
Paint.....												
Pitch and Tar.....												
Rags.....												
Rye.....												
Rosin.....												
											1,154	115 40

Salt intended for cutting	1,765	157	1,463	1,765	1,463	1,765	1,463	1,765	1,463	1,765
" wrought			33	157	33		33	157	33	157
" not suitable for cutting, unwrought										
wrought	736		60	736	60		60	736	60	736
Seeds, all kinds	3			3				3		3
Sheep	237		7	237	7		7	237	7	237
Soda Ash										
Stead			11		11		11		11	
Sugar			4,047		4,047		4,047		4,047	
Spirits				51			51		51	
Tobacco, Raw		51								51
Tallow										
Tin					982		982		982	
Turpentine										
Vinegar		4					4			4
Wheat										
White Lead										
Whiting										
Wool										
All other Goods and Merchandise not enumerated	3	3	1,440	586	1,443	2,029	1,443	2,029	1,443	2,029
Bark		583								
Barrels, empty	53			53				53		53
Boat Knees		2,740		2,740				2,740		2,740
Fleats		6,639		6,639			6,639			6,639
Firewood, in vessels	651									
" raft										
Hops										
Hop Poles										
Lumber, sawn in vessels	1,386	29		72,568	29		72,597			4,278 74
" raft										
Masts, Spars, and Telegraph Poles in vessels										
Masts, Spars, and Telegraph Poles in rafts	2,084	490		2,574			2,574			174 93
Railway Ties, in vessels										
" rafts										
Saw Logs										
Staves and Headings, barrel pipe		18		18			18			1 05
" " West India										
" "										
Shingles	31	2		32			2			5 81
Split Posts and Fence Rails, in vessels	13			13						13
Split Posts and Fence Rails, in rafts										

No. 26.—GENERAL STATEMENT, shewing the Quantity of each Article transported, &c.—Continued.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls. \$ cts.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Timber square, in vessels												
rafts.....			7 787						7,787		7,787	778 43
Traverses ..	110		320						430		430	7 14
Woolenware and Wood partly manufactured.....	12								12		12	1 84
Total Freight paying Tolls...	10,345	12,919	94,781				156,888		105,144	169,807	274,951	23,096 23
Coal Free, as per Order in Council	475				18				475		475	
Grand Total Freight.....	10,820	12,919	94,781		18		156,888		105,619	169,807	275,426	
Total Tolls on Vessels.....												3,936 71
" Passengers.....												55 81
" Free Coal \$39 83.												
Fines and Damages.....												24 00
Wharfage and Storage.....												16 70
Other Receipts.....												
Total Revenue exclusive of Hydraulic Rents .....												27,129 45

INLAND REVENUE DEPARTMENT,  
OTTAWA, 31st July, 1874.]

APPENDIX A.—Continued.

No. 27.—GENERAL STATEMENT shewing the Quantity of each Article transported on the Rideau Canal, and the Amount of Revenue collected during the Fiscal Year ended 30th June, 1874.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls. \$ cts.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Ashes, Pot and Pearl.....	1	73							1	73	74	16 47
Apples.....		5								5	5	25
Agricultural Products not enumerated.....												
Agricultural Products, Animal.....	372	86							372	86	458	27 27
Agricultural Implements.....	5	104							5	104	109	20 60
Barley.....		2								2	2	15
Bricks.....		286								286	286	25 28
Bones.....		80								80	80	7 51
Baggage.....		4								4	4	35
Beer.....												
Brimstone, Crude.....												
Cement and Water Lime.....	19								19		19	95
Clay, Lime and Sand.....												
Coal.....		3,018								3,018	3,018	150 01
Corn.....	84	209							84	209	293	7 46
Cattle.....												
Cotton, Raw.....												
Coffee.....												
Crockery.....												
Dye Wood and Dye Stuffs.....												
Earthenware.....		9								9	9	1 24
Fish.....	78	6							78	6	84	2 10
Flax and Hemp.....												
Flour.....	10	88							10	88	98	6 09
Furniture.....	7	20							7	20	27	3 21
Gypsum.....	280	81							280	81	361	9 42

No. 27.—GENERAL STATEMENT shewing the Quantity of each Article transported, &c.—Continued.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls. \$ cts.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Glass, Window												
Glassware												
Hay, Pressed	9								9		9	23
Hogs												
Horses	2	38							2	38	40	3 66
Hides and Skins, Horns and Hoofs	6								6		6	15
Iron, Railway	180	109							180	109	289	9 93
" Pig	238	236							258	236	494	24 18
" all other	15,645								15,645		15,645	7 2 25
Iron Ore												
Kryolite or Chemical Ore, and other Ore, except Iron	640								640		640	32 00
Lard and Lard Oil	4	7							4	7	11	28
Meals, all kinds.		102								102	102	7 22
Meats, other than Pork.												
Marble												
Manilla												
Manilla		15								15	15	1 32
Molasses												
Nails												
Nails		8								8	8	27
Oats	242								242		242	6 76
Oil, in Barrels		58								58	58	9 04
Oil Cake												
Oil Cake		2								2	2	29
Pease	46	4							46	4	50	1 77
Potatoes	2	86							2	86	88	7 03
Pork												
Paint												
Paint												
Pitch and Tar		148								148	148	33 95
Rags	19	8							19	8	27	2 02
Rye												
Rye												
Rosin												
Salt	318	380							318	380	698	20 40
Stone intended for cutting	475	26							475	26	501	13 65
" wrought												



No. 27.—GENERAL STATEMENT shewing the Quantity of each Article transported, &c.—Continued.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls. \$ cts.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Woodenware and Wood partly manufactured .....	3								3		3	40
Total Freight paying Tolls...	143,293	54,149	4,734						148,027	54,149	202,176	5,838 24
Coal, Free, as per Order in Council	628						123		751		751	
Grand Total Freight .....	143,921	54,149	4,734				123		148,778	54,149	202,927	
Total Tolls on Vessels..... " " on Passengers..... Free Coal, \$19 '92..... Wharfage and Storage..... Fines and Damage..... Winterage..... Other Receipts.....												2,068 17 12 50 284 86 1,013 06
Total Revenue, exclusive of Hydraulic Rents.....												9,236 83

INLAND REVENUE DEPARTMENT,  
OTTAWA, July 31st 1874.

APPENDIX A.—Continued.

No. 28.—GENERAL STATEMENT, shewing the Quantity of each Article transported on the St. Peter's Canal, and the amount of Revenue collected during the Fiscal Year ended 30th June, 1874.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls, \$ cts.
	Up	Down.	Up	Down.	Up	Down.	Up	Down.	Up.	Down.		
Coal.....	365	4,765							365	4,765	5,130	51 30
Fish.....	260	943							260	943	1,203	12 03
Flour.....	393	56							393	56	449	4 49
Other Agricultural Produce.....	518	141							518	141	659	6 59
Merchandise.....	687	1,830							687	1,830	2,497	24 97
Lumber.....	355	407							355	407	762	7 62
Total.....	2,558	8,142							2,558	8,142	10,700	107 00
Total Tolls on Vessels.....												390 55
Total Revenue from all sources.....												497 55

NOTE.—The Financial Returns contain \$132.23 more than appears in this Return. This amount was included in the Statistical Returns of last year, but no information regarding it was received previous to the Financial Returns of that year being prepared for the printer.

INLAND REVENUE DEPARTMENT,  
OTTAWA, July 31st, 1874.



## No. 29.—STATEMENT of Traffic on the undermentioned Canals, and the

Articles.	Welland Canal.		St. Lawrence Canals.		Chambly Canal.	
	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
<i>Class No. 1.</i>		\$ cts.		\$ cts.		\$ cts.
Canadian Vessels, steam.....	134,956	2,770 87	374,427	5,525 25	31,756	186 14
United States, steam.....	234,745	5,855 72	14,401	124 38	2,258	28 35
Canadian Vessels, sail.....	661,491	13,476 34	896,619	9,712 51	135 162	2,140 25
United States, sail.....	540,921	12,143,29	92,542	932 55	119,646	1,581 97
Total, Class No. 1.....	1,572,113	34,246 22	1,377,989	16,294 69	288,822	3,936 71
<i>Class No. 2.</i>	No.		No.		No.	
Passengers.....	6,919	616 04	32,965	2,179 45	3,218	55 51
<i>Class No. 3.</i>	Tons.		Tons.		Tons.	
Bricks.....	191	50 65	3,774	348 86	793	62 85
Cement and Water Lime.....	2,894	588 70	3,884	367 77		
Clay, Lime, and Sand.....	1,022	235 55	280	95 30	3,862	389 29
Coal.....	372,979	71,733 18	5,999	367 80	133,136	13,264 79
Fish.....	424	89 21	911	130 39	15	50
Gypsum.....	1,550	143 44	2,409	326 30	202	6 74
Iron, Railway.....	4,702	935 66	18,824	2,822 74	1,058	105 50
do Pig.....	8,209	1,616 03	18,814	2,564 28	169	16 90
do all other.....	10,165	1,925 80	12,937	1,889 23	890	72 91
Salt.....	44,264	8,820 78	14,967	2,050 68	1,765	163 70
Stone, for cutting.....	8 718	1,736 10	2,397	407 97	1,463	97 60
Apples.....	1,917	171 82	6,082	898 09	1,316	100 18
Barley.....	7,729	1,468 85	3,051	230 40	3,048	268 72
Corn.....	198,000	39,508 18	30,053	4,263 92	244	24 04
Cotton, Raw.....	45	6 15	2	30		
Flax and Hemp.....	38	7 60	135	36 79	3	10
Flour.....	29,361	3,050 64	45,941	6,764 14	456	16 30
Hay, Pressed.....	290	31 00	1,765	171 46	6,332	632 93
Meals, all kinds.....	639	127 80	1,055	151 79	573	29 27
Oil Cake.....	50	10 00	235	14 89		
Oats.....	3,023	604 00	3,295	170 02	2,144	131 27
Pease.....	978	195 60	21,471	2,291 00	2,637	115 06
Potatoes.....	1,804	352 60	419	28 46	37	2 97
Rye.....	516	103 20	28	8 13		
Seeds, all kinds.....	77	15 23	179	17 92	9	30
Tobacco, Raw.....	24	4 80	59	8 85	51	5 10
Wheat.....	378,591	73,289 43	131,272	17,907 61	4	27
All other Agricultural Pro- ducts, Vegetable.....	388	73 40	474	88 28	574	19 17
Bones.....	4	80	747	81 44	254	25 40
Cattle.....	3	60	779	53 40	114	3 81
Hogs.....	1	20	34	2 82		
Hides and Skins, Horns and Hoofs.....	236	43 95	352	51 48		
Horses.....	80	16 20	363	34 31	39	1 37
Lard and Lard Oil.....	349	61 45	1,182	175 01	4	40
Meats, other than Pork.....	30	6 00	944	142 86	3	10
Pork.....	1,630	326 20	2,536	364 48		
Sheep.....	5	1 25	352	29 08	237	7 90
Tallow.....	15	1 78	31	4 58		
Wool.....	258	52 40	239	35 57		
All other Agricultural Pro- ducts, Animal.....	71	22 00	2,220	305 31	457	36 70
Total, Class No. 3.....	1,081,270	207,428 23	340,491	45,708 71	161,889	15,602 14

A.—Continued.

amount of Tolls collected during the Fiscal Year ended 30th June, 1874.

Burlington Bay Canal.		Ottawa Canals.		Rideau Canal.		St. Peter's Canal.	
Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
	\$ cts.		\$ cts.		\$ cts.		\$ cts.
163,337	3,266 74	62,780	452 21	35,334	523 86		
1,936	38 72			73	1 65		
109,950	1,100 82	222,787	3,233 80	154,204	1,482 12	19,528	390 55
11,713	117 13	71,767	1,481 46	7,541	60 54		
286,936	4,523 41	357,334	5,167 47	197,152	2,068 17	19,528	390 55
No.		No.		No.		No.	
11,085		40,996	189 40	700	12 50	12	
Tons.		Tons.		Tons.		Tons.	
671		24	96	256	25 23		
247		4	57	19	95		
1,137							
65,675				3,018	150 01	5,130	51 30
55		60	1 63	84	2 10	1,203	12 03
206		18	56	361	9 42		
4,990				6	15		
4,370		4	37	289	9 93		
3,490		94	5 23	494	24 18		
1,096		13	31	698	20 40		
929		120	3 00	501	13 65		
1,410		8	58	5	25		
3,740		326	22 03	2	15		
				293	7 46		
19							
18,506		36	1 08	98	6 09	449	4 49
52				9	23		
580		330	30 54	102	7 22		
		361	23 54	250	6 76		
3,221		1,021	68 92	2	29		
22		187	12 91	50	1 77		
1				19	48		
85		5	34				
15				6	97		
19,019		91	8 42	1,231	80 57		
1		8	54	80	7 51		
52		30	2 92				
		234	14 52				
		32	2 21				
280		26	2 20	40	3 66		
34		186	7 04				
635		2	19	11	28		
832		1	10				
1,801		37	2 54	88	7 03		
		148	10 08				
29				4	47		
373							
412		220	20 84	458	27 27	659	6 9
133,985		3,626	244 24	8,474	414 53	7,441	74 41

## No. 29.—STATEMENT of Traffic on the

Articles.	Welland Canal.		St. Lawrence Canals.		Chamby Canal.	
	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
<i>Class No. 4.</i>		\$ cts.		\$ cts.		\$ cts.
Ashes, Pot and Pearl .....	694	152 85	2,327	393 45	2,167	216 70
Agricultural Implements .....	98	39 20	123	18 64	40	8 80
Baggage .....	2	80	378	54 15	.....	.....
Beer .....	52	19 40	295	76 06	.....	.....
Brimstone .....	4,208	1,633 20	24	6 60	.....	.....
Coffee .....	14	5 60	.....	.....	.....	.....
Crockery .....	172	62 85	265	80 06	.....	.....
Dye Woods and Dye Stuffs .....	327	129 05	40	4 40	35	3 50
Earthenware .....	198	75 20	950	228 57	267	46 70
Furniture .....	350	137 30	214	30 20	16	1 47
Glassware .....	113	44 15	322	72 31	.....	.....
Glass, Window .....	242	96 10	1,111	275 69	.....	.....
Marble .....	2,846	1,137 35	56	8 80	413	68 20
Manilla .....	213	85 20	4	1 10	.....	.....
Molasses .....	837	334 80	4,318	254 21	4,625	462 50
Nails .....	474	145 50	2,329	524 35	1	10
Oil .....	2,514	1,005 40	398	55 38	60	6 00
Paint .....	533	211 10	152	36 34	21	2 10
Pitch and Tar .....	59	23 60	2,178	127 35	2,597	259 70
Rags .....	106	32 00	520	59 25	.....	.....
Rosin .....	82	32 80	1,047	54 80	1,154	115 40
Soda Ash .....	868	336 00	1,231	441 45	7	70
Steel .....	171	51 60	35	6 85	11	1 10
Sugar .....	951	305 45	6,872	816 43	4,947	404 70
Stone, Wrought .....	1,758	693 59	214	45 20	190	25 62
Tin .....	153	54 90	703	142 00	.....	.....
Turpentine .....	1	40	835	42 93	982	98 20
Vinegar .....	67	26 80	249	49 86	.....	.....
White Lead .....	88	12 80	42	8 40	.....	.....
Whiting .....	59	20 10	109	23 23	.....	.....
Whiskey and all other Spirits .....	1,478	567 15	2,034	536 65	.....	.....
Merchandise not enumerated .....	18,752	7,256 80	18,444	3,636 80	2,029	202 50
<b>Total, Class No. 4. . . . .</b>	<b>38,480</b>	<b>14,778 95</b>	<b>47,819</b>	<b>8,111 51</b>	<b>18,662</b>	<b>1,923 99</b>
<i>Class No. 5.</i>						
Bark .....	13	1 30	40	3 76	.....	.....
Barrels, empty .....	612	52 29	1,080	120 51	53	10 48
Boat Knees .....	13	2 19	22	1 70	.....	.....
Floats .....	262	7 59	8,528	149 10	2,740	164 39
Firewood, in vessels .....	75,462	3,425 27	79,461	2,799 73	7,230	127 35
"    in rafts .....	.....	.....	606	11 42	.....	.....
Lumber, Sawed, in vessels .....	95,904	15,292 19	71,614	3,792 26	72,597	4,278 74
"    in rafts .....	9	1 33	20,505	939 59	.....	.....
Hoops .....	659	164 35	31	3 10	.....	.....
Railway Ties, in vessels .....	19	2 63	.....	.....	2,574	174 93
"    in rafts .....	.....	.....	.....	.....	.....	.....
Masts, Spars, and Telegraph Poles, in vessels .....	275	41 25	250	12 50	.....	.....
Masts, Spars, and Telegraph Poles, in rafts .....	562	44 55	22,654	567 85	.....	.....
Square Timber, in vessels .....	98,966	14,846 40	280	12 50	.....	.....
"    in rafts .....	1,771	367 16	25,966	1,024 65	7,787	778 43
Wooden Ware and Woodpartly manufactured .....	787	166 40	1,145	435 30	12	1 84

A.—Continued,

undermentioned Canals, &c.—Continued.

Burlington Bay Canal.		Ottawa Canals.		Rideau Canal.		St. Peter's Canal.	
Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
	\$ cts.		\$ cts.		\$ cts.		\$ cts.
1,516		44	8 12	74	16 47		
10		1	19	109	20 60		
10		23	2 30	4	35		
79		14	70				
172							
29							
126				9	1 24		
20		31	6 00	27	3 21		
452							
505							
14							
150		13	2 42	15	1 32		
670				2	27		
61				58	9 04		
51		8	55				
62		36	6 79	148	33 95		
73				8	2 02		
184							
412							
26							
910		3	28	44	5 67		
55							
345							
27							
234				19	3 16		
12							
5							
139				44	6 26		
6,230		1,255	87 12	919	135 39	2 497	24 97
12,579		1,428	114 47	1,480	238 95	2,497	24 97
10		34	1 51	87	2 28		
27		53	7 18	31	1 54		
		25	50				
		1,124	8 45	24,120	563 30		
8,805		118,317	3,938 98	93,154	1,589 65		
		45	45	801	16 71		
5,341		412,723	35,890 94	13,182	406 53	762	762
		8,266	189 49	186	6 92		
		64	6 40				
				10,739	814 72		
				424	37 30		
200							
				4	40		
4,914				49	38		
22,560		1,460	26 12	2,110	41 61		
51		7	2 10	3	40		

## No. 29.—STATEMENT of Traffic on the

Articles.	Welland Canal.		St. Lawrence Canals.		Chambly Canal.	
	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tons.
<i>Class No. 5.—Continued.</i>		\$ cts.		\$ cts.		\$ cts.
Shingles.....	145	37 59	59	14 64	34	5 81
Split Posts and Fence Rails, in rafts.....						
Split Posts and Fence Rails, in vessels.....	10	79			13	88
Saw Logs.....	5,308	344 30	27,175	628 28		
Staves and Headings, barrel...	45	4 68	4,303	343 30	18	1 05
do do pipe.....	15,113	2,831 52	4,310	538 50		
do do West India.....	10,925	2,045 04	6,238	936 60		
do do salt barrel.....						
Traverses.....	200	63	17,622	45 94	430	7 14
Hop Poles.....			1,300	6,750		
Total, Class No. 5.....	307,060	39,679 45	293,189	12,448 73	93,548	5,551 04
<i>Special Class.</i>						
Kryolite, or Chemical Ore.....			993	49 65		
Iron Ore.....	69,815	3,490 75	190	9 50	56	2 80
Stone, unwrought, not suitable for cutting.....	7,125	601 85	298	24 00	796	16 26
Total, Special Class.....	76,940	4,092 60	1,481	83 15	852	19 06
Total Freight and Tolls.....	1,503,750	300,841 49	682,980	84,826 24	274,951	27,088 75
Timber and other Woods, Free	3,896	105 30				
Wheat, Corn, Flour, Iron, Salt, Coal, Ore, &c., Free.....	32,435	4,504 45	327,417	42,790 05	475	39 83
Grand Totals (passengers and tonnage of vessels not in- cluded).....	1,540,081	305,451 24	1,010,397	127,616 29	275,426	27,128 58

INLAND REVENUE DEPARTMENT,  
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A.—Continued.

undermentioned Canals, &c.—Continued.

Burlington Bay Canal.		Ottawa Canals.		Rideau Canal.		St. Peter's Canal.	
Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
	\$ cts.		\$ cts.		\$ cts.		\$ cts.
10	.....	56	24 33	604	210 57	.....	.....
32	.....	.....	.....	151	19 98	.....	.....
.....	.....	260	8 44	14,119	381 09	.....	.....
4,544	.....	549	34 33	1,774	114 20	.....	.....
4,355	.....	.....	.....	.....	.....	.....	.....
.....	.....	450	66	13,694	121 58	.....	.....
.....	.....	4	15	714	61 35	.....	.....
50,849	.....	543,437	40,140 03	175,937	4,390 51	762	7 62
.....	.....	.....	.....	.....	.....	.....	.....
150	.....	120	6 00	640	32 00	.....	.....
.....	.....	.....	.....	15,645	782 25	.....	.....
.....	.....	69	1 35	.....	.....	.....	.....
150	.....	189	7 35	16,285	814 25	.....	.....
197,563	4,523 41	548,680	45,862 96	202,176	7,938 91	10,700	497 55
.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	87	2 61	751	19 92	.....	.....
197,563	4,523 41	548,767	45,865 57	202,927	7,958 83	10,700	497 55

## APPENDIX A

No. 30.—SUMMARY STATEMENT of Traffic on the undermentioned Canals, during description of Property passing through

Articles.	Welland Canal.		St. Lawrence Canals.		Chambly Canal.	
	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
Vessels of all kinds.....	1,572,113	\$ cts. 34,246 22	1,377,989	\$ cts. 16,294 69	288,822	\$ cts. 3,936 71
Passengers.....	No. 6,919	616,04	No. 32,965	2,179 45	No. 3,218	55 81
<i>Forest, Produce of Wood.</i>	Tons.		Tons.		Tons.	
Bark.....	13	1 30	40	3 76		
Boat Knees.....	13	2 19	22	1 70		
Floats.....	262	7 59	8,528	149 10	2,740	164 39
Fire-wood.....	75,462	3,425 27	80,067	2,811 15	7,290	127 35
Hoops and Hoop Poles.....	659	164 35	1,331	70 60		
Lumber, sawed.....	95,913	15,293 52	92,119	4,731 85	72,597	4,278 74
Masts, Spars, &c.....	837	85 80	22,904	580 35		
Railway Ties.....	19	2 63			2,574	174 93
Saw Logs.....	5,308	344 30	27,175	628 28		
Staves, all kinds.....	26,083	4,881 24	14,851	1,818 40	18	1 05
Shingles.....	145	37 59	59	14 64	34	5 81
Split Posts and Rails.....	10	79			13	0 88
Timber, square.....	100,737	15,213 56	26,246	1,037 15	7,787	778 43
Traverses.....	200	63	17,622	45 94	430	7 14
<b>Total.....</b>	<b>305,661</b>	<b>39,460 76</b>	<b>290,964</b>	<b>11,892 92</b>	<b>93,483</b>	<b>5,538 72</b>
<i>Farm Stock.</i>						
Cattle.....	3	60	779	53 40	114	3 81
Hogs.....	1	20	34	2 82		
Horses.....	80	16 20	363	34 31	39	1 37
Sheep.....	5	1 25	352	29 08	237	7 90
<b>Total.....</b>	<b>89</b>	<b>18 25</b>	<b>1,528</b>	<b>119 61</b>	<b>390</b>	<b>13 08</b>
<i>Produce of Animals.</i>						
Bones.....	4	80	747	81 44	254	25 40
Horns and Hoofs, Hides and Skins, raw.....	236	43 95	352	51 48		
Lard and Lard Oil.....	349	61 45	1,182	175 01	4	40
Meats other than Pork.....	30	6 00	944	142 86	3	10
Pork.....	1,630	326 20	2,536	364 48		
Tallow.....	15	1 78	61	4 58		
Wool.....	258	52 40	239	35 57		
Agricultural Products, not enu- merated—Animal.....	71	22 00	2,220	305 31	457	36 70
<b>Total.....</b>	<b>2,593</b>	<b>514 58</b>	<b>8,251</b>	<b>1,160 73</b>	<b>718</b>	<b>62 60</b>

—Continued.

the Fiscal Year ended 30th June, 1874, showing the total quantity of each and the amount of Tolls collected thereon.

Burlington Bay Canal.		Ottawa Canals.		Rideau Canal.		St. Peter's Canal.	
Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
	\$ cts.		\$ cts.		\$ cts.		\$ cts.
286,936	4,523 41	357,334	5,167 47	197,152	2,068 17	19,528	390 55
No.		No.		No.		No.	
11,085		40,996	189 40	700	12 50	12	
Tons.		Tons.		Tons.		Tons.	
10		34	1 51	87	2 28		
		25	0 50				
		1,124	8 45	24,120	563 30		
8,805		118,362	3,939 43	93,955	1,606 36		
		68	6 55	714	61 35		
5,341		420,989	36,080 43	13,368	413 45	762	7 62
200				4	0 40		
				11,163	852 02		
		260	8 44	14,119	381 09		
8,899		549	34 33	1,774	114 20		
10		56	24 33	604	210 57		
32				151	19 98		
27,474		1,460	26 12	2,150	41 93		
		450	0 66	13,694	121 58		
50,771		543,377	40,130 75	175,903	4,388 57	762	7 62
		234	14 52				
		32	2 21				
34		186	7 04				
		148	10 08				
34		600	33 85				
52		30	2 92	80	7 51		
280		26	2 20	40	3766		
635		2	0 19	11	0 28		
832		1	0 10				
1,801		37	2 54	88	7 03		
29				4	0 47		
373							
412		220	20 84	458	27 27	659	6 59
4,414		316	28 79	681	46 22	659	6 59



No. 30.—SUMMARY STATEMENT

Articles.	Welland Canal.		St. Lawrence Canals.		Chambly Canal.	
	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
<i>Agricultural Products.</i>						
		\$ cts.		\$ cts.		\$ cts.
Agricultural Products not enumerated, Vegetable.....	388	73 40	474	88 28	574	19 17
Apples.....	1,917	171 82	6,082	898 09	1,316	100 18
Barley.....	7,729	1,468 85	3,051	230 40	3,048	268 72
Cotton, Raw.....	45	6 15	2	0 30		
Corn.....	198,000	39,508 18	30,053	4,268 92	244	24 04
Flax and Hemp.....	38	7 60	135	36 79	3	10
Flour.....	29,361	3,050 64	45,941	6,764 14	456	16 30
Hay, Pressed.....	290	31 00	1,765	171 46	6,332	632 93
Meals, all kinds.....	639	127 80	1,055	151 79	573	29 27
Manilla.....	213	85 20	4	1 10		
Oats.....	3,023	604 00	3,295	170 02	2,144	131 27
Pease.....	978	195 60	21,471	2,291 00	2,637	115 06
Potatoes.....	1,804	352 60	419	28 46	37	2 97
Rye.....	516	103 20	28	8 13		
Seeds, Flax, Clover, and Grass.....	77	15 23	179	17 92	9	30
Wheat.....	378,591	73,289 43	131,272	17,907 61	4	27
<b>Total.....</b>	<b>623,609</b>	<b>119,090 70</b>	<b>245,226</b>	<b>33,034 41</b>	<b>17,377</b>	<b>1,340 58</b>
<i>Manufactures.</i>						
Ashes, Pot and Pearl.....	694	152 85	2,327	393 45	2,167	216 70
Agricultural Implements.....	98	39 20	123	18 64	40	8 80
Barrels, empty.....	612	52 29	1,080	120 51	53	10 48
Bricks.....	191	50 65	3,774	348 86	793	62 85
Beer.....	52	19 40	295	76 06		
Cement and Water Lime.....	2,894	588 70	280	95 30		
Crockery.....	172	62 85	265	80 06		
Earthenware.....	198	75 20	950	228 57	267	46 70
Furniture.....	350	137 30	214	30 20	16	1 47
Glass, Window.....	242	96 10	1,111	275 69		
Glassware.....	113	44 15	322	72 31		
Iron—Railway.....	4,702	935 66	18,824	2,822 74	1,058	105 50
do Pig.....	8,209	1,616 03	18,814	2,564 28	169	16 90
do all other.....	10,165	1,925 80	12,937	1,889 23	890	72 91
Molasses.....	837	334 80	4,318	254 21	4,625	462 50
Nails.....	474	145 50	2,329	524 35	1	10
Oils.....	2,514	1,005 40	398	55 38	60	6 00
Oil-cake.....	50	10 00	235	14 89		
Paint.....	533	211 10	152	36 34	21	2 10
Pitch and Tar.....	59	23 60	2,178	127 35	2,597	259 70
Rosin.....	82	32 80	1,047	54 80	1,154	115 40
Soda Ash.....	868	336 00	1,231	441 45	7	70
Spirits—Whisky, &c.....	1,478	567 15	2,034	536 65		
Steel.....	171	51 60	35	6 85	11	1 10
Sugar.....	951	305 45	6,872	816 43	4,047	404 70
Tobacco.....	24	4 80	59	8 85	51	5 10
Tin.....	153	54 90	703	142 00		
Turpentine.....	1	0 40	835	42 93	982	98 20
Vinegar.....	67	26 80	249	49 86		
White Lead.....	88	12 80	42	8 40		
Whiting.....	59	20 10	109	23 23		
Woodenware.....	787	166 40	1,145	435 30	12	1 84
<b>Total.....</b>	<b>37,888</b>	<b>9,105 78</b>	<b>85,287</b>	<b>12,595 17</b>	<b>19,021</b>	<b>1,899 75</b>

of Traffic, &c.—Continued.

Burlington Bay Canal.		Ottawa Canals.		Rideau Canal.		St. Peter's Canal.	
Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
	\$ cts.		\$ cts.		\$ cts.		\$ cts.
1		8	54				
1,410		8	58	5	25		
3,740		326	22 03	2	15		
				293	7 46		
19							
18,506		36	1 08	98	6 09	449	4 49
52				9	23		
580		330	30 54	102	7 22		
		361	23 54	250	6 76		
3,221		1,021	68 92	2	29		
22		187	12 91	50	1 77		
1				19	48		
85		5	34				
19,019		91	8 42	1,231	80 57		
46,656		2,373	168 90	2,061	111 27	449	4 49
1,516		44	8 12	74	16 47		
10		1	19	109	20 60		
27		53	7 18	31	1 54		
671		24	96	256	25 28		
79		14	70				
247		4	57	19	95		
172							
126				9	1 24		
20		31	6 00	27	3 21		
505							
452							
4,990				6	15		
4,370		4	37	289	9 93		
3,490		94	5 28	494	24 18		
150		13	2 42	15	1 32		
670				2	27		
61				58	9 04		
51		8	55				
62		36	6 79	148	33 95		
184							
412							
139				44	6 26		
26							
910		3	28	44	5 67		
15				6	97		
345							
27							
234				19	3 16		
12							
5							
51		7	2 10	3	40		
20,029		336	41 51	1,653	164 59		

## No. 30.—SUMMARY STATEMENT

Articles.	Welland Canal.		St. Lawrence Canals.		Chambly Canal.	
	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
<i>Merchandise.</i>		\$ cts.		\$ cts.		\$ cts.
Brimstone, Crude.....	4,208	1,683 20	24	6 60		
Passage.....	2	80	378	54 15		
Clay, Lime, and Sand.....	1,022	235 55	5,999	367 80	3,862	389 29
Coal.....	372,979	71,733 18	3,884	367 77	133,136	13,264 79
Coffee.....	14	5 60				
Dye Woods and Dye Stuffs.....	327	129 05	40	4 40	35	3 50
Fish.....	424	89 21	911	130 39	15	50
Gypsum.....	1,550	143 44	2,409	326 30	202	6 74
Ores, all kinds.....	69,815	3,490 75	1,183	59 15	56	2 80
Marble.....	2,846	1,137 35	56	8 80	413	68 20
Rags.....	106	32 00	520	59 25		
Salt.....	44,264	8,820 78	14,967	2,050 68	1,765	163 70
Stone, all kinds.....	17,601	3,031 45	2,909	477 17	2,449	139 48
All other Goods and Merchandise not enumerated.....	18,752	7,256 80	18,444	3,636 80	2,029	202 50
<b>Total.....</b>	<b>533,910</b>	<b>97,789 16</b>	<b>51,724</b>	<b>7,549 26</b>	<b>143,962</b>	<b>14,241 50</b>
<b>Grand Totals — Passengers and Tonnage of Vessels not included.....</b>	<b>1,503,750</b>	<b>300,841 49</b>	<b>682,980</b>	<b>84,826 24</b>	<b>274,951</b>	<b>27,088 75</b>

INLAND REVENUE DEPARTMENT,  
OTTAWA, July 31st, 1874.

of Traffic, &c.—*Concluded.*

Burlington Bay Canal.		Ottawa Canals.		Rideau Canal.		St. Peter's Canal.	
Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
	\$ cts.		\$ cts.		\$ cts.		\$ cts.
10		23	2 30	4	35		
1,137							
65,675				3,018	150 01	5,130	51 30
29							
55		60	1 65	84	2 10	1,203	12 03
206		18	56	361	9 42		
		120	6 00	16,285	814 25		
14							
73				8	2 02		
1,096		13	31	698	20 40		
1,134		189	4 35	501	13 65		
6,230		1,255	87 12	919	135 39	2,497	24 97
75,659		1,678	102 29	21,878	1,147 59	8,830	88 30
197,563	4,523 41	548,680	45,862 96	202,176	7,938 91	10,700	497 55

APPENDIX A.—Continued.

No. 31.—STATEMENT showing the amount of Tolls accrued each month during the Fiscal Year, ended 30th June, 1874.

Canals and Offices.	1873.						1874.			Totals.
	July.	August.	September.	October.	November.	December.	April.	May.	June.	
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
<i>Welland Canal.</i>										
Chippawa.....	81 95	3 22	4 66	20 38	20 50	.....	5 82	8 87	1 23	146 63
Colborne.....	29,050 26	33,357 17	30,355 35	23,852 50	20,221 03	100 01	8,769 61	26,878 37	35,139 63	207,523 93
Dalhousie.....	13,296 88	12,104 51	15,785 04	10,925 75	4,365 16	31 43	7,214 52	9,503 44	13,177 23	86,403 96
Dunville.....	294 97	64 02	121 63	265 66	183 29	.....	51 02	150 44	85 77	1,186 80
Maitland.....	517 34	131 65	63 84	224 04	128 65	.....	235 06	242 12	141 22	1,683 92
Robinson.....	488 88	446 37	418 24	294 31	187 79	.....	171 95	198 52	197 15	2,413 21
St. Catharine's.....	239 86	132 94	161 53	177 37	158 67	.....	234 07	205 31	173 29	1,483 04
Total, Welland Canal.....	43,950 14	46,239 88	46,910 29	35,750 01	25,265 09	131 44	16,682 05	36,987 07	48,915 52	300,841 49
<i>St. Lawrence Canal</i>										
Beauharnois.....	50 76	44 08	22 69	24 20	16 23	.....	.....	10 45	18 00	186 41
Cornwall.....	2,909 46	2,621 87	2,003 06	3,583 70	2,055 09	.....	43 65	3,695 88	4,474 22	20,686 93
Edwardsburg.....	57 03	35 71	54 17	33 39	79 68	1 70	.....	50 18	81 81	393 67
Kingston.....	1,914 16	3,827 34	3,879 83	3,924 77	755 32	.....	1,527 68	3,886 42	4,303 26	23,528 18
Lachine.....	1,121 13	1,052 66	943 25	1,419 74	391 03	.....	16 31	773 46	1,226 92	6,944 50
Montreal.....	5,560 47	6,172 66	5,017 80	5,377 62	1,959 31	.....	126 68	3,553 67	5,318 34	33,086 55
Total, St. Lawrence Canals.....	10,913 01	13,754 32	11,420 30	14,363 42	5,256 66	1 70	1,714 22	11,980 06	15,422 55	84,826 24
<i>Chambly Canal.</i>										
Chambly.....	1,358 48	1,151 14	1,423 83	1,233 69	788 31	.....	.....	578 06	1,240 17	7,773 68
St. John's.....	2,660 12	3,298 75	2,719 00	1,985 81	488 61	.....	112 36	3,555 64	4,207 05	18,797 34
St. Our's.....	96 87	86 27	51 14	79 04	52 15	.....	12 90	59 10	80 26	517 73
Total, Chambly Canal.....	4,115 47	4,536 16	4,193 97	3,298 54	1,299 07	.....	125 26	3,992 80	5,527 48	27,088 75

<i>Burlington Bay Canal.</i>										
Hamilton .....	680 82	577 34	486 01	594 91	314 10	29 14	269 28	794 86	776 95	4,523 41
<i>Ottawa Canals.</i>										
Ottawa .....	2,153 15	1,513 92	1,417 57	1,478 15	509 55	.....	.....	1,614 97	1,611 96	10,299 27
Carillon .....	155 99	127 89	128 53	135 21	74 84	.....	.....	60 19	64 78	747 43
Grenville .....	5,678 38	5,051 93	5,259 19	4,504 55	1,803 52	.....	.....	3,705 64	6,008 14	32,111 35
St. Ann's .....	511 94	508 84	382 00	366 65	106 81	.....	.....	350 28	478 39	2,704 91
Total, Ottawa Canals .....	8,499 46	7,202 58	7,187 29	6,584 56	2,494 72	.....	.....	5,731 08	8,163 27	45,862 96
<i>Rideau Canal.</i>										
Kingston Mills .....	676 41	418 37	580 01	489 77	169 83	.....	4 64	472 73	542 06	3,353 82
Ottawa .....	582 03	633 61	603 50	404 30	161 29	.....	118 85	376 64	510 54	3,890 76
Smith's Falls .....	225 80	115 91	174 73	152 06	65 94	.....	.....	192 83	267 06	1,194 33
Total, Rideau Canal .....	1,484 24	1,167 89	1,358 24	1,046 13	397 06	.....	123 49	1,042 20	1,319 66	7,938 91
<i>St. Peter's Canal.</i>										
St. Peter's .....	57 94	63 84	80 01	53 66	64 34	41 38	.....	70 68	65 70	497 55
Grand Total .....	69,701 08	73,542 01	71,636 11	61,701 17	35,091 04	203 66	8,914 30	60,598 75	80,191 13	471,579 31

DEPARTMENT OF INLAND REVENUE,  
OTTAWA, July 31st, 1874.

APPENDIX A.—Continued.

No. 32.—STATEMENT, shewing the Number, Tonnage and Nationality of Vessels passed through all the Canals during the Fiscal Year ended 30th June, 1874, and the Tolls collected thereon.

Vessels.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls. \$ cts.
	Total Number	Up	Down	Up	Down	Up	Down	Up	Down			
										Up		
<i>Welland Canal.</i>												
Canadian Vessels, steam.....	589	40,548	29,750	241	.....	.....	819	46,048	58,917	76,039	134,956	2,770 87
Canadian Vessels, sail.....	3,235	125,878	82,349	16,328	.....	.....	22,604	230,803	332,011	329,480	661,491	13,476 94
Total Canadian.....	3,824	166,426	112,099	16,569	.....	.....	23,423	276,851	390,928	405,519	796,447	16,247 21
United States Vessels, steam.....	631	13	28	1,339	114,543	116,446	617	1,311	115,621	119,124	234,745	5,855 72
United States Vessels, sail.....	2,040	466	.....	1,568	236,566	169,790	1,120	99,521	270,042	270,879	540,921	13,143 29
Total United States.....	2,671	479	28	2,907	351,109	286,236	1,737	100,832	385,663	390,003	775,666	17,999 01
Grand Total, Welland Canal	6,495	166,905	112,127	19,476	351,109	286,236	23,160	377,683	776,591	795,522	1,572,113	34,246 22
<i>St. Lawrence Canal.</i>												
Canadian Vessels, steam.....	2,861	177,006	174,143	85	.....	.....	70	1,447	198,752	175,675	374,427	5,525 25
Canadian Vessels, sail.....	6,897	516,160	371,209	4,440	.....	.....	1,690	1,577	519,393	377,226	896,619	9,712 51
Total Canadian.....	9,758	693,166	545,352	4,525	.....	.....	1,760	3,024	718,145	552,901	1,271,046	15,237 76
United States Vessels, steam.....	414	958	928	395	1,831	2,013	104	4,184	6,881	7,520	14,401	124 38
United States Vessels, sail.....	1,293	36,300	14,448	3,924	405	692	33,629	1,179	72,299	20,243	92,542	932 55
Total United States.....	1,707	37,258	15,376	4,319	2,336	2,705	33,733	5,363	79,180	27,763	106,943	1,056 93
Grand Total, St. Lawrence Canals.....	11,465	730,424	560,728	8,844	2,336	2,705	35,493	8,387	797,925	580,664	1,377,989	16,294 69

<i>Chambly Canal.</i>														
Canadian Vessels, steam.....	564	14,807	14,540	868						1,543	15,573	16,083	31,756	186 14
Canadian Vessels, sail.....	1,528	14,340	11,031	28,165						81,626	42,505	92,657	135,162	2,140 25
Total Canadian.....	2,092	29,147	25,571	29,031						83,169	58,178	108,740	166,918	2,326 39
United States Vessels, steam.....	37			1,238						1,020	1,238	1,020	2,258	28 35
United States Vessels, sail.....	1,672	97	84	26,407			68			92,990	25,572	93,074	119,646	1,581 97
Total United States.....	1,709	97	84	27,645			68			94,010	27,810	94,094	121,904	1,610 32
Grand Total, Chambly Canal.	3,801	29,244	25,655	56,676			68			177,179	85,988	202,834	288,822	3,936 71
<i>Burlington Bay Canal.</i>														
Canadian Vessels, steam.....	740	81,246	81,075		654						81,608	81,729	163,337	3,266 74
Canadian Vessels, sail.....	797	23,508	39,113		16,071						54,766	55,184	109,950	1,100 82
Total Canadian.....	1,537	104,554	120,188		16,725						136,374	136,913	273,287	4,367 56
United States Vessels, steam.....	10				968						968	968	1,936	38 72
United States Vessels, sail.....	98	333	1,554		4,248						5,911	5,802	11,713	117 13
Total United States.....	108	333	1,554		5,216						6,879	6,770	13,649	155 85
Grand Total, Burlington Bay Canal.....	1,645	104,887	121,742		21,941						143,253	143,683	286,936	4,523 41
<i>Ottawa Canals.</i>														
Canadian Vessels, steam.....	1,510	29,198	33,214		368						29,196	33,582	62,780	452 21
Canadian Vessels, sail.....	2,692	12,972	152,977		56,838						12,972	209,815	222,787	3,233 50
Total Canadian.....	4,202	42,170	186,191		57,206						42,170	243,397	285,567	3,686 01
United States Vessels, steam.....														
United States Vessels, sail.....	1,004	8,310	815		54,701						16,251	55,516	71,767	1,481 46
Total United States.....	1,004	8,310	815		54,701						16,251	55,516	71,767	1,481 46
Grand Total, Ottawa Canals.	5,206	50,480	187,006		111,907						58,421	298,913	357,334	5,167 47



APPENDIX A—Continued.

No. 32.—STATEMENT, showing the Number, Tonnage and Nationality of Vessels passed through all the Canals during the Fiscal Year ended 30th June, 1874, and the Tolls collected thereon.

Vessels.	Total Number	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls. \$ cts.
		Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
<i>Rideau Canal.</i>													
Canadian Vessels, steam.....	725	15,249	19,258							16,076	19,258	35,334	523 86
Canadian Vessels, sail.....	2,423	68,232	83,764	827	2,208					70,440	83,764	154,204	1,482 12
Total Canadian.....	3,148	83,481	103,022	3,035						86,516	103,022	189,538	2,005 98
United States' Vessels, steam.	2										73	73	1 65
United States' Vessels, sail..	108	2,147	5,261			133				2,280	5,261	7,541	60 64
Total United States.....	110	2,147	5,261			133				2,280	5,334	7,614	62 19
Grand Total, Rideau Canal..	3,258	85,628	108,283	3,035		133				88,796	108,356	197,152	2,068 17
<i>St. Peter's Canal.</i>													
Canadian Vessels, steam.....													
Canadian Vessels, sail.....	534	9,802	9,726							9,802	9,726	19,528	390 55
Total Canadian.....	534	9,802	9,726							9,802	9,726	19,528	390 55
United States' Vessels, steam.													
United States' Vessels, sail..													
Total United States.....													
Grand Total, St. Peter's Canal	534	9,802	9,726							9,802	9,726	19,528	390 55

No. 32.—RECAPITULATION.

Vessels.	Total Number		From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls. \$ cts.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
<b>CANADIAN VESSELS.</b>														
<i>Steam and Sail.</i>														
Welland .....	3,824	166,426	112,099	16,569	201,079	16,569	.....	.....	276,851	23,423	390,928	405,519	796,447	16,247 21
St. Lawrence .....	9,758	693,166	545,352	4,525	23,219	4,525	.....	.....	3,024	1,760	718,145	552,901	1,271,046	15,237 76
Chambly .....	2,092	29,147	25,371	.....	29,031	.....	.....	.....	83,169	.....	58,178	108,740	166,9 8	2,326 39
Burlington Bay .....	1,537	104,554	120,188	16,725	.....	16,725	.....	.....	.....	31,820	136,374	136,913	273,287	4,367 56
Ottawa .....	4,202	42,170	186,191	57,206	.....	57,206	.....	.....	.....	42,170	243,397	243,397	285,567	3,686 01
Rideau .....	3,148	83,481	103,022	.....	3,035	.....	.....	.....	.....	.....	86,516	103,022	189,538	2,005 98
St. Peter's .....	534	9,812	9,726	.....	.....	.....	.....	.....	.....	.....	9,802	9,726	19,528	390 55
Total Canadian .....	25,095	1,128,746	1,102,149	95,025	256,364	95,025	.....	.....	363,044	57,003	1,442,113	1,560,218	3,002,331	44,261 46
<b>UNITED STATES VESSELS.</b>														
<i>Steam and Sail.</i>														
Welland .....	2,671	479	28	2,907	32,338	2,907	286,236	.....	100,832	1,737	385,663	393,003	775,666	17,999 01
St. Lawrence .....	1,707	37,258	15,376	4,319	5,853	4,319	2,705	5,363	5,363	33,793	79,180	27,763	106,943	1,096 93
Chambly .....	1,709	97	84	68	27,645	68	.....	.....	94,010	.....	27,810	94,094	121,904	1,610 32
Burlington Bay .....	108	333	1,554	5,216	.....	5,216	.....	.....	6,546	.....	6,879	6,770	13,649	155 85
Ottawa .....	1,004	8,310	815	54,701	.....	54,701	.....	.....	7,941	.....	16,251	55,516	71,767	1,481 46
Rideau .....	110	2,147	5,261	.....	.....	.....	.....	.....	133	.....	2,280	5,334	7,614	62 19
St. Peter's .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total United States .....	7,309	48,624	23,118	67,143	65,836	67,143	288,941	353,513	200,278	50,090	518,063	579,480	1,097,543	22,365 76
Grand Total, Canadian and United States .....	32,404	1,177,370	1,125,267	162,168	322,200	162,168	288,941	353,513	563,322	107,093	1,960,176	2,139,698	4,099 8	66,627 22

INLAND REVENUE DEPARTMENT, OTTAWA, July 31st, 1874.

## APPENDIX A.—Continued.

No. 33.—COMPARATIVE STATEMENT of the Total Movement of Property, Passengers and Vessels on the undermentioned Canals for the Fiscal Year ended 30th June, 1874, and the three preceding years.

Goods, Wares and Merchandise.	Welland Canal.			St. Lawrence Canals.			Chambly Canal.					
	1871.	1872.	1873.	1874.	*1871.	1872.	1873.	1874.	*1871.	1872.	1873.	1874.
Farm Stock.....	201	122	63	89	.....	1,611	1,368	1,528	.....	209	248	390
Forest.....	321,105	276,429	310,376	305,661	.....	310,153	329,096	290,964	.....	248,701	222,288	93,483
Manufactures.....	201,507	81,748	56,323	37,888	.....	135,137	137,729	85,287	.....	12,949	14,346	19,021
Merchandise.....	221,359	275,065	419,287	533,910	.....	43,112	44,358	51,724	.....	69,260	116,684	143,962
Vegetable Food.....	668,076	629,859	544,580	626,202	.....	191,265	193,641	253,477	.....	13,522	15,489	18,095
Other Agricultural Products	26,812											
Total Tons.....	1,439,060	1,263,223	1,330,629	1,503,750	.....	681,278	706,192	682,980	.....	344,641	369,055	274,951
Passengers.....	8,147	9,466	7,629	6,919	.....	38,942	55,473	32,965	.....	3,689	3,192	3,218
No. of Vessels of all kinds..	7,729	5,972	6,205	6,495	.....	10,399	11,242	11,465	.....	5,043	5,428	3,801
Total Tonnage of Vessels of all kinds.....	1,554,118	1,377,815	1,397,388	1,572,113	.....	1,186,766	1,267,044	1,377,989	.....	409,909	422,789	288,822
	Welland Canal.			St. Lawrence Canals.			Chambly Canal.					
	Percentage of Increase of 1874 compared with 1873 is	Percentage of Increase of 1874 compared with 1871 is	Percentage of Decrease of 1874 compared with 1873 is	Percentage of Increase of 1874 compared with 1871 is	Percentage of Decrease of 1874 compared with 1873 is	Percentage of Increase of 1874 compared with 1871 is	Percentage of Decrease of 1874 compared with 1873 is					
	13	4.5	3.28				25.49					

	Burlington Bay Canal.				Ottawa Canals.				Rideau Canal.			
	1871.	1872.	1873.	1874.	*1871.	1872.	1873.	1874.	*1871.	1872.	1873.	1874.
Goods, Wares and Merchandise.												
Farm Stock.....	26	20	21	34			708	600			3	175,903
Forest.....	20,943	20,567	10,461	50,771			468,475	543,377			323,541	1,633
Manufactures.....	27,281	38,411	32,956	20,029			669	336			2,003	21,878
Merchandise.....	10,573	13,283	7,106	75,659			1,327	1,678			23,333	2,742
Vegetable Food.....	37,428	50,192	25,168	51,070			2,217	2,689			2,621	202,176
Other Agricultural Products	4,992											
Total Tons.....	101,243	122,473	75,712	197,563			473,396	548,680			351,501	700
Passengers.....No.	12,278	12,908	8,703	11,085			23,835	40,996			1,526	3,258
No. of Vessels of all kinds..	1,549	1,441	1,456	1,645			4,767	5,206			4,298	197,152
Total Tonnage of Vessels of all kinds.....	262,411	265,826	243,827	286,936			320,900	357,334			275,849	
	Burlington Bay Canal.				Ottawa Canals.				Rideau Canal.			
	Percentage of Increase of 1874 compared with 1873 is	Percentage of Increase of 1874 compared with 1871 is	Percentage of Increase of 1874 compared with 1873 is	Percentage of Increase of 1874 compared with 1871 is	Percentage of Increase of 1874 compared with 1873 is	Percentage of Increase of 1874 compared with 1873 is	Percentage of Increase of 1874 compared with 1873 is	Percentage of Increase of 1874 compared with 1873 is	Percentage of Increase of 1874 compared with 1873 is	Percentage of Increase of 1874 compared with 1873 is	Percentage of Increase of 1874 compared with 1873 is	Percentage of Increase of 1874 compared with 1873 is
	160	95.13	15.9	42.48								

\* In previous years the tonnage was reported at each Canal through which it passed, whereas in 1872 "Through Let Passes" were granted, and the tonnage was only reported once; while retaining the form, therefore, the figures are omitted.

INLAND REVENUE DEPARTMENT,  
OTTAWA, July 31st, 1874.

APPENDIX A.—Continued.

No. 34.—COMPARATIVE STATEMENT of the Tonnage of Vessels and Goods passed through the Canals, for the Fiscal Years ended 30th June, 1871, 1872, 1873 and 1874

Property and Vessels.	Welland Canal.			St. Lawrence Canals.			Chamby Canal.					
	1871.	1872.	1873.	1874.	*1871.	1872.	1873.	1874.	*1871.	1872.	1873.	1874.
Tonnage of Property, up.....	356,697	292,794	381,662	415,269	.....	190,730	203,948	142,720	.....	262,471	235,461	105,144
do down.....	1,082,363	970,429	948,967	1,088,481	.....	490,548	502,244	540,260	.....	82,170	136,894	169,807
Total tonnage of Property up and down	1,439,060	1,263,223	1,330,629	1,503,750	.....	681,278	706,192	682,980	.....	344,641	369,055	274,951
Tonnage of Vessels, up.....	759,893	689,273	696,088	776,591	.....	648,743	717,357	797,325	.....	160,588	141,035	85,988
do down.....	794,225	688,542	701,300	795,522	.....	538,023	547,690	580,664	.....	249,321	281,754	202,834
Total tonnage of Vessels, up and down	1,554,118	1,377,815	1,397,388	1,572,113	.....	1,186,766	1,265,047	1,377,989	.....	409,909	422,789	288,822
Grand total tonnage of Vessels and Property, up and down.....	2,993,178	2,641,038	2,728,017	3,075,863	.....	1,868,044	1,973,239	2,060,969	.....	754,550	791,844	563,773
						Ottawa Canals.				Rideau Canal.		
Tonnage of Property, up.....	88,017	46,901	40,936	100,425	.....	.....	1,365	1,728	.....	.....	143,575	148,027
do down.....	63,226	75,572	34,776	97,138	.....	.....	472,031	546,952	.....	.....	207,926	54,149
Total tonnage of Property, up and down	101,243	122,473	75,712	197,563	.....	.....	473,396	548,680	.....	.....	351,501	202,176
Tonnage of Vessels, up.....	131,032	131,151	121,054	143,253	.....	.....	55,024	58,421	.....	.....	84,607	88,796
do down.....	131,379	134,675	122,773	143,683	.....	.....	265,866	298,913	.....	.....	191,242	108,356
Total tonnage of Vessels, up and down	262,411	265,826	243,827	286,936	.....	.....	320,900	357,334	.....	.....	275,849	197,152
Grand total tonnage of Vessels and Property, up and down.....	363,654	388,299	319,539	484,499	.....	.....	794,296	906,014	.....	.....	627,350	399,328

\* In previous years the tonnage was repeated at each Canal through which it passed, whereas in 1872, "Through Let Passes" were granted, and the tonnage was only reported once; while retaining the form, therefore, the figures are omitted.

INLAND REVENUE DEPARTMENT, OTTAWA, July 31st, 1874.

## APPENDIX A.—Continued.

No. 35.—COMPARATIVE STATEMENT of the Quantity of each Article transported on the Canals, during the Fiscal Years ended June, 1873 and 1874, and of the Tolls collected thereon.

Articles.	1873.		1874.	
	Tons.	Tolls.	Tons.	Tolls.
		\$ cts.		\$ cts.
Ashes, Pot and Pearl.....	3,613	568 51	6,822	787 59
Apples.....	12,606	1,507 52	10,738	1,170 92
Agricultural products not enumerated.....	1,206	115 80	1,525	188 90
do do Animal.....	8,940	1,331 83	4,497	418 71
Agricultural Implements.....	951	198 83	381	87 43
Barley.....	15,244	1,733 30	17,896	1,990 15
Bricks.....	6,198	446 58	5,709	488 60
Bones.....	509	64 72	1,087	110 56
Baggage.....	1,554	249 70	417	57 60
Beer.....	1,090	355 58	440	96 16
Brimstone, Crude.....	4,014	1,305 00	4,232	1,689 80
Cement and Water Lime.....	6,021	1,522 54	7,048	957 99
Clay, Lime and Sand.....	10,392	934 86	6,301	720 14
Coal.....	354,714	58,253 36	585,937	85,567 08
Corn.....	252,903	47,495 75	228,590	43,808 60
Cattle.....	1,134	87 92	1,130	72 33
Cotton, Raw.....	40	6 95	47	6 45
Coffee.....	80	16 17	14	5 60
Crockery.....	880	225 94	609	142 91
Dye Wood and Dye Stuffs.....	837	218 89	431	136 95
Earthenware.....	2,462	661 12	1,550	351 71
Fish.....	3,816	868 85	2,752	235 88
Flax and Hemp.....	419	118 72	195	44 49
Flour.....	69,102	9,847 99	94,847	9,842 74
Furniture.....	1,034	267 12	658	178 18
Gypsum.....	6,548	454 30	4,746	486 46
Glass, Window.....	1,963	396 09	1,858	371 79
Glassware.....	1,264	288 57	887	116 46
Hay, Pressed.....	6,932	781 66	8,448	835 62
Hogs.....	166	15 54	67	5 23
Horses.....	502	53 81	702	58 92
Hides and Skins, Horns and Hoofs.....	782	141 12	934	101 29
Iron, Railway.....	67,983	9,688 43	29,580	3,864 05
do Pig.....	67,432	9,688 23	31,855	4,207 51
do all other.....	26,700	4,339 86	28,070	3,917 40
Iron Ore.....	110,916	5,545 80	85,976	4,291 30
Kryolite or Chemical Ore, and other Ore, except Iron.....	5,878	386 25	1,633	81 65
Lard and Lard Oil.....	1,025	168 13	2,383	237 33
Meals, all kinds.....	1,324	159 43	3,279	346 62
Meats, other than Pork.....	4,849	697 85	1,810	149 06
Marble.....	3,407	892 65	3,329	1,214 35
Manilla.....	366	110 85	217	86 30
Molasses.....	11,352	1,409 90	9,958	1,055 25
Nails.....	5,878	1,098 61	3,476	670 22
Oats.....	11,976	1,092 02	9,073	935 59
Oil in Barrels.....	4,679	1,062 35	3,091	1,075 82
Oil Cake.....	52	8 95	285	24 89
Pease.....	17,118	1,340 48	29,330	2,670 87
Potatoes.....	370	34 17	2,519	398 71
Pork.....	2,797	545 54	6,092	700 25
Paint.....	1,091	316 27	765	250 09
Pitch and Tar.....	2,514	276 16	5,080	451 39
Rags.....	1,221	190 45	707	98 27
Rye.....	1,123	4 73	564	111 81
Rosin.....	2,737	343 69	2,467	203 00

## No. 35.—COMPARATIVE STATEMENT, shewing the Quantity, &amp;c.—Continued.

Articles.	1873.		1874.	
	Tons.	Tolls.	Tons.	Tolls.
Salt .....	51,885	9,474 37	62,803	11,055 87
Stone intended for cutting .....	10,851	2,084 79	14,128	2,258 32
do wrought .....	2,796	767 41	2,217	764 32
do not suitable for cutting, unwrought .....	5,313	436 17	8,288	643 46
Seeds, all kinds .....	176	32 79	355	33 79
Sheep .....	609	50 59	742	48 31
Soda Ash .....	2,553	676 91	2,518	778 15
Steel .....	833	172 59	243	59 55
Sugar .....	12,313	1,926 89	12,827	1,532 53
Spirits .....	4,181	1,182 17	3,695	1,110 06
Tobacco, Raw .....	354	54 10	155	19 72
Tallow .....	142	22 98	79	6 83
Tin .....	2,213	483 29	1,201	196 90
Turpentine .....	923	100 14	1,845	141 53
Vinegar .....	334	67 41	569	79 82
Wheat .....	377,170	67,591 46	530,208	91,236 30
White Lead .....	256	50 49	142	21 20
Whiting .....	534	99 45	173	43 33
Wool .....	621	113 26	870	87 97
All other Goods and Merchandise not enumerated .....	38,196	10,577 74	50,126	11,343 58
Bark .....	271	17 65	184	8 85
Barrels, Empty .....	1,020	122 18	1,856	192 00
Boat Knees .....	131	9 16	60	4 39
Floats .....	33,064	1,069 95	36,774	892 83
Fire Wood, in vessels .....	390,756	12,668 37	382,489	11,880 98
do do raft .....	1,455	20 59	1,452	28 58
Hoops .....	753	100 49	754	173 85
Hop Poles .....	550	34 00	2,018	129 00
Lumber, sawn, in vessels .....	929,574	75,858 34	672,123	59,668 28
do do rafts .....	27,064	1,043 84	28,966	1,137 33
Masts, Spars, and Telegraph Poles, in vessels .....	95	5 25	725	53 75
do do rafts .....	24,419	618 11	23,220	612 80
Railway Ties, in vessels .....	9,765	754 64	13,332	992 28
do do rafts .....	2,777	194 15	424	37 30
Saw Logs .....	64,725	2,059 89	4,862	1,362 11
Staves and Headings, barrel .....	8,523	541 05	6,689	497 56
do do pipe .....	13,606	2,316 48	23,967	3,370 02
do do West India .....	15,766	2,563 36	21,518	2,981 64
Shingles .....	1,007	344 91	908	292 94
Split Posts and Fence Rails, in vessels .....	116	17 56	206	21 65
do do rafts .....				
Timber, Square, in vessels .....	70,850	10,450 25	104,200	14,859 28
do do rafts .....	44,365	2,705 66	61,654	2,237 97
Traverses .....	24,664	117 54	32,396	175 95
Woodenware and Wood partly manufactured .....	2,026	603 78	2,005	606 04
Totals—Passengers and tonnage of vessels not included .....	3,309,299	380,137 66	3,420,800	401,898 89
Passengers—Total number .....	100,374	3,030 41	95,895	3,053 20
Vessels—Tonnage .....	3,933,798	62,328 10	4,099,874	66,627 22
Total tolls collected .....		445,496 17		471,579 31
Total Tolls free .....		51,269 41		47,462 16
Gross Total Tolls .....		496,765 58		519,041 47

INLAND REVENUE DEPARTMENT,  
OTTAWA, July 31st, 1874.

## APPENDIX A.—Continued.

No. 36.—STATEMENT of the Number and Tonnage of all kinds of Vessels passed through the Canals during the Fiscal Year ended 30th June, 1874.

## WELLAND AND ST. LAWRENCE CANALS.

CANADIAN.					UNITED STATES.			
Steam Vessels.			Sailing Vessels.		Steam Vessels.		Sailing Vessels.	
Tonnage.	Number.	Total Tonnage.	Number.	Total Tonnage.	Number.	Total Tonnage.	Number.	Total Tonnage.
8	11	88	39	312	9	72	1	8
10	11	110	18	180	5	50	3	30
12	5	60	3	36	4	48	1	12
15	7	105	5	75	10	150	3	45
20	9	180	18	360	3	60	2	40
25	13	325	6	150	1	25	5	125
30	6	180	5	150	4	120	1	30
35	8	280	8	280	3	105	.....	.....
40	5	200	12	480	2	80	1	40
45	8	360	10	450	1	45	2	90
50	5	250	18	900	2	100	5	250
55	5	275	5	275	2	110	10	550
60	4	240	22	1,320	1	60	37	2,220
65	1	65	12	780	.....	.....	77	5,005
70	.....	.....	17	1,190	1	70	82	5,740
75	2	150	30	2,250	1	75	43	3,225
80	.....	.....	39	3,120	1	80	11	880
85	.....	.....	22	1,870	.....	.....	2	170
90	1	90	41	3,690	.....	.....	7	630
95	1	95	27	2,565	1	95	3	285
100	1	100	69	6,900	1	100	13	1,300
105	2	210	44	4,620	1	105	8	840
110	3	330	33	3,630	2	220	11	1,210
115	3	345	22	2,530	1	115	11	1,265
120	2	240	30	3,600	.....	.....	9	1,080
125	3	375	11	1,375	.....	.....	5	625
130	.....	.....	29	3,770	.....	.....	3	390
135	1	135	15	2,025	1	135	.....	.....
140	1	140	29	4,060	.....	.....	3	420
145	1	145	22	3,190	.....	.....	1	145
150	2	300	22	3,300	.....	.....	4	600
155	2	310	21	3,255	.....	.....	1	155
160	1	160	18	2,880	.....	.....	2	320
165	1	165	15	2,475	.....	.....	3	495
170	.....	.....	3	610	1	170	4	680
175	5	875	12	2,100	1	175	1	175
180	.....	.....	9	1,920	.....	.....	.....	.....
185	1	185	7	1,295	.....	.....	2	360
190	1	190	7	1,330	.....	.....	3	570
195	2	390	13	2,535	.....	.....	2	390
200	2	400	10	2,000	1	200	4	800
205	.....	.....	4	820	.....	.....	7	1,435
210	.....	.....	4	840	1	210	5	1,050
215	1	215	6	1,290	.....	.....	11	2,365
220	4	880	8	1,760	.....	.....	3	660
225	1	225	6	1,350	.....	.....	10	2,250
230	.....	.....	5	1,150	.....	.....	5	1,150
235	1	235	5	1,175	.....	.....	6	1,410
240	1	240	3	720	.....	.....	7	1,680
245	3	735	3	735	.....	.....	5	1,225
250	2	500	11	2,750	.....	.....	2	500



## No. 36.—Continued.

## WELLAND AND ST. LAWRENCE CANALS.

CANADIAN.					UNITED STATES.			
Steam Vessels.			Sailing Vessels.		Steam Vessels.		Sailing Vessels.	
Tonnage.	Number.	Total Tonnage.	Number.	Total Tonnage.	Number.	Total Tonnage.	Number.	Total Tonnage.
255			3	765			8	2,040
260	1	260	3	780	2	520	3	780
265	5	1,325	4	1,060			11	2,915
270	2	510	3	810			9	2,430
275	2	550	2	550	1	275	2	550
280			4	1,120			14	3,920
285	4	1,140	7	1,995			4	1,140
290	2	580	6	1,740			13	3,770
295	1	295	6	1,770	1	295	8	2,360
300	5	1,500	4	1,200	1	300	19	5,700
305	2	610	4	1,220	3	915	7	2,135
310			5	1,550	1	310	9	2,790
315			3	945	1	315	15	4,725
320			16	5,120			14	4,480
325							9	2,925
330			2	660	1	330	7	2,310
335	1	335	4	1,340			5	1,675
340			6	1,440			2	680
345			2	690			5	1,725
350			9	3,150			9	3,150
355			7	2,485			3	1,065
360			14	5,040			1	360
365			8	2,920			1	365
370			8	2,960				
375			2	750			1	375
380							2	760
385			5	1,925				
390			1	390				
395			4	1,580				
400	1	400	1	400			1	400
405								
410								
415					1	415		
420					1	420		
425								
432					3	1,296		
435					1	435		
436					1	436		
437					2	874		
440					2	880		
446					1	446		
447					1	447		
460					1	460		
461					1	461		
466					2	932		
467					1	467		
479					1	479		
490	1	490						
500			1	500				
504					1	504		
627			1	627				
Total..	176	19,103	998	139,805	92	14,987	629	100,445

## No. 36.—Continued.

## RIDEAU, OTTAWA AND CHAMBLY CANALS.

CANADIAN.					UNITED STATES.			
Steam Vessels.			Sailing Vessels.		Steam Vessels.		Sailing Vessels.	
Tonnage.	Number.	Total Tonnage.	Number.	Total Tonnage.	Number.	Total Tonnage.	Number.	Total Tonnage.
8	10	80	40	320	.....	.....	1	8
10	5	50	15	150	.....	.....	1	10
12	4	48	19	228	1	12	.....	.....
15	6	90	9	135	.....	.....	1	15
20	11	220	45	900	.....	.....	1	20
25	4	100	6	150	.....	.....	.....	.....
30	5	150	11	330	1	30	.....	.....
35	5	175	6	210	.....	.....	.....	.....
40	6	240	14	560	1	40	.....	.....
45	6	270	4	180	.....	.....	5	225
50	3	150	30	1,500	.....	.....	10	500
55	4	220	9	495	1	55	14	770
60	1	60	21	1,260	1	60	96	5,760
65	3	195	6	390	.....	.....	130	8,450
70	2	140	14	980	2	140	159	11,130
75	3	225	24	1,800	.....	.....	70	5,250
80	2	160	26	2,080	.....	.....	24	1,920
85	2	170	26	2,210	1	85	5	425
90	1	90	60	5,400	.....	.....	7	630
95	2	190	76	7,220	.....	.....	6	570
100	1	100	59	5,900	1	100	17	1,700
105	.....	.....	60	6,300	.....	.....	10	1,050
110	1	110	28	3,080	.....	.....	19	2,090
115	1	115	5	575	.....	.....	10	1,150
120	.....	.....	10	1,200	.....	.....	9	1,080
125	.....	.....	5	625	.....	.....	.....	.....
130	.....	.....	12	1,560	.....	.....	1	130
135	.....	.....	3	405	.....	.....	.....	.....
140	.....	.....	4	560	.....	.....	.....	.....
145	.....	.....	2	290	.....	.....	.....	.....
150	.....	.....	2	300	.....	.....	.....	.....
155	.....	.....	1	155	.....	.....	1	155
175	.....	.....	1	175	.....	.....	.....	.....
177	.....	.....	1	177	.....	.....	.....	.....
Total..	88	3,348	654	47,800	9	522	597	43,038

INLAND REVENUE DEPARTMENT,  
OTTAWA, July 31st, 1874.

APPENDIX A.—Continued.

No. 37.—STATEMENT showing the Number and Classified Tonnage of all kinds of Vessels passed through the Canals, during the Fiscal Year ended the 30th June, 1874.

WELLAND AND ST. LAWRENCE CANALS.

CANADIAN.						UNITED STATES.								
Class	Steam Vessels.	No.	Tonnage.	Sailing Vessels.	No.	Tonnage.	Class	Steam Vessels.	No.	Tonnage.	Sailing Vessels.	No.	Tonnage.	
1	250 to 490 tons	29	8,525	250 to 627 tons	156	50,232	1	250 to 504 tons	31	12,212	1	250 to 490 tons.	184	56,025
2	200 to 249 "	13	2,930	200 to 249 "	34	11,840	2	200 to 249 "	2	410	2	200 to 249 "	59	14,025
3	150 to 199 "	15	2,575	150 to 199 "	127	21,600	3	150 to 199 "	2	345	3	150 to 199 "	26	3,745
4	100 to 149 "	17	2,020	100 to 149 "	304	35,700	4	100 to 149 "	6	675	4	100 to 149 "	64	7,275
5	50 to 99 "	19	1,165	50 to 99 "	233	17,960	5	50 to 99 "	9	390	5	50 to 99 "	277	18,555
6	Under 50 "	83	1,888	Under 50 "	124	2,473	6	Under 50 "	42	755	6	Under 50 "	19	420
	Total	176	19,103	Total	998	139,805		Total	92	14,987		Total	629	100,445
RIDEAU, OTTAWA AND CHAMBLEY CANALS.														
3	150 to 199 tons	3	325	150 to 199 tons	5	807	3	150 to 199 tons	1	100	3	150 to 199 tons	1	155
4	100 to 149 "	23	1,600	100 to 149 "	292	23,335	4	100 to 149 "	5	340	4	100 to 149 "	66	7,200
5	50 to 99 "	62	1,423	50 to 99 "	169	3,163	5	50 to 99 "	3	82	5	50 to 99 "	521	35,405
6	Under 50 "	88	3,348	Under 50 "	654	47,800	6	Under 50 "	9	522	6	Under 50 "	9	278
	Total	176	6,701	Total	985	75,505		Total	9	522		Total	597	43,038

INLAND REVENUE DEPARTMENT,  
OTTAWA, July 31st, 1874.

APPENDIX A.—Continued.

No. (A) 22.—GENERAL STATEMENT showing the Quantity of each Article transported through the Welland Canal, and the Amount of Revenue collected, during the Season of Navigation in 1873.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls. \$ cts.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Ashes, Pot and Pearl												
Apples		186		150				71	350	407	757	152 70
Agricultural Products, Vegetable	150	1,875		1	40	28	6	6	40	1,910	1,950	178 62
Agricultural Products, Animal		37		22		299	211	150	150	569	719	133 43
Agricultural Implements	1				163				164	44	84	27 20
Barley	839			723		1,920			5,582	2,643	8,825	61 85
Bricks	18	70			5	10	2	10	25	90	115	1,554 70
Bones		4									4	22 30
Baggage						1			14	1	4	80
Beet			144						144	1	15	4 60
Brunstone, Grade					4,924				4,924		144	57 60
Cement and Water Lime	7				2,583		14		2,694		4,924	1,969 60
Clay, Lime and Sand	150	410	31	7	239	1	103	156 360	420	521	2,694	735 55
Coal		501	100		165,679	4,563	11,813	177,592	177,592	161,424	339,016	179 36
Corn		593				101,319	127	78,130	127	180,042	180,169	65,079 02
Cattle					5				5		5	33,941 98
Cotton, Raw								61		61	61	1 00
Coffee					13				13		13	8 15
Crockery	15				288				304		304	5 20
Dye Woods, and Dye Stuffs			1		405				415		415	112 35
Earthenware	68		94		22	23			184	23	207	149 30
Fish	3				448				451	1	452	77 40
Flax and Hemp					58				77	40	117	97 58
Flour	16	17,623		12	5	10,800	2,225	4	5	30,660	30,665	31 00
Furniture					297	53			363	59	422	3,859 94
Gypsum	126	2,093		139	227		24		419	2,228	2,647	162 76
Glass, Window	24		51		71				146	2	148	247 48
Glassware	34				28	69			62	70	132	56 75
												51 25

APPENDIX A.—Continued.

No. (A) 22.—GENERAL STATEMENT showing the Quantity of each Article transported, &c.—Continued.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls. \$ cts.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Hay, Presse l.....	375										355	39 00
Hogs .....		1			1						1	20
Horses .....					53						54	18 38
Hides and Skins (raw) Horns and Hoofs .....		28			7						7	50 65
Iron, Railway .....	425		1,809		4 615						6,849	6,923
do Pig .....	209		556		8,144						9,557	2,409 66
do All other .....	791		1,875		5,421						8,089	8,522
Iron Ore.....	263		35,265		62,942						98,470	4,923 50
Kryolite or Chemical Ore and other ore except Iron.....												
Lead and Lard Oil .....	28				1						30	86 97
Meat's, all kinds.....	30				2						32	139 53
Marble.....	4		1		2,087						2,722	1,064 00
Meat's, other than Pork .....											79	15 80
Manilla.....					293						293	116 20
Molasses.....	10				912						922	922
Nails.....	224		24		63						311	368 30
Oats.....					715						749	148 60
Oil, in barrels.....	30		4		1,188						1,194	237 90
Oil Cake.....					1,707						1,710	959 35
Pease.....											73	14 60
Potatoes.....	2		3		143						148	198 00
Pork .....	1				1,102						1,557	23 60
Paint.....	24		12		484						520	316 00
Pitch and Tar .....			48		48						48	240 10
Rags .....			13		13						13	19 20
											26	15 60

									\$					3		3			60	
Rye	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	43 15
Rosin	.....	.....	.....	.....	.....	.....	.....	.....	106	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	121
Salt	.....	.....	.....	.....	.....	.....	.....	.....	40,807	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	40,838
Stone, intended for cutting.	.....	.....	.....	.....	.....	.....	.....	.....	581	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	7,401
Stone, wrought.	.....	.....	.....	.....	.....	.....	.....	.....	70	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	85
Stone, not suitable for cutting.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Seeds, all kinds.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Sheep	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Soda Ash	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Steel	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Sugar	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Spirits	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Tobacco, Raw	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Tallow	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Tin	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Turpentine	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Vinegar	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Wheat	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
White Lead	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Whiting	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Wool	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
All other Goods and Merchandise not enumerated	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Bark	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Barrels, empty	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Boat Knees	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Floats	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Firewood, in vessels	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
do rafts	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Hoops	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Hop Poles	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lumber, Sawed, in vessels	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
do rafts	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Masts, Spars, and Telegraph Poles, in vessels	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Masts, Spars, and Telegraph Poles, in rafts	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Railway Ties, in vessels	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
do rafts	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Saw Logs	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Staves and Headings, Barrel	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
do do Pipe	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
do do West India	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
do do Salt	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Shingles	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Split Posts, and Fence Rails, in vessels	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

No. (A) 22.—GENERAL STATEMENT showing the Quantity of each Article transported, &c.—Continued.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Split Posts and Fence Rails in rafts.....												\$ cts
Timber, Square, in vessels.....	9,490		8,590		5,270		64,808				88,158	13,225 20
do do rafts.....	60		105				806		60		3,265	695 40
Traverses.....												
Woodenware and Wood, partly manufactured.....	3	440				183		41	196	615	811	185 15
Total Freight paying Tolls.....	36,926	143,693	50,539	26,965	318,427	337,781	13,037	535,145	418,929	1,048,484	1,467,413	252,079 00
Iron, Iron Ore and Salt, having paid full Toll on the St. Lawrence and Ottawa and Rideau Canals, Free.....	12,190		25,184						37,374		37,374	
Timber and Firewood, passed Free, from Welland Port to Port Robinson.....		1,697								1,697	1,697	
Grand Total Freight.....	49,116	150,300	75,723	26,965	318,427	337,781	13,037	535,145	456,303	1,050,181	1,506,484	
Total Tolls on Vessels.....												32,899 86
do Passengers.....												654 14
do Free Goods \$4,494 10.....												50 00
Fines, Damages, and other Receipts.....												\$285,683 00
Total Revenue, exclusive of Hydraulic Rents.....												

INLAND REVENUE DEPARTMENT,  
OTTAWA, 31st December, 1873.

APPENDIX A.—Continued.

No. (A) 23.—GENERAL STATEMENT showing the Quantity of each Article transported through the St. Lawrence Canals, and the Amount of Revenue collected, during the Season of Navigation in 1875.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls. \$ cts.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
	Ashes, Pot and Pearl.....	79	1,624	200	105	9	100			288		
Apples.....	25	6,095							25	6,101	6,126	905 28
Agricultural Products not enumerated, Vegetable.....	79	435	50						129	435	564	95 17
Agricultural Products, Animal.....	12	1,766	257		19	1			288	1,769	2,057	320 71
do Implements.....	95	19							95	19	114	15 96
Bricks.....	2,638	871	41		34				2,805	1,023	3,828	367 30
Barley.....	117	2,706	207	88	69	1			393	2,795	3,188	235 47
Bones.....	4	390		194					4	584	588	72 19
Baggage.....	94	198							94	198	292	42 33
Beer.....	179	2	322				1		502	2	604	168 80
Brimstone, Crude.....	15								15		15	3 75
Cement and Water Lime.....	139	36	475						614	42	656	306 35
Clay, Lime and Sand.....	2,997	418	346		4		1,655	6	4,998	777	5,775	415 87
Coal.....	2	998							2	2,348	2,350	202 50
Corn.....	198	38,009			7	54			135	38,540	38,675	5,584 43
Cattle.....	104	700							104	700	804	56 39
Cotton, Raw.....	10	2							10	2	12	1 90
Coffee.....	1										1	20
Crockery.....	88		21						109		109	29 13
Dye Wood and Dye Stuff.....	27								27		27	1 62
Earthenware.....	761	58	174						935	68	993	259 59
Fish.....	731	45	140						871	45	916	131 27
Flax and Hemp.....	74	17	38						112	17	129	45 97
Flour.....	1,175	44,568	6			29			1,181	44,597	45,778	6,797 54
Furniture.....	108	59	11		2				131	69	200	47 86
Gypsum.....	2,227	8	624						2,851	10	2,861	417 76
Glass, Window.....	588	173	148						752	173	925	224 46
Glassware.....	183	215	8						196	215	411	87 95



No. (A) 23.—GENERAL STATEMENT showing the Quantity of each Article transported, &c.—Continued.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls. cts.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Hay, Pressed . . . . .	912		248				1,160		1,160		1,160	70 35
Hogs . . . . .	3	56					3	56	3	56	59	4 69
Horses . . . . .	115	191					115	191	115	191	306	27 78
Hides and Skins, Horns and Hoofs	2	290	1				3	290	3	290	293	46 66
Iron, Railway . . . . .	19,911	93	130				20,041	93	20,041	93	20,134	3,015 96
do Pig . . . . .	16,815	1,074	4,487		170		21,442	1,295	21,442	1,295	22,737	3,215 18
do all other . . . . .	12,147	179	740	6	3	6	13,108	188	13,108	188	13,296	2,002 63
Iron Ore . . . . .												
Kryolite or Chemical Ore, and all other Ore except Iron . . . . .		1,829							1,829		1,829	91 45
Lard and Lard Oil . . . . .	602	478	3				605	478	605	478	1,083	160 88
Meals, all kinds . . . . .	20	666					20	666	20	666	666	85 17
Marble . . . . .	51		23				74		74		74	21 05
Meats, other than Pork . . . . .	3	927					3	927	3	927	830	125 86
Manilla . . . . .	8	1					8	1	8	1	9	2 45
Molasses . . . . .	752			138					5,011	138	5,149	302 61
Nails . . . . .	2,292	47	96	1			2,388	48	2,388	48	2,436	565 35
Oats . . . . .	1,812	1,918					1,812	1,918	1,812	1,918	3,730	181 13
Oil, in barrels . . . . .	423	16					44		467	16	483	70 00
Oil Cake . . . . .	32	73					32	73	32	73	105	12 86
Pease . . . . .	948	13,801					948	13,801	948	13,801	14,749	1,381 88
Potatoes . . . . .	2	125	63		18		83	144	83	144	227	13 22
Pork . . . . .	170	2,969					170	2,969	170	2,969	3,139	467 12
Paint . . . . .	145	1	20				2		167	1	168	47 41
Rags . . . . .	515	12	10				525	12	525	12	537	63 55
Rye . . . . .	1	54					1	54	1	54	55	2 11
Rosin . . . . .	205						814		814		814	42 20
Salt . . . . .	10,893	166	1,525				11,918	56	11,918	62	11,980	1,610 19
Stone, intended for cutting . . . . .	195		418				235		848	230	1,078	206 54
do wrought . . . . .	40						40		40		428	75 57
do not suitable for cutting, unwrought . . . . .		298							17	298	298	24 00
Seeds, all kinds . . . . .	9	87		8					87	8	104	14 24
Sheep . . . . .	5	314					5	314	5	314	319	27 31



No. (A) 23.—GENERAL STATEMENT showing the Quantity of each Article transported, &c.—Continued.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons		Total Tons.	Amount of Tolls. \$ cts.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Coal, per Order in Council, Free...	33,311		108						40,153		40,153	
Wheat, Corn, Flour and Pease, having paid full Toll on the Welland Canal, Free.....		268,333						681		269,014	269,014	
Iron Ore, having paid full Toll on Chaunby Canal, Free.....		224							169		169	
Pig Iron, per Order in Council, Free.....										224	224	
Grand Total Freight.....	156,976	738,128	16,101	29,132	434	616	19,400	4,823	192,911	772,699	965,610	
<p>Total Tolls on Vessels..... 15,627 00  do Passengers..... 2,188 00  do Free Goods, \$42,656 83..... 1,387 75  Fines and Damages..... 9,839 63  Wharfage and Storage..... 2,481 60  Wintertage, Basin Dues, and other Receipts.....</p>												
<p>Total Revenue, exclusive of Hydraulic Rents..... \$94,050 66</p>												

INLAND REVENUE DEPARTMENT,  
 OTTAWA, 31st December, 1875.

APPENDIX A—Continued.

No. (A) 24.—GENERAL STATEMENT showing the Quantity of each Article transported through the Burlington Bay Canal, and the Amount of Revenue collected, during the Season of Navigation of 1873.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls. \$ cts.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Ashes, Pot and Pearl.....		21									21	1 68
Apples.....												
Agricultural Products not enumerated, Vegetable.....												
Agricultural Products, Animal.....												
Agricultural Implements.....	1			61					1	61	61	3 66
Barley.....												
Bricks.....												
Bones.....		17								17	17	1 36
Baggage.....												
Beer.....	1								1		1	10
Brumstone, Crude.....												
Cement and Water Lime.....								55		55	55	3 30
Clay, Lime and Sand.....												
Coal.....												
Corn.....												
Cattle.....												
Cotton, Raw.....												
office.....												
Crockery.....												
Dye, Wood and Dye Stuffs.....												
Earthenware.....												
Fish.....												
Flax and Hemp.....												
Flour.....												
Furniture.....		1,324								1,324	1,324	105 92
Gypsum.....												
Glass, Window.....												

No. (A) 24.—GENERAL STATEMENT showing the Quantity of each Article transported, &c.—Continued.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Glassware												\$
Hay, Pressed		57									57	5 70
Hog												
Horses												
Hides and Skins (raw), Horns and Hoofs		10									10	1 00
Iron, Railway	761	385							761	385	1,146	68 76
do Pig	504								504		504	30 24
Other Iron	25	13							25	13	38	3 04
Iron Ore												
Kryolite or Chemical Ore, and other Ore except Iron												
Lard and Lard Oil		27								27	27	2 16
Meals, all kinds												
Marble												
Meats other than Pork		4							17	4	17	1 36
Manilla											4	32
Molasses												
Nails												
Oats												
Oil, in barrels												
Oil Cake												
Peanse		122								122	122	7 32
Potatoes												
Pork		105								105	105	8 40
Paint												
Pitch and Tar												
Rags												
Rye												
Rosin												
Salt												
Stone, intended for cutting												
do wrought								230		230	230	13 80

do not suitable for cutting, unwrought																			
Seeds, Flax, Clover and Grass																			
Sheep																			
Soda Ash																			
Steel																			
Sugar																			
Spirits																			
Tobacco, Raw																			
Tallow																			
Tin																			
Turpentine																			
Vinegar	46																		
Wheat	166																		
White Lead																			
Whiting																			
Wool																			
All other Goods and Merchandise not enumerated	31																		
Bark																			
Barrel, empty																			
Boat Knees																			
Boats																			
Floats																			
Firewood, in vessels	45																		
do raft																			
Hoops																			
Hop Poles																			
Lumber (sawed) in vessels	9																		
do rafts																			
Masts, Spars and Telegraph Poles, in vessels																			
Masts, Spars and Telegraph Poles, in rafts	40																		
Railway Ties, in vessels																			
do rafts																			
Saw Logs																			
Staves and Headings, Barrel	280																		
do Pipe	866																		
do West India																			
Shingles																			
Split Posts and Fence Rails, in vessels	1																		
Split Posts and Fence Rails, in rafts																			
Timber (Square) in vessels	560																		
do rafts																			
Traverses																			

No. (A) 24.—GENERAL STATEMENT showing the Quantity of each Article transported, &c.—Continued.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls. \$ cts.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Woodware and Wood partly manufactured .....												
Total Freight paying Tolls.....	2,175	4,090										
Coal, per Order in Council, Free.....	288			2,285				177	230	2,352	6,905	8,957
Timber, Firewood, and other Woods, Free, per Order in Council, April 1, 1873.....	7,721	28,020		9,694			286		7,977	37,714	45,691	
Iron and Merchandise of all kinds Free, per Order in Council .....	26,393	34,611		10,554			2,683		29,076	45,165	74,241	
Grand Total Freight.....	36,577	66,721		22,533			52,019	230	88,506	89,484	178,080	
Total Tolls on Vessels.....												3,810
do Passengers.....												55
Total Revenue for Season of Navigation, 1873.....												4,245
												73

INLAND REVENUE DEPARTMENT,  
OTTAWA, 31st December, 1873.

APPENDIX A.—Continued

No. (A) 25.—GENERAL STATEMENT showing the Quantity of each Article transported through the Ottawa Canals, and the Amount of Revenue collected, during the Season of Navigation of 1873.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls. \$ cts.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Ashes, Pot and Pearl.....											54	9 44
Apples.....		8									8	58
Agricultural Products not enumerated, Vegetables.....		29									29	2 05
Agricultural Products not enumerated, Animal.....		210									210	21 31
Agricultural Implements.....		1									1	19
Barley.....		355									355	24 10
Bricks.....	24								24		24	96
Bones.....		25									25	2 26
Baggage.....		20									20	2 00
Beer.....	14								14		14	70
Brimstone, Crude.....		4									4	57
Cement and Water Lime.....												
Clay, Lime, and Sand.....												
Coal.....												
Corn.....												
Cattle.....	9	288							9	228	237	14 77
Cotton, Raw.....												
Coffee.....												
Crockery.....												
Dye Woods and Dye Stuffs.....												
Earthenware.....												
Fish.....	60								60		60	1 65
Flax and Hemp.....												
Flour.....	37	20							37	20	57	2 93
Furniture.....	4	13							4	13	17	1 89



No. (A) 25.—GENERAL STATEMENT showing the Quantity of each Article transported, &c.—Continued.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls. \$ cts.
	Up	Down	Up	Down	Up	Down	Up	Down	Up	Down		
Gypsum	12	6							12	6	18	56
Glass Window												
Glasware												
Hay, pressed												
Hogs	102	75							102	75	38	2 70
Horses	2	17							2	17	19	1 44
Hides and Skins, Horns and Hoofs												
Iron, Railway												
do Pig		4								4	4	37
do All other	25	38		120					25	38	63	4 02
Iron Ore											120	6 00
Kryolite or Chemical Ore, and other Ore except Iron												
Lard and Lard Oil		2								2	2	19
Meals, all kinds		1								1	1	07
Marble												
Meats, other than Pork		1								1	1	10
Manilla												
Molasses		5								5	5	94
Nails												
Oats	272	157							272	157	429	14 49
Oil, in barrels												
Oil, in barrels												
Oil Cake												
Oil Cake	32	777		28					32	805	837	55 94
Pease		140								140	140	9 74
Potatoes		35								35	38	2 61
Pork	3								3			
Paint	8								8			
Pitch and Tar		36								36	36	6 79
Rags		1								1	1	19
Eye		1								1	1	07
Rosin												
Salt	33								33		33	87

Stone, intended for cutting.	120	120	120	120	120	120	3 00
do wrought.							1 20
do not suitable for cutting,	70	70	70	70	70	70	27 00
do unwrought.						4	10 36
Seeds, all kinds						152	
Sheep							
Soda Ash							
Steel							
Sugar	1	1	1	1	1	1	10
Spirits							
Tobacco, Raw							
Tallow							
Tin							
Turpentine							
Vinegar						91	8 42
Wheat							
White Lead							
Whiting							
Wool							
All other Goods and Merchandize	867	877	10	877	865	365	88 55
not enumerated.							1 51
Bark						34	6 58
Barrels, empty						48	50
Boat Knees						25	8 45
Floats	28	28		28	1,096	1,124	3,531 38
Firewood, in vessels.	54	54		54	108,273	108,327	45
do rafts.						45	3 80
Hoops						38	4
Hop Poles						4	15
Lumber, sawed, in vessels						178,405	33,236 32
do do rafts						8,257	8,257
Masts, Spars and Telegraph Poles,							
in vessels							
Masts, Spars and Telegraph Poles,							
in rafts							
Railway Ties, in vessels							
do rafts							
Saw Logs	260	260		260	367	260	8 44
Staves and Heading, Barrel						367	23 38
do do Pipe							
do do West India.							
Shingles							
Split Posts and Fence Rails, in							
vessels						48	23 53
Split Posts and Fence Rails, in rafts							

No. (A) 25.—GENERAL STATEMENT showing the Quantity of each Article transported, &c.—Continued.

Articles.	From Canadian to Canadian Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls. \$ cts.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Timber, Square, in vessels . . . . .										
do do rafts . . . . .	80	1,380					80	1,380	1,460	26 12
Traverses . . . . .		450						450	450	66
Woodenware and Wood partly manufactured . . . . .		63						63	63	18 90
Grand Total Freight . . . . .	2,119	300,648		215,966	10		2,129	516,614	518,743	37,391 61
<p>Total Tolls on Vessels . . . . . 4,834 40</p> <p>do do Passengers . . . . . 192 25</p> <p>Other Receipts . . . . . 132 00</p> <p>Total Revenue exclusive of Hydraulic Rents . . . . . 42,550 26</p>										

INLAND REVENUE DEPARTMENT,  
OTTAWA, 31st December, 1873.

APPENDIX A—Continued.

No (A) 26.—GENERAL STATEMENT showing the Quantity of each Article transported through the Chambly Canal, and the Amount of Revenue collected, during the Season of Navigation of 1873.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls. \$ cts.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Ashes, Pot and Pearl.									1,847		1,847	184 70
Apples.		777	1,847					529	10	1,306	1,316	100 18
Agricultural Products not enumerated, Vegetable.	322								322	174	496	16 67
Agricultural Products, Animal.	81		212						293		293	23 90
do Implements.		1					8			9	9	87
Barley.	1	178	2,882						2,883	178	3,061	270 02
Bricks.	293	34					324		293	358	651	49 98
Bones.												
Baggage.												
Beer.												
Brimstone, Crude.												
Cement and Water Lime.												
Clay, Lime and Sand.	20								20		3,069	313 91
Coal.											101,728	10,135 76
Corn.	233	11							233	11	244	24 04
Cattle.	1	108							1	108	109	3 67
Cotton, Raw.												
Coffee.												
Crockery.												
Dye Woods and Dye Stuffs.							35			35	35	3 50
Earthenware.	7	17							7	17	24	2 04
Fish.	18								18		18	72
Flax and Hemp.		3								3	3	10
Flour.	422								422		422	16 10
Furniture.	1	4							1	22	23	2 17
Gypsum.	202								202		202	6 74

No. (A) 26.—GENERAL STATEMENT showing the Quantity of each Article transported, &c.—Continued.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls. \$ cts.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Glass, Window												
Glassware												50
Hay, Pressed	1,596	2	3,797					5	5,393	2	5,395	539 86
Hags										44	46	1 67
Horses	1		1									
Hides and Skins, raw, Horns and Hoofs												
Iron, Railway	986	9					680	986	10	689	1,675	134 34
do, Pig	7		110				59	117		89	176	17 14
do, all other	170	59	1				324	171		383	554	40 28
do, Ore							169			169	169	8 45
Kryolite or Chemical Ore and other Ore except Iron												
Lard and Lard Oil		6								6	6	20
Meals, all kinds	10	435								435	445	15 61
Marble												
Meats, other than Pork	3						315			315	315	50 16
Manilla								3		3	3	10
Molasses	9						4,382			4,382	4,391	438 59
Nails	1						1			1	9	45
Oats	161	2,209	74				1	235	2,209	2,444	2,444	132 51
Oil, in barrels	6									1	1,782	76 17
Oil Cake										50	50	5 00
Pease		1,782	19									
Potatoes	31											
Pork												
Paint												
Pitch and Tar												
Rags										21	21	2 10
RYE							2,011			2,011	2,011	201 10
Resin												
Salt	1,592						924			924	924	92 40
										1,592	1,592	146 40

Stone, intended for cutting.....				1,491				1,491	1,491	99 50
do wrought.....				33				33	33	9 92
do not suitable for cutting, un- wrought.....	736			60				796	796	16 26
Seeds, all kinds.....		6						6	6	20
Sheep.....		199						199	199	6 64
Soda Ash.....				11				11	11	1 10
Steel.....				4,502				4,502	4,502	450 20
Sugar.....				8				8	8	37
Spirits.....			51	12				12	63	6 30
Tobacco, Raw.....										
Tallow.....										
Tin.....				677				677	677	67 70
Turpentine.....										
Vinegar.....		4						4	4	27
Wheat.....										
White Lead.....										
Whiting.....		26						26	26	1 27
Wool.....										
All other Goods and Merchandize not enumerated.....	16	99	482	2,831				498	3,448	344 95
Park.....	16							16	16	3 20
Railway empty.....										
Boat Knees.....										
Boards.....				7,027				7,027	7,027	421 59
Barrel Sawed, in vessels.....	906	5,546						906	6,462	116 82
Wirewood, in vessels.....										
do do raft.....										
Hoops.....										
Hoop Poles.....										
Iron Poles.....										
Barrel Sawed, in vessels.....	2,166	12	84,883					87,059	87,071	5,205 86
do do raft.....										
Masts, Spars and Telegraph Poles, in vessels.....										
Master, Spars and Telegraph Poles, in rafts.....	2,882							2,882	2,882	153 43
Railway Ties, in vessels.....										
do rafts.....										
Saw Logs.....										
Staves and Headings, Barrel do do Pipe.....			18					18	18	1 05
do do West India.....										
Shingles.....										
Split Posts and Fence Rails, in vessels.....	40	1	1					41	42	9 19
do do do.....										
Split Posts and Fence Rails, in rafts.....										
Timber, Square, in vessels.....	4							4	4	27

No. (A) 26.—GENERAL STATEMENT showing the Quantity of each Article transported, &c.—Continued.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.	Total Tons.	Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.			
do rafts.....											\$ cts.
Traverses.....	150								9,308	9,308	930 57
Woodenware and Wood partly manufactured.....	12								470	470	9 40
Total Freight paying Tolls.....	13,136	11,727	111,036		18		124,240		124,190	135,967	1 84
Coal Free, Per Order in Council.....	250								250	250	
Grand Total Freight.....	13,386	11,727	111,036		18		124,240		124,440	135,967	20,916 39
<p>Total Tolls on Vessels..... 4,173 98</p> <p>do Passengers..... 42 45</p> <p>Free Coal, \$17 33..... 25 50</p> <p>Fines and Damages..... 20 25</p> <p>Wharfage and Storage.....</p> <p>Total Revenue, exclusive of Hydraulic Rents..... 25,178 57</p>											

INLAND REVENUE DEPARTMENT,  
OTTAWA, 31st December, 1873.

APPENDIX A.—Continued.

No. (A) 27.—GENERAL STATEMENT showing the Quantity of each Article transported through the Rideau Canal, and the Amount of Revenue collected, during the Season of Navigation of 1873.

Articles.	From Canadian to Canadian Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls. \$ cts.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Ashes, Pot and Pearl.		69						69	69	16 10
Apples.		5						5	5	23
Agricultural Products not enumerated.	20						20		20	51
Agricultural Products, Animal.	315	110					315	110	425	30 78
Agricultural Implements.	4	56					4	56	60	13 07
Barley.		2						2	2	15
Bricks.		321						321	321	35 81
Bones.		86						86	86	7 72
Baggage.		4						4	4	35
Beer.										
Brimstone, Crude.										
Cement and Water Lime.	19						19		19	95
Clay, Lime and Sand.										
Coal.		2,526						2,526	2,526	125 21
Corn.	84	79					84	79	163	4 21
Cattle.										
Cotton, Raw.										
Coffee.										
Crockery.		21						21	21	5 78
Dye Woods and Dye Stuffs.	2						2		2	1 77
Earthenware.	80	6					80	6	86	2 15
Fish.										
Flax and Hemp.	8						8		8	1 56
Flour.	5	29					5	29	37	29
Furniture.	280	24					280	24	292	4 92
Gypsum.		4						4	4	7 49



No. (A) 27.—GENERAL STATEMENT showing the Quantity of each Article transported, &c.—Continued.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls. \$ cts
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Glass, Window.....												
Glassware.....												
Hay, Pressed.....		2								2		05
Hogs.....												
Horses.....		42								42		07
Hides and Skins, Horns and Hoofs		6								6		15
Iron, Railway.....		155							155			88
do Pig.....		501							501			31
do All other.....		23,381							23,381			05
do Ore.....												
Kryolite or Chemical Ore, and other Ore except Iron.....		1,905							1,905			25
Lard and Lard Oil.....		3							3			26
Meals, all kinds.....		7							7			08
Marble.....		2							2			
Meats, other than Pork.....												
Manilla.....		15							15			32
Molasses.....		2							2			62
Nails.....		5							5			48
Oats.....		292							292			21
Oil, in barrels.....		61							61			
Oil (sake).....												
Pease.....												
Potatoes.....		1							1			03
Pork.....		97							97			29
Paint.....												
Pitch and Tar.....		66							66			40
Rags.....		32							32			62
Rye.....		50							50			63
Rosin.....												
Salt.....		299							299			94
Stone, intended for cutting.....		15							15			52



No. (A) 27.—GENERAL STATEMENT showing the Quantity of each Article transported, &c.—Continued.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Traverses.....	6,143	2,730							6,143	2,730	8,873	\$ 71 79
Woodenware and Wood, partly manufactured .....	6	1							6	1	7	1 40
Total Freight paying Tolls ..	137,682	55,121	5,065	33,997					142,747	89,118	231,865	10,120 75
Coal, Free, per Order in Council..	450						123		573		573	
Grand Total Freight.....	138,132	55,121	5,065	33,997			123		143,320	89,118	232,438	
Total Tolls on Vessels..... do Passengers..... Free Coal \$15 59..... Fines and Damages..... Wharfage and Storage..... Other Receipts.....												2,581 94
Total Revenue, exclusive of Hydraulic Rents.....												13,839 65

INLAND REVENUE DEPARTMENT,  
OTTAWA, 31st December, 1873.

APPENDIX A.—Continued.

No. (A) 28.—GENERAL STATEMENT showing the Quantity of each Article transported through the St. Peter's Canal, and the amount of Revenue collected, during the Season of Navigation of 1873.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.	Total Tons.	Amount of Tolls. \$ cts.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.			
Fish.....	260	923		22					260	1,235	12 93
Flour.....	707	56							707	763	25 65
Coal.....	278	4,791							276	5,067	86 07
Lumber.....	227	166		11					227	404	10 92
Other Agricultural Products.....	247	232							247	479	16 31
Other Merchandise.....	479	2,018		6					479	2,503	49 07
Total Freight paying Tolls....	2,196	8,186		39					2,196	10,421	200 95
Total Tolls on Vessels .....											405 06
Total Revenue .....											606 01

INLAND REVENUE DEPARTMENT,  
OTTAWA, 31st December, 1873.

APPENDIX A.—Continued.

No. (A) 29.—STATEMENT of Traffic on the undermentioned Canals, and the amount of Tolls collected, during the Season of Navigation of 1873.

Articles.	Welland Canal.		St. Lawrence Canals.		Chambly Canal.		Burlington Bay Canal.		Ottawa Canal.		Rideau Canal.		St. Peter's Canal.	
	Tons.	Tolls. \$ cts.	Tons.	Tolls. \$ cts.	Tons.	Tolls. \$ cts.	Tons.	Tolls. \$ cts.	Tons.	Tolls. \$ cts.	Tons.	Tolls. \$ cts.	Tons.	Tolls. \$ cts.
<i>Class No. 1.</i>														
Canadian vessels, steam.....	128,923	2,614 34	344,787	5,105 17	30,769	188 44	148,222	2 875 66	63,543	460 58	33,156	498 37		
United States vessels, steam...	252,752	6,308 75	11,443	99 71	4,529	60 12	1,152	23 04	73	1 65	1 65			
Canadian vessels sail.....	633,389	12,820 91	871,578	9,670 10	165,931	2,645 94	92,364	843 25	218,561	3,119 48	179,615	1,996 39	20,253	405 06
United States vessels, sail.....	494,984	11,155 86	75,599	752 02	96,428	1,279 48	7 022	68 80	62,422	1,254 34	7,244	85 53		
Total, Class No. 1.....	1,510,048	32,899 86	1,303,407	15,627 00	297,657	4,173 96	248,760	3,810 55	344,526	4,834 40	220,088	2,581 94	20,253	405 06
<i>Class No. 2.</i>														
Passengers.....	No.	654 14	No.	2,188 00	No.	2,531	No.	5	No.	29,756	No.	700	No.	28
<i>Class No. 3.</i>														
Bricks.....	115	22 30	3,828	367 30	651	49 98			24	96	321	35 81		
Cement and Water Lime.....	2,694	735 55	656	306 35			55	3 30	4	57	19	95		
Clay Lime and Sand.....	941	179 36	5,775	415 87	3,089	313 91								
Coal.....	339,016	65,079 02	2,350	202 50	101,728	10,135 76					2,526	125 21	5,067	86 07
Fish.....	452	97 58		131 27	18	18			60	1 65	86	2 15	1,205	12 93
Gypsum.....	2,647	247 48	2,861	417 76	202	6 74			18	56	284	7 49		
Iron, Railway.....	6,923	1,380 23	20,134	3,015 96	1,675	134 34	1,146	68 76			6	15		
do Pig.....	12,232	2,409 66	22,737	3,215 18	176	17 14	504	30 24	4	37	155	3 88		
do all other.....	8,522	1,592 39	13,296	2,002 63	554	40 28	38	3 04	63	4 02	687	26 31		
Salt.....	40,850	8,152 78	11,980	1,610 19	1,592	146 40			33	87	553	15 94		
Stone, for cutting.....	8,557	1,701 05	1,078	206 84	1,491	99 50	250	13 80	120	3 00	15	1 52		

Apples	1,950	178 62	6,126	905 28	1,316	100 18	61	3 66	8	58	5	25
Barley	8,225	1,564 70	3,188	235 47	3,061	270 02	61	3 66	355	24 10	2	15
Corn	180,169	35,941 98	38,675	5,584 43	244	24 04			163		163	4 21
Cotton, Raw	61	8 15	1 80	1 80					12			
Flax and Hemp	117	31 00	129	45 97	3	10			57	2 93	37	1 56
Flour	30,665	3,359 94	45,774	6,797 54	422	16 10	1,324	105 92	1	07	2	08
Hay, Pressed	355	39 00	1,160	70 35	5,395	539 86			1		2	
Meals, all kinds	689	139 53	686	85 17	445	15 61			429	14 49	299	7 48
Oil Cake	73	14 60	105	12 86					837	55 94		
Oats	1,194	237 90	3,730	181 13	2,444	132 51		7 32	140	9 75	1	03
Pease	990	198 00	14,749	1,381 88	1,783	76 17	122		4		68	2 63
Potatoes	148	29 60	227	13 22	50	5 00			11		11	1 49
Rye	3	60	55	2 11					91	8 42	1,305	84 60
Seeds, all kinds	65	13 00	104	14 24	6	20			29	2 05	20	51
Tobacco, Raw	39	11 50	39	5 85	63	6 30		1 36	25	2 26	86	7 72
Wheat	355,947	68,808 53	99,643	13,487 14	4	27	1,681	100 86	237	14 77		
All other Agricultural Products,									38	2 70		
Vegetable	719	133 43	564	95 17	496	16 67			19	1 44	44	4 07
Bones	4	80	588	72 19	109	3 67	17	1 36	177	7 16		
Cattle	5	1 00	804	56 39					2	19	10	26
Hogs	1	20	59	4 69					38	2 61	59	7 29
Hides and Skins, Horn & Hoofs	245	50 65	293	46 66	46	1 67	10	1 00	152	10 36	4	47
Horses	91	18 38	306	27 78					210	21 31	425	30 78
Lard and Lard Oil	465	86 97	1,083	160 88					3,177	193 56	7,235	373 04
Meats, other than Pork	79	15 80	830	125 86	3	10	4	32	29	2 26		
Pork	1,559	316 00	3,139	467 12			105	8 40				
Sheep	5	1 25	319	27 31	199	6 64						
Tallow	39	4 01	53	7 88	26	1 27						
Wool	256	52 00	313	48 44								
*All other Agricultural Products,												
Animal	84	27 20	2,077	320 71	293	23 90						
Total, Class No. 3.	1,007,091	192,871 74	310,425	42,177 07	127,584	12,185 05	5,324	350 14	210	21 31	425	30 78
									3,177	193 56	7,235	373 04
												7,514
												140 96
<i>Class No. 4.</i>												
Ashes, Pot and Pearl	757	152 70	2,130	390 15	1,847	184 70	21	1 68	54	9 44	69	16 10
Agricultural Implements	164	61 85	114	15 96	9	87	1	10	1	19	60	13 07
Baggage	15	4 60	292	42 33					20	02	4	35
Beer	144	57 60	504	168 80			1	10	14	70		
Brimstone	4,924	1,969 60	15	3 75								
Coffee	13	5 20	1	20								
Crockery	304	112 35	109	23 13	35	3 50					21	5 78
Dye Woods and Dye Stuffs	415	149 30	27	1 62								

No. (A) 29.—STATEMENT of Traffic on the undermentioned Canals, and the amount of Tolls collected, &c.—Continued.

Articles.	Welland Canal.		St. Lawrence Canals.		Chambly Canal.		Burlington Bay Canal.		Ottawa Canals.		Rideau Canal.		St. Peter's Canal.	
	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
		\$ cts.		\$ cts.		\$ cts.		\$ cts.		\$ cts.		\$ cts.		\$ cts.
Earthenware	207	77 40	993	259 59	24	2 04					18	1 77		
Furniture	422	162 76	200	27 86	23	2 17			17	1 89	29	4 92		
Glassware	132	51 25	411	87 95	5	50	57	5 70						
Glass, Window	148	56 75	925	224 46										
Marble	2,723	1,064 00	74	21 05	315	50 16	17	1 36						
Maniila	293	116 20	9	2 45										
Molasses	922	368 30	5,149	302 61	4,391	438 59			5	94	15	1 32		
Nails	468	148 60	2,436	565 35	9	45					7	62		
Oil	2,459	959 35	483	70 00	7	39					61	9 21		
Paint	534	210 10	1,240	47 41	21	2 10			8	55	66	11 40		
Pitch and Tar	48	19 20	1,240	83 55	2,011	201 10			36	6 79	32	8 62		
Rags	39	15 60	537	63 55					1	19				
Rosin	121	43 15	814	42 20	924	92 40								
Soda Ash	1,013	382 50	1,133	384 38										
Steel	212	71 40	41	9 15	11	1 10								
Sugar	1,576	554 10	6,942	772 10	4,502	450 20			1	10	51	6 11		
Stone, Wrought	1,305	515 75	428	75 57	33	9 92								
Tin	225	86 30	838	177 08										
Turpentine	1	40	646	33 48	677	97 70								
Vinegar	53	21 20	276	56 68			46	4 60			8	1 40		
White Lead	146	19 60	68	14 13										
Whiting	84	24 10	134	28 10										
Whiskey and all other Spirits	1,810	694 70	2,299	623 78	8	37					43	6 51		
Merchandise, not enumerated	13,780	5,314 39	18,932	3,817 37	3,448	344 95	33	2 64	1,242	88 55	1,061	155 92	2,503	49 07
Total, Class No. 4.	35,457	13,490 30	48,418	8,443 79	18,300	1,853 21	176	16 18	1,399	111 34	1,545	243 10	2,503	49 07
CLASS No. 5.														
Bark	13	1 30	40	3 76					34	1 51	101	2 55		
Empty Barrels	595	49 35	1,025	122 45	16	3 20			48	6 55	33	3 45		
Post Knees	13	2 19	22	1 70					25	50				
Floats	692	25 62	8,658	151 44	7,027	421 59			1,124	8 45	21,947	520 13		
Firewood, in vessels	89,791	3,980 11	84,411	3,032 90	6,452	116 82	1,092	26 72	108,327	3,531 38	91,497	1,555 70		

<i>rafts.</i>																			
Lumber, Sawed, in vessels.....	94,322	15,516 60	606	11 42	87,071	5,205 86	74	1 32	393,425	45	33,236 32	45	1,026	21 41	4,658 73	404	10 92		
" Hoops ".....	120	15 30	20,319	91 17					8,257		189 34		234	8 76					
Railway Ties, in vessels.....	629	156 76	54	5 00	2,882	163 43				38	3 80		9,311	758 70					
" ".....	476	35 15											1,184	50 60					
Maats, Spars and Telegraph Poles, in vessels.....	135	20 25																	
" ".....	841	57 60	21,848	547 65			40	2 00					40	38					
Square Timber, in vessels.....	88,158	13,225 20	120	4 50	9,308	930 57	560	7 00			26 12	1,460	320	8 25					
" ".....	3,325	695 40	22,700	595 50															
Woodenware and Wood, partly manufactured.....	811	185 15	560	200 99	12	1 84					18 90	63	7	1 40					
" ".....	140	45 42	42	9 69	42	9 19					23 53	50	439	142 75					
Split Posts and Fence Rails, in rafts.....																			
" ".....	9	55			4	27	5	75							54	8 25			
Split Posts and Fence Rails, in vessels.....	9,610	602 46	26,424	610 70							260		8 44	8,995	256 81				
Saw Logs.....	61	7 12	3,659	291 70	18	1 05					367		23 38	1,681	113 80				
Staves and Heading, Barrel.....	15,667	2,920 68	2,982	372 50			600	7 50											
" ".....	14,315	2,707 42	7,246	1,087 80			1,176	23 52											
" W. India.....	38	3 47			470	9 40						450	66	8 73	71 79				
" Salt bar'l.....			17,764	46 30							15		911	56 85					
" Hop Poles.....			1,300	67 50							4								
Total, Class No. 5.....	319,758	40,247 10	295,080	11,790 37	113,392	6,853 22	3,457	68 81	513,977	37,079 51	197,799	8,240 31	404	10 92					
<i>Special Class.</i>																			
Kryolite or Chemical Ore.....				91 45	6	20							1,905	95 25					
Iron Ore.....	98,470	4,923 50			169	8 45					120		6 00	23,381	1,169 05				
Stone, unwrought, not suitable for cutting.....													70	1 20					
Total, Special Class.....	105,107	5,469 86	2,127	115 45	971	24 91					190		7 20	25,286	1,264 30				
Total Freight and Tolls.....	1,467,413	285,633 00	656,050	80,341 68	260,157	25,132 82	8,957 4,245	73 518,743	42,418 26	231,865	12,715 19	10,421	606 01						
Timber and other Woods, Free.....	1,697	51 55					45,691												
Wheat, Corn, Flour, Iron, Salt, Coal, Ore, etc., free.....	37,374	4,442 55	309,560	42,656 83	250	17 33	123,432							573	15 59				
Grand Totals Passengers & tonnage of vessels not included.....	1,506,484	290,127 10	965,610	122,998 51	260,407 25	15,178 080	518,743	42,418 26	232,438	12,730 78	10,421	606 01							

INLAND REVENUE DEPARTMENT,  
OTTAWA, 31st December, 1873.



APPENDIX A.—Continued.

No. (A) 31.—STATEMENT showing the amount of Tolls accrued each month during the Season of Navigation ended December, 1875.

Canals and Offices.	April.		May.		June.		July.		August.		September.		October.		November.		December.		Totals.	
	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.
<i>Welland Canal.</i>																				
Chippawa.....	65	37	14	89	1	90	81	95	3	22	4	66	20	38	20	50	100	01	212	87
Colborne.....	2,581	08	28,375	55	27,449	83	29,050	28	33,387	17	30,385	35	23,852	50	20,221	03	195,342	91	195,342	91
Dalhousie.....	3,210	44	10,167	62	12,098	86	13,296	88	12,104	51	15,788	04	10,925	75	4,365	16	31	43	81,987	69
Dunnville.....	70	15	383	91	239	39	264	97	64	02	121	63	265	66	183	29	.....	.....	1,593	02
Maitland.....	59	39	334	98	447	62	517	34	131	65	63	84	224	04	128	65	.....	.....	1,907	51
Robinson.....	230	32	621	07	472	45	498	88	446	37	418	24	294	31	187	79	.....	.....	3,169	40
St. Catharine's.....	144	26	248	14	158	83	239	86	132	94	161	53	177	37	158	67	.....	.....	1,421	60
Total, Welland Canal.....	6,361	01	40,146	16	40,868	98	43,950	14	46,239	88	46,910	29	35,760	01	25,265	09	131	44	285,633	00
<i>St. Lawrence Canal.</i>																				
Beauharnois.....	.....	.....	16	94	38	69	50	76	44	08	22	69	24	20	16	23	.....	.....	213	49
Cornwall.....	.....	.....	1,917	15	1,855	99	2,209	46	2,621	87	2,003	06	3,583	70	2,055	09	.....	.....	16,246	32
Edwardsburg.....	.....	.....	68	98	47	91	57	03	35	71	54	17	33	39	79	68	1	70	378	57
Kingston.....	.....	.....	4,791	19	3,514	20	1,914	16	3,827	34	3,379	33	3,924	77	755	32	.....	.....	22,106	31
Lachine.....	.....	.....	1,119	37	819	81	1,121	13	1,059	66	943	25	1,419	74	391	03	.....	.....	6,866	99
Montreal.....	.....	.....	4,528	23	5,913	91	5,560	47	6,173	66	5,017	80	5,377	62	1,939	31	.....	.....	34,530	00
Total, St. Lawrence Canals.....	.....	.....	12,441	86	12,190	41	10,913	01	13,754	32	11,420	30	14,363	42	5,256	66	1	70	80,341	68
<i>Chambly Canal.</i>																				
Chambly.....	99	.....	1,373	25	1,649	39	1,358	48	1,151	14	1,423	83	1,233	69	788	31	.....	.....	8,979	08
St. John's.....	31	92	572	47	3,943	21	2,660	12	3,298	75	2,719	00	1,985	81	458	61	.....	.....	15,669	89
St. Ours.....	.....	.....	46	03	72	35	96	87	86	27	51	14	79	04	52	15	.....	.....	483	85
Total, Chambly Canal.....	32	91	1,991	75	5,664	95	4,115	47	4,536	16	4,193	97	3,298	54	1,299	07	.....	.....	25,132	82

	218 31	749 52	595 53	680 82	577 34	486 01	594 91	314 10	29 14	4,245 73
<i>Burlington Bay Canal.</i>										
Hamilton .....										
<i>Ottawa Canals.</i>										
Ottawa .....		29 66	87 33	2,153 15	1,513 92	1,417 57	1,478 15	509 55		7,072 34
Carillon .....		3,638 68	5,721 56	5,678 38	5,051 93	5,959 19	4,604 55	1,803 52		739 45
Grenville .....	6 19	581 18	385 05	511 94	508 84	382 00	366 65	106 81		31,757 81
St. Ann's .....										2,848 66
Total, Ottawa Canal .....	6 19	4,249 52	6,193 94	8,499 46	7,202 58	7,187 29	6,584 56	2,494 72		42,418 26
<i>Rideau Canal.</i>										
Kingston Mills .....		650 33	611 51	676 41	418 37	580 01	489 77	169 83		3,596 23
Ottawa .....	18 00	2,449 37	3,235 78	582 03	633 61	603 50	404 30	161 29		8,087 88
Smith's Falls .....		173 65	122 99	225 80	115 91	174 73	152 06	65 94		1,031 08
Total, Rideau Canal .....	18 00	3,273 35	3,970 28	1,484 24	1,167 89	1,358 24	1,046 13	397 06		12,715 19
<i>St. Peter's Canal.</i>										
St. Peter's .....	24 19	137 40	83 25	57 94	63 84	80 01	53 66	64 34	41 38	606 01

Up to the 30th June, 1873, part of the amount shown as accrued at Ottawa Office, on the Rideau Canal, is properly applicable to the Ottawa Canals. Since that date separate accounts have been kept for that Office, showing the amount accrued on each Canal.

INLAND REVENUE DEPARTMENT,  
OTTAWA, December 31st, 1873

APPENDIX A.—Continued.

No. (A) 32.—STATEMENT showing the Number, Tonnage and Nationality of Vessels passed through all the Canals during the Season of Navigation ended 31st December, 1873, and the Tolls collected thereon.

Vessels.	Total Number	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls. \$ cts.
		Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
<i>Welland Canal.</i>													
Canadian Vessels, steam...	564	36,674	27,760	18,313	521	.....	.....	.....	859	44,996	73,077	128,925	2,614 34
do sail.....	3,254	117,112	78,229	176,596	21,085	.....	.....	.....	22,736	217,551	316,444	633,389	12,820 91
Total Canadian.....	3,818	153,786	106,089	194,909	21,408	.....	.....	.....	23,595	262,527	390,222	762,312	15,435 25
United States Vessels, steam	705	13	67	145	1,376	12,431	125,024	742	904	742	125,543	127,209	6,308 75
do sail...	1,902	403	547	30,939	2,533	217,791	137,426	1,982	1,982	103,507	2,116,532	243,819	11,155 86
Total, United States...	2,607	416	614	31,134	3,915	342,272	262,450	2,836	104,049	104,049	376,708	371,028	17,464 61
Grand Total, Welland Canal	6,425	154,202	106,703	226,043	25,321	342,272	262,450	26,481	366,576	748,998	761,050	1,510,048	32,899 86
<i>St. Lawrence Canals.</i>													
Canadian Vessels, steam...	2,676	165,061	157,593	20,439	55	.....	.....	.....	63	1,576	185,563	344,787	5,105 17
do sail.....	6,924	498,804	350,078	1,769	12,924	.....	.....	.....	5,959	2,044	506,532	871,578	9,670 10
Total Canadian.....	9,600	663,865	507,671	22,208	12,979	.....	.....	.....	6,022	3,620	692,095	1,216,365	14,775 27
United States Vessels, steam	357	737	752	2,935	132	1,849	2,092	82	2,864	738	5,603	11,443	99 71
do sail...	1,094	42,286	11,143	1,014	2,433	45	153	17,792	17,792	798	61,137	75,599	752 02
Total, United States...	1,451	43,023	11,900	3,949	2,565	1,894	2,245	17,874	17,874	3,592	66,740	87,042	851 73
Grand Total, St. Lawrence Canals.....	11,051	706,888	519,571	26,157	15,544	1,894	2,245	23,896	7,212	758,835	544,572	1,303,407	15,627 00

<i>Chambly Canal.</i>												
Canadian Vessels, steam...	602	13,802	1,454					1,950	15,256	15,511	30,767	188 44
do sail.....	1,848	15,816	36,166					101,564	51,982	113,949	165,931	2,645 94
Total, Canadian .....	2,450	29,618	37,620					103,514	67,238	129,460	196,698	2,894 38
United States' Vessels, steam	71	96	2,041					2,392	2,041	2,488	4,029	60 12
do sail.....	1,382	97	21,997	68				74,066	22,350	74,078	96,428	1,279 48
Total, United States...	1,453	97	24,038	68				76,458	24,391	76,566	100,957	1,339 00
Grand Total, Chambly Canal	3,903	29,715	61,658	68				179,972	91,629	206,026	297,655	4,173 98
<i>Burlington Bay Canal.</i>												
Canadian Vessels, steam...	683	73,726	74,210		192				73,620	74,402	148,222	2,875 66
do sail.....	718	20,183	28,593		18,705				47,066	45,298	82,364	843 25
Total, Canadian .....	1,401	93,909	100,803		18,897				120,886	119,700	240,886	3,718 91
United States' Vessels, steam	6				376				576	576	1,152	23 04
do sail.....	87	98	543		2,803				3,676	3,246	7,022	68 60
Total, United States...	93	98	543		3,379				4,252	3,922	8,174	91 64
Grand Total, Burlington Bay Canal .....	1,494	94,007	101,346		22,276				125,133	123,622	248,760	3,810 55
<i>Ottawa Canals.</i>												
Canadian Vessels, steam...	1,536	28,708	34,470		365				28,708	34,835	63,543	460 58
do sail.....	2,675	12,260	15,211		61,013				12,337	206,224	213,561	3,119 48
Total, Canadian .....	4,211	46,968	179,681		61,378				41,045	241,059	232,104	3,580 06
United States' Vessels, steam					45,495					46,160	62,422	1,254 34
do sail.....	886	8,751	665		45,495				16,262	46,160	62,422	1,254 34
Total, United States...	886	8,751	665		45,495				16,262	46,160	62,422	1,254 34
Grand Total, Ottawa Canals	5,097	49,719	180,346		106,873				57,307	267,219	344,526	4,834 40

No. (A) 32.—STATEMENT showing the Number, Tonnage and Nationality of Vessels, &c.—Continued.

Vessels.	Total Number	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
		Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
<i>Rideau Canal.</i>													cts.
Canadian Vessels, steam...	799	13,590	18,610	901	55					14,491	18,665	33,156	498 37
do do sail.....	2,730	73,100	89,639	1,911	14,965					75,011	104,604	179,615	1,996 39
Total Canadian.....	3,529	86,690	108,249	2,812	15,020					89,502	123,269	212,771	2,494 76
United States Vessels, steam...	2								73		73	73	1 65
do do sail...	104	1,478	4,128		1,505			133		1,611	5,633	7,244	85 53
Total United States...	106	1,478	4,128		1,505			133		1,611	5,706	7,317	87 18
Grand Total, Rideau Canal	3,635	88,168	112,377	2,812	16,525			133		91,113	128,975	220,088	2,581 94
<i>St. Peter's Canal.</i>													
Canadian Vessels, steam...	549	10,303	9,859		91					10,303	9,950	20,253	405 06
do do sail.....	549	10,303	9,859		91					10,303	9,950	20,253	405 06
Total Canadian.....													
United States Vessels, steam...													
do do sail.....													
Total United States...													
Grand Total, St. Peter's Canal	549	10,303	9,859		91					10,303	9,950	20,253	405 06

RECAPITULATION.

<b>CANADIAN VESSELS.</b>														
<i>Steam and Sail.</i>														
Welland.....	3,818	153,786	106,089	194,909	21,406				23,595	262,527	372,290	390,022	762,312	15,435 25
St. Lawrence.....	9,600	663,865	507,671	22,208	12,979				6,022	3,620	692,095	524,270	1,216,365	14,775 27
Chambly.....	2,450	29,618	25,946	37,620						103,514	67,238	129,460	196,698	2,834 38
Burlington Bay.....	1,401	93,909	100,803		18,897				26,977		120,886	119,700	240,586	3,718 91
Ottawa.....	4,211	40,968	179,681		61,378				77		41,045	241,059	282,104	3,580 06
Rideau.....	3,529	86,690	108,249		15,020						89,502	123,269	212,771	2,494 76
St. Peter's.....	549	10,303	9,859		91						10,303	9,950	20,253	405 06
Total Canadian.....	25,558	1,079,139	1,038,298	257,549	129,771				56,671	369,661	1,393,359	1,537,730	2,931,089	43,243 69
<b>UNITED STATES' VESSELS.</b>														
<i>Steam and Sail.</i>														
Welland.....	2,607	416	614	31,134	3,915	342,272	262,450	2,886	17,874	104,049	376,708	371,028	747,736	17,464 61
St. Lawrence.....	1,451	43,023	11,900	3,949	2,265	1,894	2,245	188	17,874	3,592	66,740	20,302	87,042	851 73
Chambly.....	1,453	97	108	24,038		68				76,458	24,391	76,566	100,957	1,339 60
Burlington Bay.....	93	98	543		3,379						4,252	3,922	8,174	91 64
Ottawa.....	886	8,751	665		46,495				4,154		16,262	46,160	62,422	1,254 34
Rideau.....	106	1,478	4,128		1,505				73		1,611	5,706	7,317	87 18
St. Peter's.....														
Total United States.....	6,596	53,863	17,958	59,121	56,859	344,234	264,695	32,746	184,172	489,961	523,684	1,013,648	21,089 10	
Grand Total, Canadian and United States.....	32,154	1,133,002	1,056,256	316,670	186,630	344,234	264,695	89,417	553,833	1,883,323	2,061,414	3,914,737	64,332 79	

INLAND REVENUE DEPARTMENT,  
OTTAWA, 31st December, 1873.

APPENDIX A.—Continued.

COMPARATIVE STATEMENT of Grand Total Freight passed through the undermentioned Canals during the Seasons of Navigation in 1872 and 1873, with the amount of Tolls collected on same, including Tolls on Vessels and Passengers.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls. \$ cts.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
1872.												
Welland Canal	40,661	160,637	91,076	26,817	269,634	336,393	8,884	399,002	410,255	922,849	1,333,104	248,440 10
St. Lawrence Canals	196,304	716,712	24,985	43,685	1,800	863	9,190	13,234	232,279	774,494	1,008,773	85,602 17
Chambly Canal	8,856	9,023	244,506	144	144	.....	.....	114,030	253,506	123,053	376,559	34,921 22
Ottawa and Rideau Canals and St. Ann's Lock	127,136	338,133	6,243	302,395	.....	.....	511	1	133,890	640,529	774,419	54,408 02
Burlington Bay Canal	44,373	39,588	.....	17,323	.....	.....	41,352	.....	85,725	56,911	142,636	7,652 26
1873.												
Welland Canal	49,116	150,300	75,723	26,955	318,427	337,781	13,037	535,145	456,303	1,050,181	1,506,484	285,633 00
St. Lawrence Canals	156,976	738,128	16,101	29,132	434	616	19,400	4,823	192,911	772,699	965,610	80,341 68
Chambly Canal	13,386	11,727	111,036	18	18	.....	123	124,240	124,440	135,967	260,407	25,132 82
Rideau Canal	138,132	55,121	5,065	33,997	.....	.....	10	.....	143,320	89,118	232,438	12,745 19
Ottawa Canals	2,119	300,648	.....	215,966	.....	.....	10	.....	2,129	516,614	518,743	42,418 26
Burlington Bay Canal	36,577	66,721	.....	22,533	.....	.....	52,019	2:0	88,596	89,488	178,080	4,245 73
St. Peter's Canal	2,196	8,186	.....	39	.....	.....	.....	.....	2,196	8,225	10,421	606 01

INLAND REVENUE DEPARTMENT,  
OTTAWA, 31st December, 1873.

APPENDIX A.—Continued.

No. 33.—The Canals of the Dominion of Canada, 1873.

RATES OF TOLL.

The Rates of Tolls are divided into Five Classes as under, and are per ton, unless otherwise specified.								
	Welland Canal, each way.	St. Lawrence Canals, each way.	Chambly Canal and St. Our's Lock, each way.	Lake Erie to Mon- treal, each way.	Burlington Bay Canal, each way.	Ottawa and Ri- deau Canals, each way.	St. Ann's Lock, each way.	Ottawa to St. John's.
Class No. 1.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Vessels, steam.....per ton	0 02½	0 01½	0 01½	0 04	0 02	0 03	0 00½	0 02½
do sail and other..... do	0 02½	0 01½	0 01½	0 04	0 01	0 03	0 00½	0 02½
Class No. 2.								
Passengers, 21 years of age and upwards..each	0 10	0 10	0 05	0 20	}	0 10	0 00½	0 10½
do Under 21 years..... do	0 05	0 05	0 02	0 10		0 05	0 00½	.....
Class No. 3.								
Corn.....	} 20	} 0 15	} 0 10	} 0 35	} Free under O. C. of 1st April, 1873.	} 0 10	} 0 03	} 0 20
Coal.....								
Flour.....								
Iron, Railway.....								
do Pig.....								
do all other.....								
Plaster, Gypsum.....								
Salt.....								
Salt Meats or Fish, in barrels or otherwise ...								
Agricultural Products (Vegetable) not enu- merated.....								
Agricultural Products (Animal) not enumerated								
Stone, for cutting.....								
Whea.....								
Class No. 4.								
All other articles not enumerated.....	0 40	0 20	0 10	0 60		0 35	0 05	0 30
Class No. 5.								
Bark.....	0 20	0 15	0 10	0 35		0 10	0 03	0 19½
Barrels, empty.....	0 02	0 02	0 02	0 04		0 02	0 01	0 04
Boat Knees.....	0 05	0 02	0 02	0 07		0 02	0 01	0 04
Floats, per 1,000 lineal feet.....	1 40	1 40	1 20	2 80		1 40	0 15	2 05
Firewood, per cord..... in vessels	0 20	0 20	0 10	0 40		0 20	0 03	0 23
do do..... in rafts	0 25	0 25	0 15	0 50		0 25	0 03	0 30½
Hoops.....	0 25	0 20	0 15	0 45		0 20	0 05	0 30
Masts and Spars, Telegraph Poles, per ton of 40 cubic feet..... in vessels	0 15	0 05	0 05	0 20		0 10	0 05	0 13½
Masts and Spars, Telegraph Poles, per ton of 40 cubic feet..... in rafts	0 20	0 10	0 10	0 30		0 20	0 25	0 42½
Railway Ties..... in vessels.	0 01	0 00½	0 00½	0 01½		0 01	0 00½	0 01½
do..... in rafts	0 02	0 01	0 01	0 03		0 02	0 01	0 02½
Sawed Stuff, Boards, Plank, Scantling & sawed Timber, per M. feet, board measure, in vessels	0 30	0 15	0 10	0 45		0 15	0 03	0 20
Sawed Stuff, Boards, Plank, Scantling & sawed Timber, per M. feet, board measure, in rafts	0 60	0 30	0 20	0 90		0 25	0 03	0 36½



## No. 38.—Continued.

## RATES OF TOLL.—Continued.

The Rates of Tolls are divided into Five Classes as under, and are per ton, unless otherwise specified.	Welland Canal, each way.	St. Lawrence Canals, each way.	Chambly Canal and St. Our's Lock, each way.	Lake Erie to Montreal, each way.	Burlington Bay Canal, each way.	Ottawa and Rideau Canals, each way.	St. Ann's Lock, each way.	Ottawa to St. John's.	
<i>Class No. 5.—Continued.</i>	¢ cts.	¢ cts.	¢ cts.	¢ cts.	¢ cts.	¢ cts.	¢ cts.	¢ cts.	
Square Timber, per M. cubic feet . . . in vessels	3 00	1 00	1 00	4 00	Free under O. C. of 1st April, 1873.	0 75	0 25	1 68 <sup>3</sup> / <sub>4</sub>	
do do . . . . . in rafts	4 50	2 00	2 00	6 50		1 50	0 25	3 12 <sup>3</sup> / <sub>4</sub>	
Wagon Stuff, Woodenware and Wood partly manufactured, per ton of 40 cubic feet . . . . .	0 40	0 40	0 25	0 80		0 40	0 10	0 55	
Shingles per M. . . . .	0 06	0 06	0 04	0 12		0 06	0 01	0 08	
Split Posts and Fence Rails, per M. . . in vessels	0 40	0 40	0 20	0 80		0 30	0 05	0 42 <sup>3</sup> / <sub>4</sub>	
do do . . . . . in rafts	0 80	0 80	0 40	1 60		0 50	0 05	0 77 <sup>3</sup> / <sub>4</sub>	
Saw Logs, each standard log . . . . .	0 08	0 08	0 05	0 16		0 03	0 05	0 14	
Staves and Headings (barrels) at 2 <sup>3</sup> / <sub>4</sub> tons per M.	0 40	0 20	0 15	0 60		0 20	0 05	0 30	
do (Pipe), at 8 tons per M. . . . .	1 50	1 00	1 00	2 50		1 00	0 25	1 75	
do (W. India) at 4 tons per M. . . . .	0 75	0 60	0 25	1 35		0 60	0 10	0 65	
do (Salt Barrels), sawn or cut . . . . .	0 08	0 04	0 03	0 12		0 04	0 01	0 06	
Traverses, per 100 pieces . . . . .	0 50	0 50	0 40	1 00		0 50	0 03	0 68	
Hop Poles, per 1,000 pieces . . . . .	2 00	2 00	1 50	4 00		2 00	0 15	2 65	
<i>Special Class.</i>									
Stone, unwrought, corded, and not suitable for cutting, per cord . . . . .	0 75	0 60	0 37 <sup>3</sup> / <sub>4</sub>	1 35			0 37 <sup>3</sup> / <sub>4</sub>	0 15	0 15
Iron Ore, Kryolite or Chemical Ore . . . . .	0 05	0 05	0 05	0 05	0 05	0 05	0 05	0 05	
Ice . . . . .	0 05								

NOTE.—Coal to pass up all Canals, except the Welland Canal, free of Toll, as per Order in Council, June 7th, 1869.

Iron Ore, Kryolite or Chemical Ore, through one section or all the Canals, per ton, 5 cents. Iron and Salt having paid full Toll through the whole line of the St. Lawrence Canals, or through the Lachine Canal St. Ann's Lock, Ottawa and Rideau Canals, shall be allowed to pass free through the Welland Canal; and if Tolls shall have been paid at the Chambly Canal, such Toll shall be refunded at Montreal or Kingston Mills upon the Iron or Salt leaving the Canal.

Wheat, Flour, Corn, Barley, Peas, Oats and Petroleum, having paid full Tolls through the Welland Canal, shall be allowed to pass free through the St. Lawrence Canals, or through the Ottawa and Rideau Canals, St. Ann's Lock, the Lachine Canal, and the Chambly Canal, provided always that the articles to be entitled to the exemption shall go downwards through the whole length of the Canal to Montreal, or pass upward from Montreal through the whole length of the Ottawa and Rideau Canals to Lake Ontario.

All articles, goods or merchandize not enumerated above to be charged to Class No. 4.

No Let Passes to be issued to steam tugs or other small vessels for less than 25 cents as a minimum charge, but such vessels not carrying freight or passengers can obtain, on payment of \$30, a season "Let Pass," which will pass them up and down the Canal as often as desired.

No. 38.—Continued.

STANDARD FOR ESTIMATING WEIGHTS.

	Tons.
2,000 lbs. avoirdupois .....	1
Per M. is per thousand feet.	
Per Mille is per thousand pieces.	
Green Fruit, 9 barrels are .....	1
Ashes, 3 do .....	1
Bark, 4 cords .....	1
Barley, 42 bushels .....	1
Beans, 33 do .....	1
Beef, 7 barrels .....	1
Biscuit and Crackers, 9 barrels .....	1
Bricks (common), 1,000 .....	2
Butter, 22 kegs or 7 barrels .....	1
Cattle, 3 .....	1
Cement and Water Lime, 21 bushels or 7 barrels .....	1
Charcoal, 42 bushels .....	1
Corn, 36 do .....	1
Fire Bricks, 1,000 .....	3
Fish, 7 barrels .....	1
Flour, 9 do .....	1
Gypsum and Manganese, 6 barrels .....	1
Horses, 2 .....	1
Lard and Tallow, 7 barrels or 22 kegs .....	1
Liquors and Spirits, 215 gallons .....	1
Liquors, all others, 215 do .....	1
Nuts, 9 barrels .....	1
Oats, 56 bushels .....	1
Oysters, 6 barrels .....	1
Peas, 33 bushels .....	1
Pork, 7 barrels .....	1
Potatoes, 33 bushels .....	1
Rye, 36 do .....	1
Salt, 7 barrels or 36 bushels .....	1
Seeds, 9 barrels or 40 bushels .....	1
Sheep, 20 .....	1
Stone, 12 cubic feet .....	1
do 1 cord .....	7½
Whiskey, 4 barrels or 215 gallons .....	1
Wheat, 33 bushels .....	1
Empty Barrels, 10 .....	1
Barrel Hoops, 10 Mille .....	1
Board and other sawed Lumber, 600 feet board measure is .....	1
Boat Knees, 4 pieces .....	1
Firewood, 1 cord .....	3
Hop Poles, 60 or 40 cubic feet .....	1
Shingles, 12 M. or bundles .....	1
Split Posts and Fence Rails, 1 Mille .....	1
Staves and Heading (pipe), 1 Mille is .....	8
do do (West India), 1 Mille .....	4
do do (barrel), 1 Mille .....	2½
do do (salt barrel), 1 Mille .....	7
Saw Logs (standard), 1 .....	8
Square Timber, 50 cubit feet .....	1
Telegraph Poles, 10 or 40 cubic feet .....	1
Masts and Spars, 40 cubic feet .....	1
Railroad Ties, 16 or 50 cubic feet .....	1
All other Woodenware or partly manufactured Wood, 40 cubic feet, as per Tariff .....	1
Traverses, 40 cubic feet or 5 pieces .....	1
Floats, 50 lenial feet .....	1

No. 38.—Continued.

NOTICE.

The following Way Rates to be levied on Vessels and Property passing the several Sub-Divisions of the Canals.

WELLAND CANAL.		Rate.
1.	From Port Maitland, Dunnville and Port Colborne to Port Robinson or Allanburg, not passing the Lock, each way .....	
2.	From Chippawa Cut, or any part thereof, to Dunville, Port Maitland or Port Colborne.	
2.	From Dunnville to Port Colborne .....	
4.	From Thorold to St. Catharine's or Port Dalhousie .....	
5.	From Maitland, Dunnville, Colborne or Port Robinson to Marshville and intermediate places .....	
6.	From Marshville or intermediate places, to Port Maitland, Dunnville, Port Colborne and Port Robinson .....	
7.	From Port Robinson to Allanburg or Thorold .....	
8.	do do St. Catharine's or Dalhousie .....	
9.	From St. Catharine's to Port Dalhousie .....	
10.	From Dunnville to Maitland .....	
11.	From Port Robinson through the Lock and Chippawa Cut .....	
12.	From Port Colborne to Port Maitland .....	
13.	From Chippawa Cut through Lock to Port Robinson .....	
14.	From Colborne, Dunnville, Maitland and Marshville to Thorold .....	
15.	do do do do St. Catharine's .....	
16.	Through the Chippawa Cut only .....	
17.	Through the Port Robinson Lock only .....	
ST. LAWRENCE CANALS.		
The Navigation to be divided into four sections, viz : Edwardsburg, Cornwall, Beauharnois and Lachine :—Tolls to be levied on all vessels and property in proportion to the number of Sections passed through.		
CHAMBLY CANAL.		
Vessels and Property passing from Sorel to Chambly, to pay .....		
do do Chambly to St. John's, to pay .....		
OTTAWA AND RIDEAU CANALS.		
The Navigation of these Canals is divided into four sections : " Carillon and Grenville," " Ottawa," " Smith's Falls" and " Kingston Mills." Vessels and freight passing one section to be charged one-fourth ; two sections, one-half, and so on.		
GENERAL.		
NOTE.—Any fraction of a ton freight to be charged one ton, and portions of Sections to be charged as a whole Section on all the above Canals.		
The passing of Saw Logs or other Lumber through any of the Canals, or Sections thereof, is to be at all times governed by the regulations for their management.		
HARBOR DUES.		
Vessels receiving or discharging freight at the premises of the Welland Railway, at Ports Colborne or Dalhousie, are to be free from Harbor Dues ; but all other vessels discharging or receiving cargo at Port Dalhousie, Port Colborne or Port Maitland, shall pay on every ton of freight so received or discharged—Two cents.		

## APPENDIX A.—Continued.—SLIDES AND BOOMS.

No. 39.—STATEMENT showing the Revenue accrued on the undermentioned Works during the Year ended 30th June, 1874.

From	Amount of Slide and Boom Dues accrued on Timber and Saw Logs.		Total.
	On River to Junction with the Ottawa.	Further through Ottawa Works	
	\$ cts.	\$ cts.	\$ cts.
Madawaska.....	36,384 24	9,171 43	45,555 67
Petewawa.....	6,633 95	4,993 91	11,627 86
Dumoine.....	3,200 74	4,286 98	7,487 72
Black River.....	4,612 94	4,073 73	8,686 67
Coulonge.....	3,501 36	3,375 03	6,876 39
Gatineau.....	12,398 59	1,423 12	13,821 71
Main Ottawa, including its tributaries without Govern- ment improvements.....		23,933 37	23,933 37
Total.....	66,731 82	51,257 57	117,989 39

INLAND REVENUE DEPARTMENT,  
OTTAWA, 31st July, 1874.

APPENDIX A.—Continued.—SLIDES AND BOOMS.

No. 40.—STATEMENT of the Number of Pieces of Timber and Saw Logs that passed through the Government Slides and Booms on the Ottawa and its Tributaries during the undermentioned years.

Year.	Square and Flatted Timber	Saw Logs.	Revenue accrued.
	No. of Pieces.	No. of Pieces.	
			\$ cts.
1854, January to December.....	302,157	178,729	28,888 00
1864, „ „ .....	399,841	599,404	70,064 00
1873-74, July, 1873 to June, 1874.....	280,390	2,264,126	117,989 39

ANALYSIS of Square and Flatted Timber, 1873-4.

	No. of Pieces.
White Pine.....	212,439
Red Pine.....	46,293
Spars.....	19
Cedars.....	8,930
Birch.....	4
Oak.....	313
Elm.....	324
Butternut.....	1
Maple.....	10
Basswood.....	211
Spruce.....	6
Tamarac.....	509
Ash.....	1,327
White Wood.....	3
Hemlock.....	1
Railway Ties.....	10,000
Total.....	280,390

INLAND REVENUE DEPARTMENT,  
OTTAWA, 31st July, 1874.

APPENDIX A.—Continued.

No. 41.—STATEMENT of Timber, &c., Culled at the Port of Quebec, during the Fiscal Year ended 30th June, 1874.

Pieces.	Description of Timber, &c.	Measured, Culled, or Counted.	Tons Standard.		Rate.			Office Fees.	Cullers' Fees.	Total Amount Accrued.	
					Office Fee.	Cullers' Fee.	Total Rate.				
			Tons.	Pts.	cts.	cts.	cts.	\$ cts.	\$ cts.	\$ cts.	
71,287	White Pine	Stringed	98,014	7							
18	Waney ...		do	30	21						
85	Red do ...		do	103	37						
145	Oak .....		do	160	07						
820	Elm .....		do	1,064	11						
204	Ash .....		do	267	16						
15	Basswood...		do	12	09						
163	Butternut...		do	171	01						
62	Birch.....		do	78	15						
2,396	Maple .....		do	1,835	01						
1,356	Walnut.....		do	2,160	01						
227	Whitewood.		do								
	Balm of Gilead....		do	343	34						
671	Cherry.....		do	515	16						
49	Sycamore....		do	79	12						
61	Buttonwood	do	95	20							
122	Cotton do	do	279	36							
			105,211	4	3	5 <sup>5</sup> / <sub>100</sub>	8 <sup>5</sup> / <sub>100</sub>	3,156 33	5,786 61	8,942 94	
50	Sycamore ..	Calliper	70	1	2 <sup>5</sup> / <sub>100</sub>	4 <sup>5</sup> / <sub>100</sub>	7	1 75	3 15	4 90	
181,508	White Pine.	Meas'r'd	255,197	19							
326	Basswood ..		do	363	04						
22	Butternut ..		do	23	04						
			255,583	27	2 <sup>5</sup> / <sub>100</sub>	3 <sup>2</sup> / <sub>100</sub>	5 <sup>7</sup> / <sub>100</sub>	6,389 59	8,178 68	14,568 27	
47,077	Red Pine...	do	44,142	37							
83,618	Oak .....	do	126,746	20							
35,882	Elm .....	do	41,219	14							
8,800	Ash .....	do	7,307	5							
2,448	Tamarac....	do	1,396	15							
19,817	Birch.....	do	8,309	35							
238	Maple.....	do	278	39							
66	Hemlock...	do	109	29							
11	Beech .....	do	9	20							
225	Spruce.....	do	154	12							
7	Walnut .....	do	7	1							
1,434	Hickory .....	do	1,713	30							
264	Whitewood.	do	467	32							
65	Cherry .....	do	54	29							
7	Sycamore....	do	13	36							
176	Balm of Gilead ...	do	230	02							
30	Buttonwood	do	40	8							
			232,702	4	3 <sup>3</sup> / <sub>100</sub>	4 <sup>2</sup> / <sub>100</sub>	7 <sup>5</sup> / <sub>100</sub>	7,679 16	9,773 49	17,452 65	
2	Elm... ..	Culled	1	9							
134	Ash .....		do	95	4						
29,558	Birch.....		do	12,980	5						
311	Maple.....		do	161	1						
1	Beech .....		do	0	16						
			13,237	35	4 <sup>5</sup> / <sub>100</sub>	9 <sup>4</sup> / <sub>100</sub>	13 <sup>9</sup> / <sub>100</sub>	595 70	1,244 35	1,840 06	

No. 41.—STATEMENT of Timber, &c., Culled at the Port of Quebec, &c.—*Cont'd.*

Pieces.	Description of Timber, &c.	Measured, Culled, or Counted.	Tons Standard.		Rate.			Office Fees.	Cullers' Fees.	Total Amount Accrued.
					Office Fee.	Cullers' Fee.	Total Rate.			
			Tons.	Pts.	cts.	cts.	cts.	\$ cts.	\$ cts.	\$ cts.
1,449	Sleepers . . .	Meas'd	.....	.....	25	55	80	9 27	20 41	29 68
27	Spruce Spars	do	12 @ 19 inches..	.....	15 <sup>4</sup> / <sub>10</sub>	33 <sup>4</sup> / <sub>10</sub>	46 <sup>8</sup> / <sub>10</sub>	3 62	9 01	12 63
6	White Pine Masts . . .	do	19 @ 24 do ..	.....	23 <sup>4</sup> / <sub>10</sub>	50	73 <sup>4</sup> / <sub>10</sub>	1 40	3 00	4 40
8	do do	do	24 upwards . . .	.....	23 <sup>4</sup> / <sub>10</sub>	61 <sup>7</sup> / <sub>10</sub>	85 <sup>1</sup> / <sub>10</sub>	1 87	4 94	6 81
801	Oars . . . . .	Counted	.....	.....	5	18 <sup>4</sup> / <sub>10</sub>	23 <sup>4</sup> / <sub>10</sub>	0 40	1 47	1 87
2,379,990	Pine Deals . .	Culled..	2,561,175	53	10	50	60	2,561 17	12,805 88	15,367 05
1,399,018	Spruce do ..	do	1,397,770	1	.....	.....	60	1,397 77	6,988 85	8,386 62
6,322	Hemlock do.	do	7,153	29	.....	.....	60	7 15	35 76	42 91
232,095	Pine Plank..	do	.....	.....	15	35	50	348 14	812 33	1,160 47
173,235	Spruce do ..	do	.....	.....	.....	.....	50	259 85	606 32	866 17
94,941	Boards . . . .	do	.....	.....	5	35	40	47 47	332 29	379 76
2,545,494	Pine Deals..	Counted	2,698,683	31	5	6 <sup>7</sup> / <sub>10</sub>	11 <sup>7</sup> / <sub>10</sub>	1,349 34	1,808 11	3,157 45
728,364	Spruce do ..	do	715,488	11	.....	.....	11 <sup>7</sup> / <sub>10</sub>	357 74	479 38	837 12
45,000	Pine Plank..	do	.....	.....	.....	5	5	.....	22 50	22 50
10,117	Spruce do ..	do	.....	.....	.....	5	5	.....	5 06	5 06
49,642	Sawn Lum-ber . . . . .	do	.....	.....	.....	5	5	.....	24 82	24 82
1,298 <sup>1</sup> / <sub>2</sub>	Lathwood Cords . . . .	Culled..	.....	.....	.....	5	38 <sup>4</sup> / <sub>10</sub>	129 82	368 70	498 52
2,381,293	Staves, Standard . . . . .	do	2,431·8 · 0·26	.....	100	250	350	2,431 82	6,070 55	8,511 37
7,334,294	Staves, West India . . . . .	do	6,111·9 · 0·14	.....	50	112	162	3,055 95	6,845 35	9,901 60
43,560	Staves, Barrel . . . . .	do	36·3 · 0·00	.....	33 <sup>4</sup> / <sub>10</sub>	80	113 <sup>4</sup> / <sub>10</sub>	12 12	29 04	41 16
	Fractions . . . . .	.....	.....	.....	.....	.....	.....	.....	.....	0 4
			Total . . . . .	.....	.....	.....	.....	29,797 43	62,269 05	92,066 52

INLAND REVENUE DEPARTMENT,  
OTTAWA, 31st July, 1874.

APPENDIX A.—Continued.

No. 42.—STATEMENT of Timber &c., Culled at the Ports of Montreal, Lachine, and Sorel, during the Fiscal Years ended 30th June, 1874.

Pieces.	Description of Timber.	Measured, Culled or Counted.	Tons Standard.	Rate.			Office Fees.	Cullers' Fees.	Total Amount Accrued.
				Office Fee.	Cull's. Fee.	Total Rate.			
			Tons. Pts.	cts.	cts.	cts.	\$ cts.	\$ cts.	\$ cts.
2,112	Waney Timbers .	Callipered	2,809 30	2 <sup>5</sup> / <sub>10</sub>	4 <sup>5</sup> / <sub>10</sub>	7	70 24	126 44	196 68
865	White Pine .....	Stringed..	935 29	3	5 <sup>5</sup> / <sub>10</sub>	8 <sup>5</sup> / <sub>10</sub>	28 06	51 47	79 53
11,306	" " .....	Measured.	12,551 24	.....	.....	.....	.....	.....	.....
15	Basswood .....	do	15 08	.....	.....	.....	.....	.....	.....
1,179	Saw Logs .....	do	589 20	.....	.....	.....	.....	.....	.....
			13,156 12	2 <sup>5</sup> / <sub>10</sub>	3 <sup>2</sup> / <sub>10</sub>	5 <sup>7</sup> / <sub>10</sub>	327 90	421 99	749 89
3,381	Hardwood .....	do	7,054 24	3 <sup>3</sup> / <sub>10</sub>	4 <sup>2</sup> / <sub>10</sub>	7 <sup>5</sup> / <sub>10</sub>	232 77	296 32	529 09
1,776	White Pine ..	do	2,098 17	.....	.....	.....	.....	.....	.....
1	Red " .....	do	1 09	.....	.....	.....	.....	.....	.....
143	Tamarac .....	do	155 10	.....	.....	.....	.....	.....	.....
5	Basswood .....	do	7 31	.....	.....	.....	.....	.....	.....
2	Elm .....	do	1 34	.....	.....	.....	.....	.....	.....
84	Ash .....	do	78 13	.....	.....	.....	.....	.....	.....
11	Spruce .....	do	12 01	.....	.....	.....	.....	.....	.....
2	White Wood....	do	3 00	.....	.....	.....	.....	.....	.....
9	Birch .....	do	10 26	.....	.....	.....	.....	.....	.....
4	Maple .....	do	3 26	.....	.....	.....	.....	.....	.....
			2,372 07	2 <sup>5</sup> / <sub>10</sub>	4 <sup>5</sup> / <sub>10</sub>	7	59 30	106 74	166 04
3,000	Standard Staves.	Culled ...	2'5"0' 0	100	250	350	2 50	6 25	8 75
153,589	West India Staves	.....	127'9'3'19	50	112	162	64 00	143 35	287 35
1,097,389	Flatted & Round Timber .....	.....	.....	25	55	80	276 78	562 08	838 86
2,211,173	Sawn Lumber, for Exportation ...	.....	.....	.....	5	5	.....	1105 56	1,105 56
		For Fractions .....	.....	.....	.....	.....	11	12	23
									3,881 98
									102 80
									Overcharged last year .....
									Total .....
									3,779 18

INLAND REVENUE DEPARTMENT,  
OTTAWA, 31st July, 1874.



APPENDIX A.—Continued.

No. 43.—STATEMENT OF BILL STAMPS issued on Requisition, by the Inland Revenue Department, for the Year ended 30th June, 1874.

Supplied to Distributors.	1 cent.	2 cents.	3 cents.	4 cents.	5 cents.	6 cents.	7 cents.	8 cents.	9 cents.	10 cents.	20 cents.	30 cents.	40 cents.	50 cents.	\$1	\$2	\$3	Gross Value.
In Nova Scotia	10,000	10,000	50,000	5,000	6,000	20,000	5,000	5,000	10,000	10,000	5,000	5,000	.....	2,000	500	.....	.....	10,150 00
In New Brunswick .....	6,500	2,800	26,000	2,000	3,500	22,000	2,500	3,000	17,000	7,500	5,800	4,500	3,600	4,700	1,400	200	100	13,571 00
In Ontario and Quebec .....	146,733	123,304	396,023	28,887	54,657	307,603	19,662	21,067	214,252	88,497	62,833	63,878	94,907	42,261	19,733	4,241	2,618	168,245 59
To Post Office Department, Ottawa .....	140,000	135,000	230,000	3,000	6,500	110,000	.....	3,000	50,000	8,000	9,500	7,500	2,300	3,300	1,300	.....	.....	31,605 00
Total .....	303,233	271,104	702,023	38,887	70,657	459,603	27,162	32,067	291,252	113,997	83,133	80,878	30,807	52,261	22,933	4,441	2,718	223,571 59

INLAND REVENUE DEPARTMENT,  
OTTAWA, 31st July, 1874.

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APPENDIX B.

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DETAILS OF EXPENDITURE.

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## APPENDIX B.

## No. 1.—DETAILS of Excise Expenditure, 1873-74.

To whom Paid.	Service.	Deducted for Superannuation.	Amount Paid.	Total for each Division.
	<i>Algoma.</i>	\$ ct.	\$ cts.	\$ cts.
Ironside, G. A. ....	Salary as Collector for the year .....	4 96	395 04	479 67
	Contingencies.....		84 63	
	<i>Belleville.</i>			2,667 91
Benjamin, E. R. ....	Salary as Collector for the year .....	24 00	1,176 00	
Hamilton, W. L. ....	do Exciseman do .....	18 00	882 00	
Evershed, E. A. ....	do Deputy Collector for the year ..	0 82	65 84	
	Salaries.....		2,123 84	
	Contingencies.....		544 07	
	<i>Cobourg.</i>			2,879 65
Graveley, Wm. ....	Salary as Collector for the year .....	24 00	1,176 00	
Murphy, F. ....	do Exciseman do .....	13 96	686 04	
McAlister, A. ....	do do do .....	12 00	588 00	
	Salaries.....		2,450 04	
	Contingencies.....		429 61	
	<i>Collingwood.</i>			891 02
Graham, W. J. ....	Salary as Collector for the year .....	12 96	635 89	
Lang, Victor .....	do Preventive Officer for month of July, 1873.....	0 15	12 35	
	Salaries.....		648 24	
	Contingencies.....		242 78	
	<i>Cornwall.</i>			555 19
McLean, Neil .....	Salary as Collector for the year .....	6 32	493 68	
	Contingencies.....		61 51	
	<i>Goderich.</i>			5,956 61
Caven, A. ....	Salary as Collector for the year .....	19 96	980 04	
Smith, Wm. ....	do Deputy Collector for July .....	0 41	32 92	
Mason, F. ....	do Exciseman for the year .....	16 04	783 96	
Elwood, G. V. ....	do do do .....	16 04	783 96	
Detlor, S. H. ....	do do do .....	13 96	686 04	
Walker, C. W. ....	do do do .....	13 96	686 04	
Doughy, Wm. ....	do do 1st Aug. to 30th June .....	12 80	628 87	
Lang, Victor .....	do Preventive Officer do .....	1 65	135 85	
	Salaries.....		4,717 68	
	Contingencies.....		1,238 93	

APPENDIX B.—Continued.

No. 1.—DETAILS of Excise Expenditure, 1873-74.—Continued.

To whom Paid.	Service.	Deducted for Superannuation.	Amount paid.	Total for each Division.
<i>Guelph.</i>				
		\$ cts.	\$ cts.	\$ cts.
Gow, James.....	Salary as Collector for the year .....	28 04	1,371 96	
McLean, D.....	do Deputy Collector for the year...	19 96	980 04	
McCord, M.....	do Exciseman do .....	16 04	783 96	
Kenning, J. H.....	do do do .....	16 04	783 96	
Campbell, J. McD.....	do do do .....	16 04	783 96	
Dickson, C. T.....	do do for July .....	1 16	57 17	
Kennedy, J. B.....	do do for the year .....	16 04	783 96	
Dixon, R. B.....	do do do .....	16 04	783 96	
Powell, J. B.....	do do do .....	13 66	671 28	
Nichols, J. T.....	do do do .....	13 73	674 97	
Browne, G. W.....	do do 1st August to 30th June .....	12 96	637 04	
Taylor, J. F.....	do do December and January .....	2 32	114 34	
Weyms, C.....	do do for the year .....	12 00	588 00	
	Salaries.....		9 014 60	
	Contingencies.....		1,178 36	10,192 96
<i>Hamilton.</i>				
Patton, Wm.....	Salary as Collector for the year .....	28 04	1,371 96	
Ross, S. F.....	do Deputy Collector for the year ..	18 31	898 34	
Stewart, John.....	do Exciseman do .....	16 04	783 96	
Stuart, Andrew.....	do do do .....	16 04	783 96	
Crawford, W. P.....	do do do .....	16 04	783 96	
Conway, J. G.....	do do do .....	16 04	783 96	
Jagoe, J. F.....	do do do .....	13 96	686 04	
Arnot, A. D.....	do do do .....	13 96	686 04	
Miller, W. F.....	do do do .....	13 43	660 22	
Barrett, J. K.....	do do 5th September to 30th June .....	9 86	483 46	
	Salaries.....		7,921 90	
	Contingencies.....		409 83	8,331 73
<i>Kingston.</i>				
Thibodo, A.....	Salary as Collector for the year .....	24 00	1,176 00	
Spence, John.....	do Deputy Collector for the year ..	19 96	980 04	
Rowland, F.....	do do do .....	19 96	980 04	
McNamara, P. B.....	do Exciseman do .....	13 96	686 04	
Alexander, Thomas.....	do do do .....	13 96	686 04	
Cameron, D. W.....	do do do .....	12 00	588 00	
	Salaries.....		5,096 16	
	Contingencies.....		515 08	5,611 24
<i>London.</i>				
McClary, P.....	Salary as Collector for the year .....	25 96	1,274 04	
Hanvey, D.....	do Deputy Collector for the year ..	6 32	493 68	
Hunter, H.....	do do do .....	19 96	980 04	

## APPENDIX B.—Continued.

## No. 1.—DETAILS of Excise Expenditure, 1873-74.—Continued.

To whom Paid.	Service.	Deducted for Superannuation.	Amount. Paid.	Total for each Division.
		\$ cts.	\$ cts.	\$ cts.
<i>London—Continued.</i>				
Smith, H. A. ....	Salary as Bookkeeper for the year. ....	19 96	980 04	
Moore, William. ....	do Exciseman do .....	16 04	783 96	
Attwood, P. H. ....	do do do .....	16 04	783 96	
Taylor, J. F. ....	do do 1st July to 30th Nov- ember and 1st February to 30th June .....	11 60	571 70	
Coles, F. H. ....	do Exciseman for the year. ....	13 96	686 04	
Armstrong, W. H. ....	do do do .....	12 00	588 00	
Wilson, D. ....	do do 1st August to 30th June	11 00	539 00	
	Salaries. ....		7,680 46	
	Contingencies. ....		829 10	8,509 56
<i>Ottawa.</i>				
Battle, M. ....	Salary as Collector for the year. ....	22 04	1,077 96	
Henry, J. M. B. ....	do Deputy Collector for the year ..	18 00	882 00	
O'Brien, G. S. ....	do Exciseman do .....	12 00	588 00	
Brough, J. S. ....	do do do .....	13 96	686 04	
	Salaries. ....		3,234 00	
	Contingencies. ....		289 60	3,523 60
<i>Paris.</i>				
Hart, D. W. ....	Salary as Collector for the year. ....	24 00	1,176 00	
Nelles, R. F. ....	do Deputy Collector for the year ..	19 96	980 04	
McWhinnie, J. ....	do Exciseman for the year .....	16 01	784 01	
Patton, J. ....	do Book-keeper do .....	16 07	783 99	
Marter, W. P. ....	do Exciseman do .....	13 96	686 04	
Jones, C. A. ....	do do 1st September to 30th June .....	11 64	571 70	
	Salaries. ....		4,981 78	
	Contingencies. ....		919 78	5,901 56
<i>Perth.</i>				
Kellock, D. ....	Salary as Collector for the year. ....	13 96	686 04	
	Contingencies. ....		61 88	747 92
<i>Peterborough.</i>				
White, Thos. ....	Salary as Collector, July and August ...	2 32	114 34	
Hall, Jno. J. ....	do do 1st September to 30th June .....	11 64	571 70	
Knowlson, J. B. ....	do Deputy Collector for the year ..	12 00	588 00	
	Salaries. ....		1,274 04	
	Contingencies. ....		56 10	1,330 14

## APPENDIX B.—Continued.

No. 1.—DETAILS of Excise Expenditure, 1873-74.—Continued.

To whom Paid.	Service.	De- ducted for Superannuation.	Amount Paid.	Total for each Division.
		\$ cts.	\$ cts.	\$ cts.
<i>Prescott.</i>				
Merrill, S. B. ....	Salary as Collector for the year .....	27 92	1,372 00	
Longlev, G. C. ....	do Deputy Collector for the year ..	3 75	296 25	
Ford, John .....	do Exciseman for the year .....	15 92	784 00	
Browne, G. W. ....	do do for July .....	1 00	49 00	
Metcalf, W. F. ....	do do 1st August to 30th June .....	14 92	735 00	
Gerals, W. ....	do Preventive Officer for the year ..	3 92	196 00	
	Salaries .....		3,432 25	
	Contingencies .....		343 49	3,775 74
<i>Sarnia.</i>				
Somerville, R. B. ....	Salary as Collector, 1st July to 3rd June.	25 86	1,269 06	
McGlashan, P. ....	do do for the year .....	18 75	918 75	
Vidal T. G. ....	do Exciseman do .....	13 96	686 04	
Merrick, Geo. ....	do do 30th August to 30th June .....	12 68	623 33	
	Salaries .....		3,497 18	
	Contingencies .....		1,200 07	4,697 25
<i>St. Catharines.</i>				
Seymour, Jas. ....	Salary as Collector for the year .....	28 04	1,371 96	
Kinnear, Jas. ....	do Assistant Collector for the year ..	12 00	588 00	
Brougham, M. E. ....	do Exciseman for the year .....	13 96	686 04	
Dunn, A. ....	do do do .....	12 00	588 00	
	Salaries .....		3,234 00	
	Contingencies .....		646 48	3,880 48
<i>Toronto.</i>				
Morrow, John .....	Salary as Collector for the year .....	36 00	1,764 00	
Shaw, James .....	do do do .....	24 00	1,176 00	
Stratton, W. C. ....	do Deputy Collector for the year ..	22 04	1,077 96	
Gorrie, W. M. ....	do Book-keeper for the year .....	19 96	980 04	
Maddogald, A. D. ....	do Exciseman do .....	18 00	862 00	
Grey, Sam. ....	do do do .....	16 04	783 96	
Bennett, Jas. ....	do do do .....	16 04	783 96	
Rogerson, J. M. ....	do do do .....	16 04	783 96	
McPherson, A. F. ....	do do do .....	16 04	783 96	
Haley, R. A. ....	do Deputy Collector for the year ..	13 96	686 04	
Sanford, S. M. ....	do Exciseman for the year .....	13 96	686 04	
Low, F. ....	do do do .....	13 96	686 04	
Davis, T. G. ....	do do 1st November to 30th June .....	9 30	457 36	

## APPENDIX B.—Continued.

## No. 1.—DETAILS of Excise Expenditure, 1873-74.—Continued.

To whom Paid.	Service.	Deducted for Superannuation.	Amount Paid.	Total for each Division.
<i>Toronto—Continued.</i>				
		\$ cts.	\$ cts.	\$ cts.
Mulligan, Jos. ....	Salary as Exciseman for the year .....	12 00	588 00	
Reddan, Wm .....	do do do .....	12 00	588 00	
Earl, R. H. ....	do do do .....	12 00	588 00	
Davies, J. J. ....	do do do .....	12 00	588 00	
Blair, J. B. ....	do do 6th October to 30th June .....	8 81	431 51	
Bell, R. J. ....	do Exciseman, 10th July to 31st December .....	5 71	279 77	
Oliver, Geo .....	do Exciseman, 1st July to 30th September .....	3 00	147 00	
Thompson, J .....	do Exciseman, 1st January to 30th June .....	6 00	294 00	
	Salaries .....		15,035 60	
	Contingencies .....		2,578 53	17,614 13
<i>Windsor.</i>				
Labadie, C. F. ....	Salary as Collector for the year .....	31 96	1,568 04	
Fortier, C. G. ....	do Deputy Collector for the year ..	19 96	980 04	
Poote, G. W. ....	do do 1st July to 31st March .....	11 97	587 97	
Gerald, W. G. ....	do Accountant for the year .....	18 00	882 00	
Gill, Wm .....	do Exciseman do .....	16 04	783 96	
Rennie, Geo .....	do do do .....	16 04	783 96	
Dickson, C. T. ....	do do 1st August to 30th June .....	14 88	726 79	
Kirk, Geo. ....	do Exciseman for the year .....	16 04	783 96	
Elliott, R. W. ....	do Deputy Collector for the year ..	13 96	686 04	
Ramon, P .....	do Exciseman for the year .....	13 96	686 04	
Metcalf, W. F. ....	do do for July .....	1 00	49 00	
Yates, J. Mc .....	do do for the year .....	12 00	588 00	
Girdlestone, R. J. M. ....	do do do .....	12 00	588 00	
Dunlop, Chas. ....	do do do .....	12 00	588 00	
	Salaries .....		10,281 80	
	Contingencies .....		1,945 77	12,227 57
<i>Beauharnois.</i>				
McEachern, A. ....	Salary as Collector for the year .....	4 96	395 04	
	Contingencies .....		127 08	522 12
<i>Montreal.</i>				
Durnford, P. ....	Salary as Collector, 1st July to 31st May..	2 83	1,650 00	
Browne, D .....	do do for June .....	3 00	147 00	
Fauteux, L. G. ....	do Deputy Collector for the year ..	24 00	1,176 00	
Dodd, John .....	do Book-keeper for the year .....	19 96	980 04	

APPENDIX B.—Continued.

No. 1.—DETAILS of Excise Expenditure, 1873-74.—Continued.

To whom Paid.	Service.	Deducted for Superannuation.	Amount Paid.	Total for each Division.
<i>Montreal.—Continued.</i>				
		\$ cts.	\$ cts.	\$ cts.
Hastie, W. ....	Salary as Exciseman for the year. ....	18 00	882 00	
DeFoy, E. ....	do do do .....	18 00	882 00	
Blanchard, L. ....	do do do .....	16 04	783 96	
Leroux, C. H. ....	do do do .....	16 04	783 96	
Vincent, J. L. ....	do do do .....	16 04	783 96	
Richard, R. ....	do do do .....	16 04	783 96	
Duquet, F. ....	do do do .....	16 04	783 96	
Villeneuve, J. ....	do do do .....	16 04	783 96	
McDonald, U. ....	do do do .....	12 33	604 33	
Pickett, J. ....	do do 1st July to 19th May .....	14 11	693 34	
Barker, Charles. ....	do do for the year .....	13 96	686 04	
Bulmer, W. ....	do do do .....	13 96	686 04	
Culhane, Thomas ....	do do do .....	13 96	686 04	
Camyre, J. N. ....	do do do .....	13 96	686 04	
Burrows, Thomas. ....	do do do .....	12 00	588 00	
Garault, M. ....	do do do .....	12 00	588 00	
Delisle, A. ....	do Deputy Collector, 1st December to 30th June .....	2 89	230 44	
Roy, Amie. ....	do Deputy Collector, 1st December to 30th June .....	2 89	230 44	
	Salaries .....		16,099 51	
	Contingencies .....		2,558 39	18,657 90
<i>Quebec.</i>				
Fortier, J. E. ....	Salary as Collector for the year .....	28 04	1,371 96	
Cahill, J. H. ....	do Accountant do .....	18 00	882 00	
Bourassa, George ....	do Exciseman do .....	16 04	783 96	
McNamara, M. ....	do do do .....	13 96	686 04	
Rouleau, J. ....	do do do .....	13 96	686 04	
Courtney, J. ....	do do do .....	13 96	686 04	
Gregoire, J. ....	do do 1st November to 30th June .....	9 32	457 36	
Neilan, George ....	do do for the year .....	12 00	588 00	
Belanger, C. ....	do do do .....	12 00	588 00	
Stewart, J. D. ....	do do do .....	12 00	588 00	
Bernard, A. ....	do do 29th May to 30th June .....	1 10	53 90	
	Salaries .....		7,371 30	
	Contingencies .....		1,396 16	8,767 46
<i>St. John's.</i>				
Regnier, P. ....	Salary as Collector for the year .....	4 96	395 04	
Perkins, L. A. ....	do Deputy Collector for the year .....	4 96	395 04	
	Salaries .....		790 08	
	Contingencies .....		53 95	844 03



## APPENDIX B.—Continued.

## No. 1.—DETAILS of Excise Expenditure, 1873-74.—Continued.

To whom Paid.	Service.	Deducted for Superannuation.	Amount Paid.	Total for each Division.
	<i>St. Hyacinthe.</i>	\$ cts.	\$ cts.	\$ cts.
Bovin, C. A. ....	Salary as Collector for the year .....	12 00	588 00	
Roy, A. ....	do Deputy Collector, 1st July to 30th November .....	2 05	164 60	
	Salaries .....		752 60	
	Contingencies .....		159 87	912 47
	<i>Sherbrooke.</i>			
Griffith, John. ....	Salary as Collector for the year .....	4 96	395 04	
	Contingencies .....		63 02	458 06
	<i>Terrebonne.</i>			
Leclair, C. J. ....	Salary as Collector for the year .....	4 96	395 04	
Delisle, A. ....	do Deputy Collector, 1st July to 30th November .....	2 05	164 60	
	Salaries .....		559 64	
	Contingencies .....		40 48	600 12
	<i>Three Rivers.</i>			
Lassalle, B. ....	Salary as Collector for the year .....	13 96	686 04	
	Contingencies .....		134 71	820 75
	<i>Magdalen Islands.</i>			
Fox, J. J. ....	Salary as Preventive Officer for the year ..	6 00	294 00	294 00
	<i>Cape Breton.</i>			
Robertson, L. ....	Salary as Collector for the year .....	6 32	493 68	
	Contingencies .....		91 45	585 13
	<i>Halifax.</i>			
Tupper, S. ....	Salary as Collector for the year .....	28 04	1,371 96	
McLeod, A. ....	do Deputy Collector for the year ..	19 96	980 04	
Blanchard, B. H. ....	do Exciseman do ..	16 04	783 96	
Nash, S. C. ....	do do 1st June to 30th Sept. ....	3 48	171 51	
Hagarty, V. ....	do do for the year .....	13 96	686 04	
Frederickson, J. ....	do do 1st March to 30th June ..	4 66	228 68	
	Salaries .....		4,222 19	
	Contingencies .....		809 97	5,032 16

APPENDIX B.—Continued.

No. 1.—DETAILS of Excise Expenditure, 1873-74.—Continued.

To whom Paid.	Service.	Deducted for Superannuation.	Amount Paid.	Total for each Division.
		¢ cts.	\$ cts.	\$ cts.
<i>Pictou.</i>				
Lorrain, W. J. ....	Salary as Collector, 1st July to 31st May.	14 63	718 63	
Campbell, G. J. ....	do Exciseman for the year.....	6 32	493 68	
	Salaries .....		1,212 31	
	Contingencies .....		176 71	1,389 02
<i>Yarmouth.</i>				
Bingay, T. V. B. ....	Salary as Collector for the year....	6 32	493 68	
	Contingencies .....		40 43	534 11
<i>Miramichi.</i>				
Griffin, J. T. ....	Salary as Collector for the year.....	19 96	980 04	
	Contingencies .....		177 16	1,157 20
<i>St. John.</i>				
Perkins, D. C. ....	Salary as Collector for the year.....	24 00	1,176 00	
Travis, George.....	do Deputy Collector for the year..	16 04	783 96	
Ganong, J. E. ....	do Exciseman do ..	16 04	783 96	
Frederickson, J. ....	do do { 1st July to 30th Sept. }	6 96	343 02	
	{ 1st Dec. to 20th Feb. }			
Stephens, H. T. ....	do do for the year .....	12 00	588 00	
Hutton, H. ....	do do do .....	8 00	391 92	
	Salaries .....		4,066 86	
	Contingencies .....		801 14	4,868 00
<i>Charlottetown.</i>				
Nash, S. C. ....	Salary as Collector, 1st Oct., to 30th June.	10 48	514 53	
Frederickson, J. ....	do Exciseman, Oct. and Nov.....	2 32	114 34	
Moore, T. ....	do do 9th Jan. to 30th June	2 98	236 22	
	Salaries .....		865 09	
	Contingencies .....		951 51	1,816 60
<i>Manitoba.</i>				
Mulvey, S. ....	Salary as Collector for the year .....	18 73	914 60	914 60

## APPENDIX B.—Continued.

## No. 1.—DETAILS of Excise Expenditure, 1873-74.—Continued.

To whom paid.	Service.	Deducted for Superannuation.	Amount Paid.	Total for each Division.
	<i>Victoria.</i>	\$ cts.	\$ cts.	\$ cts.
Good, H. B.....	Salary as Collector, 22nd Aug. to 30th June	25 21	1,234 96	
Lindsay, D.....	do Deputy Collector, 1st Nov., to 30th June .....	16 00	784 00	
	Salaries .....		2,018 96	
	Contingencies .....		314 87	2,333 83
	DISTRICT INSPECTORS.			
	<i>Ontario.</i>			
Dickson, Geo. P.....	Toronto District, Salary for the year.....	43 96	2,156 04	
	Contingencies .....		391 03	2,547 07
Romain, C. E.....	London District, Salary for the year .....	43 96	2,156 04	
	Contingencies .....		897 32	3,053 36
Davis, John .....	Windsor District, Salary for the year ..	43 96	2,156 04	
	Contingencies .....		322 21	2,478 25
Striker, A. N.....	Kingston District, Salary 1st July 31st Oct.	12 00	588 00	
Borradale, R.....	do do 1st Nov. to 30th July	24 00	1,176 00	
	Salaries .....		1,764 00	
	Contingencies .....		1,030 41	2,794 41
	<i>Quebec.</i>			
Bellemare, R.....	Montreal District, Salary for the year ...	43 96	2,156 04	
	Contingencies .....		266 35	2,422 39
Lemoine, J. M.....	Quebec District, Salary for the year.....	36 00	1,764 00	
	Contingencies .....		224 34	1,988 34
	<i>Nova Scotia.</i>			
Patterson, A.....	Salary for the year .....	36 00	1,764 00	
	Contingencies .....		679 58	2,443 58
	<i>New Brunswick.</i>			
Hanford, T.....	Salary for the year .....	36 00	1,764 00	
	Contingencies .....		352 20	,116 20

APPENDIX B.—Continued.

No. 1.—DETAILS of Excise Expenditure, 1873-74.—Continued.

To whom Paid.	Service.	Deducted for Superannuation.	Amount Paid.	Total for each Division.
	<i>Prince Edward Island.</i>	\$ cts.	\$ cts.	\$ cts.
Macdonald, J. A. . . . .	Salary from 1st <sup>1</sup> January to 30th June . . . . .	11 48	562 71	598 21
	Contingencies . . . . .		35 50	
	<i>Manitoba.</i>			3,022 78
Gouin, W. F. . . . .	Salary for the year . . . . .	40 04	1,959 96	
	Contingencies . . . . .		1,062 82	
	<i>British Columbia.</i>			3,231 37
Dupont, C. T. . . . .	Salary for the year . . . . .	44 09	2,155 93	
	Contingencies . . . . .		1,075 44	
	CHIEF INSPECTOR.			3,113 57
Godson, H. . . . .	Salary for the year . . . . .	48 00	2,352 00	
	Contingencies . . . . .		761 57	
Davis, J. . . . .	Travelling and incidental expenses as Inspector of Distilleries . . . . .		761 85	
Potter, C. . . . .	Six hydrometers . . . . .		150 00	
Pemberton, A. P. . . . .	Commission on Excise Collections in British Columbia, from 20th July, 1871, to 30th June, 1873. . . . .		743 27	
Good, H. B. . . . .	do do . . . . .		486 50	
Bowden, William . . . . .	do do . . . . .		80 00	
British American Bank Note Company. . . . .	For tobacco labels and cheque books. . . . .		5,468 90	
Labadie, C. F. . . . .	Expenses incurred on account of Excise officers' examinations . . . . .		14 16	
Caven, Alex. . . . .	do do . . . . .		11 45	
Merrill, S. B. . . . .	do do . . . . .		1 50	
Patton, William . . . . .	do do . . . . .		5 58	
Davis, J. . . . .	do do . . . . .		328 31	
Swinbourne, H. . . . .	Repairing Excise locks . . . . .		29 50	
Hunter, Rose & Co. . . . .	Printing examination papers . . . . .		43 75	
Miall, E., jun. . . . .	Expenses on inspection tours and examination of officers . . . . .		600 00	
Bureau, Joseph. . . . .	Printing examination papers in French . . . . .		38 62	
Tucker & Reeves. . . . .	One hundred iron, and sixty brass locks. . . . .		238 47	
St. L. & O. Rail'y Co. . . . .	Freight on Excise locks. . . . .		21 74	
Spence, John . . . . .	Allowance as Acting Collector, St. Catherine's Division, during Collector's illness. . . . .		69 87	
Cox, George . . . . .	Dating presses for various divisions. . . . .		72 00	
Canadian Express Co. . . . .	Freight on tobacco labels . . . . .		3 70	
Foote, J. J. . . . .	Advertising. . . . .		15 60	
Brunel, A. . . . .	Travelling expenses . . . . .		200 00	
Oerding, L. . . . .	Saccharometers . . . . .		469 29	
Shannon, S. L. . . . .	Professional service . . . . .		6 20	
			9,860 26	9,786 26
	Less hydrometers sold to distillers'. . . . .		74 00	
	General contingencies. . . . .			

APPENDIX B.—Continued.

No. 1.—DETAILS of Excise Expenditure, 1873-74.—Concluded.

To whom Paid.	Service.	Deducted for Superannuation.	Amount.	Total.
Patton, James.....	Professional services.....	\$ cts.	\$ cts.	\$ cts.
Ball, F. R. ....	do Queen vs. Jordan,		9 26	
	do Charles.....		47 38	
Carter, Edward.....	do Spellman Seizure Case.....		1,200 00	
	Law costs.....			1,256 64
Tremaine, E. D.....	Commissions on Excise collections at Port Hood, N.S., 1st July, 1872, to 30th June, 1873.....		51 82	
O'Brien, E.....	do on Excise collections at Windsor, N.S., 10th October, 1871, to 18th March 1873.....		40 29	
Dowling, E.....	do on Excise collections at Lunenburg, N.S., 9th January, 1871, to 20th May, 1873.....		56 92	
Kerr, J. J.....	do on Excise collections at Amherst, N.S., 3rd to 20th September, 1872.....		14 58	
Marshall, James.....	do on Excise collections at Pictou, N.S., 10th June, 1872, to 1st July, 1873.....		9 79	
McDonald, M.....	do on Excise collections at Port Hawksbury, N.S.....		4 18	
Donovan, S.....	do on Excise collections at Arichat, N.S.....		6 90	
Macphie, H.....	do on Excise collections at Antigonish, N.S., 1st January to 31st December, 1873.....		117 16	
Gordon, R.....	do on Excise collections at Alverton, P.E.I., 11th August, 1873.....		3 84	
Laird, S.....	do on Excise collections at Crapaud, P.E.I., 1st November, 1873.....		7 22	
Ruel, J. W. M.....	do on Excise collections at Fredericton, N.B., 1st January to 31st December, 1873.....		150 00	
Gove, C. M.....	do on Excise collections at St. Andrews, N.B., 1st January, 1873, to 30th June, 1874.....		225 00	
	Commissions to Customs Officers.....			687 70
	Total.....			191,821 62
ADD—Printing.....			3,000 00	
Stationery.....			1,286 84	
Preventive Service.....			1,784 82	7,071 66
Authorized Disbursements (less Superannuation).....				198,893 28
ADD—Balance due to Collectors, &c., 1st July, 1873.....			3,944 89	
do by do 30th June, 1874.....			865 35	4,810 24
				203,703 52
LESS—Balance due by Collectors, 1st July, 1873.....			1,319 55	
do to do 30th June, 1874.....			92 54	1,412 09
Actual Disbursements agreeing with Statement No. 4, page 6.....				202,291 43
INLAND REVENUE DEPARTMENT, OTTAWA, 31st July, 1874.				

## APPENDIX B.—Continued.

## No. 2.—DETAILS of Canal Expenditure, 1873-74.

Canals.	Names of Employés.	Deducted for Superannuation.	Amount Paid.	Total.	Grand Total.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
<i>Welland Canal.</i>					
Port Colborne..	Rooth, W. A., Collector for the year.	28 04	1,371 96		
	Scholfield, J. S., Clerk do	6 32	493 68		
	Leggett, J. E. do do	12 00	588 00		
	Willson, G. do do	3 72	296 28		
	Salaries.. . . . .		2,749 92		
	Contingencies.. . . . .		78 25		
				2,828 17	
Port Dalhousie	Clark, J. S., Collector for the year..	24 00	1,176 00		
	Contingencies .. . . . .		138 10		
				1,314 10	
Dunnville .....	Tipton, T. L. M., Collector for the year.. . . . .	15 00	735 00		
	Contingencies.. . . . .		29 06		
				764 06	
Port Maitland.	Galbraith, T. J., Collector for the year .. . . . .	6 32	493 68		
	Contingencies.. . . . .		121 50		
				615 18	
Port Robinson.	McCoppen, J., Collector for the year	14 40	705 60		
				705 60	
St. Catharine's.	Clark, Jas., Collector for the year...	4 04	195 96		
	Contingencies.. . . . .		26 66		
				222 62	
	Total Welland Canal, .....				6,449 73
<i>St. Lawrence Canals.</i>					
Beauharnois....	Ellis, Geo., Collector for the year..	16 96	833 04		
	Contingencies.. . . . .		46 78		
				879 82	
Cornwall .....	Phelan, J. A., Collector for the year	16 04	783 96		
	Contingencies.. . . . .		67 39		
				851 35	
Edwardsburgh.	McMillan, R. P., Collector for the year .. . . . .	15 00	735 00		
	Reid, Jno., Landing Waiter for the year .. . . . .	4 96	395 04		
	Salaries.. . . . .		1,130 04		
	Contingencies.. . . . .		50 00		
				1,180 04	
Lachine .....	Dubreuil, J., Collector for the year.	19 96	980 04		
	Dyde, J. S., Clerk for the year.....	16 04	783 96		
	Salaries.. . . . .		1,764 00		
	Contingencies.. . . . .		314 22		
				2,078 22	
Montreal .....	O'Neill, Jno., Collector for the year.	31 96	1,568 04		
	Hayes, B., Clerk, 1st July to 31st May .. . . . .	18 26	898 37		
	Racine, P. C., Superintendent for the year .. . . . .	19 96	980 04		

## APPENDIX B.—Continued.

## No. 2.—DETAILS of Canal Expenditure, 1873-74.—Continued.

Canals.	Names of Employés.	Deducted for Superannuation.	Amount Paid.	Total.	Grand Total.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
<i>St. Lawrence Canals—Con.</i>					
Montreal—(Con)	Cardinal, C. R., Clerk from 8th May to 30th June.....	2 94	144 90		
	McNally, T., Clerk for the year ...	16 04	783 96		
	Mongeon, C., Wharfinger for the year	13 96	686 04		
	Pominville, L. A., Clerk for the year	13 96	686 04		
	Salaries.....		5,747 39		
	Contingencies.....		1,061 69		
				6,809 08	
	Total St. Lawrence Canals. ....				11,798 51
<i>Chambly Canal.</i>					
Chambly .....	D'Eschambault, H., Collector for the year.....	19 96	980 04		
	Berger, N., Clerk for the year.....	6 32	493 68		
	Salaries .....		1,473 72		
	Contingencies.....		33 17		
				1,506 89	
St. John's .....	Brennan, J., Collector for the year... Fournier, J. A., Assistant Collector for the year.....	12 00	588 00		
		4 04	195 96		
	Salaries .....		783 96		
	Contingencies.....		35 80		
				819 76	
St. Our's .....	LeBœuf, J., Collector for the year... Contingencies.....	6 32	493 68		
			27 26		
				520 94	
	Total Chambly Canal.....				2,847 59
<i>Ottawa Canals.</i>					
Carillon .....	Murphy, D., Collector for the year . Contingencies.....	6 32	493 68		
			51 46		
				545 14	
Grenville .....	Schneider, Geo., Collector for the year..... Contingencies.....	4 96	395 04		
			227 36		
				622 40	
St. Anne's Lock	Barrett, Jno., Collector for the year. Contingencies.....	16 96	833 04		
			39 98		
				873 02	
	Total Ottawa Canal.....				2,040 56

APPENDIX B.—Continued.

No. 2.—DETAILS of Canal Expenditure, 1873-4.—Concluded.

Canals.	Names of Employés.	Deducted for Superannuation.	Amount Paid.	Total.	Grand Total.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
<i>Rideau Canal.</i>					
Ottawa....	Carmen, G. A., Collector for the year	16 04	783 96	1,600 76	
	Contingencies.....		816 80		
Kingston Mills	Deane, Jos., Collector for the year..	2 48	197 52	248 91	
	Contingencies.....		51 39		
Smith's Falls..	Ritchie, W. M., Collector for the year	2 48	197 52	221 07	
	Contingencies... ..		28 55		
	Total Rideau Canal. ....				2,070 74
Burlington Bay Canal.....	Thompson, G., Ferryman for the year.....	3 72	296 28		296 28
Inspector of Canals.....	Bell, Robert, for the year.....	28 04	1,371 96		1,595 93
	Contingencies.....		223 97		
	Total Canal Expenditure...				27,099 34
	ADD—Stationery .....			552 22	3,552 22
	Printing.....			3,000 00	
	Authorized Disbursements (less Superannuation) .....				30,651 56
	ADD—Balances due to Collectors, 1st July, 1873.....			103 15	191 88
	do by do 30th June, 1874.....			88 73	
	LESS—Balances due by Collectors, 1st July, 1873.....			213 40	30,848 44
	do to do 30th June, 1874.....			201 73	415 13
	Actual Disbursements agreeing with Statement No. 6, page 10..				30,428 31

INLAND REVENUE DEPARTMENT,  
OTTAWA, 31st July, 1874.



APPENDIX B.—Continued.

No. 3.—SLIDES AND BOOMS SERVICE—Details of Expenditure for the Fiscal Year ended 30th June, 1874.

Division.	Names.	Nature of Service.	Deducted for Superannuation.	Amount Paid.	Totals.	Grand Total.	
			\$ cts.	\$ cts.	\$ cts.	\$ cts.	
OTTAWA.	Russell, A. J.	Collector of Slide Dues for the year	52 04	2,547 96			
	McNutt, C. S.	Assistant do	36 00	1,764 00			
	Ritchie, Jas.	Clerk do	28 04	1,371 96			
	Russell, A. J., jun.	draughtsman do	24 00	1,176 00			
	Smith, E. T.	Clerk do	19 96	980 04			
	Codd, H.	Clerk do	17 04	832 92			
	Jackson, Jno.	Messenger do	3 72	296 28			
	MacDonald, J.	Deputy Slide Maester do	1 72	83 28			
	Steen, Jas.	Timber Counter at \$2 per diem		463 81			
	Redmond, John.	do do		425 81			
			Salaries		9,942 06		
			Contingencies.				
		Russell, A. J.	Rent of offices		200 00		
		Corporation	City taxes		35 56		
		Post Office	Postage		133 79		
		Montreal Telegraph Company	Telegrams		90 49		
		Russell, A. J.	Petty cash items		89 67		
		Conely, A. J.	Firewood		20 25		
		Plunket, J.	do		22 00		
		Heney, John.	do		24 00		
	Neville, W.	do		30 00			
	Lucas, S. B.	Plans and notes of survey		22 00			
	Bell, Wm.	do		22 00			
	McGrath, B.	do		6 00			
	Rain, Loth, G. C.	do		30 00			
	Hunter, Rose & Co.	Ontario Official Gazette		4 00			
	Langlois, C. F.	do		5 00			
	Chamberlin, B.	Canada do		4 00			
	Citizen Printing Co.	Ottawa Citizen for one year		6 00			
	Hope, J., & Co.	Stationery		9 58			
	Bate & Co.	Candles, &c.		6 09			

McNutt, C. S.	Travelling expenses ..	8 00			
Germain, N. & Son.	Stove pipe, &c.	9 75			
Soare, H.	Services as Extra Clerk	110 00			
Fortescue, L.	do	176 00		1,064 18	
	Total Ottawa Division				11,006 24
Stewart, McLean	Collector of Slides Dues for the year	1,959 96	40 04		
MacKay, John	do	1,176 00	24 00		
Miller, Pierre	Clerk	980 04	19 96		
	Salaries			4,116 00	
	<i>Contingencies.</i>				
	Postages	59 90			
	Horse hire, &c.	75 38			
	Telegrams	18 28			
	Stationery	2 35			
	Quebec Directory	2 00			
	Queen's Printer	5 00			
	Official Gazette	65 00			
	Extra work				
	Total Contingencies			227 91	
	Total Quebec Division				4,343 91
Dubord, A.	Collector of Slide dues for the year	197 41	2 59		
	Salaries			197 41	
	<i>Contingencies.</i>				
	Timber Counting	130 00			
	do 156 days, at 60 cts.	93 60			
	do 20 " \$1 00	20 00			
	Total Contingencies			243 60	
	Total St. Maurice Division				441 01
	Total Slide and Boom Service				15,791 16

For Summary see next page.

APPENDIX B.—Continued.

No 3.—SLIDE AND BOOM SERVICE.—Details of Expenditure for the Fiscal Year ended 30th June, 1874.—Concluded.

SUMMARY.		\$	cts.
Total of this Statement.....		15,791	16
ADD—Stationery.....		153	57
Printing.....		450	00
Authorized Disbursements (less Superannuation) .....		16,394	73
ADD—Balance due to Collectors, 1st July, 1873 .....		116	57
Actual Disbursements agreeing with Statement 7, page 13 .....		16,511	30

INLAND REVENUE DEPARTMENT,  
OTTAWA, 31st July, 1874.

APPENDIX B.—Continued.

No. 4.—DETAILS of Cullers' Expenditure for the Fiscal Year ended 30th June, 1874.

Division.	Department.	Names of Cullers.	Fees paid to Cullers.	Total.	Grand Total.
			\$ cts.	\$ cts.	\$ cts.
QUEBEC	Masts, Spars, Deals, Plank, and Square Timber.....	Dorval, Alexis .....	464 03	1,778 53	
		Dorval, Philip .....	825 26		
		Reafferty, John .....	489 24		
	Square Timber.....	Jobin, Jacques .....	1,283 46		
		Luggan, Wm. ....	1,077 19		
		Jordan, John .....	900 89		
		Gilchen, Thomas .....	932 06		
		McInenly, Thomas .....	883 98		
		Donaghue, George .....	732 34		
		Noel, Elie .....	769 57		
		Vachon, J. B., sen. ....	677 13		
		French, W. J. ....	661 11		
		Frederick, Antoine .....	634 83		
		Kelly, Edward .....	617 43		
		Kelly, Michael .....	604 44		
		O'Brien, M. ....	596 83		
		McKendry, D. ....	596 27		
		Bergeron, Joseph .....	585 22		
		Lambert, S. ....	555 79		
		Jennest, P. ....	545 12		
		Miller, Geo. ....	539 95		
		Larose, Joseph .....	522 70		
		McPeak, William .....	534 57		
		Miller, A. ....	528 71		
		Valin, N. ....	440 90		
		Walsh, William .....	562 70		
		O'Sullivan, John .....	495 88		
		Peverly, John .....	422 72		
		Lockquell, Ovid .....	414 63		
		Gauvreau, Olivier .....	413 64		
		<i>Carried forward.</i> .....	17,510 06	1,778 53	.....

APPENDIX B.—Continued

No. 4.—DETAILS of Cullers' Expenditure for the Fiscal Year ended 30th June, 1874.—Continued.

Division.	Department.	Names of Cullers.	Fees paid to Cullers.	Total.	Grand Total.
			\$ cts.	\$ cts.	\$ cts.
QUEBEC.—Continued.	Square Timber	<i>Brought forward</i>	17,510 06	1,778 53	
		Lacompte, S.	411 53		
		Feore, J. F.	401 76		
		Murphy, John V.	401 39		
		Dorval, George	388 90		
		Gilgan, Peter	378 25		
		Lockquell, A. A.	372 15		
		Leneghan, M.	368 04		
		Whelan, James	356 38		
		Clark, John	351 15		
		McCormack, John	342 54		
		McNeil, P.	336 32		
		Lockquell, Louis	335 58		
		Miller, John	250 58		
		Morrisette, Joseph	243 05		
		Perrault, Edward	1,750 34	22,447 68	
		Demers, Louis	1,148 07		
	Square Timber and Deals, Planks, &c.	Thompson, F. X.	2,405 64		
		McNaughton, John	2,341 30		
		Lafamme, Joseph	1,216 30		
		Hamel, Michel	1,189 69		
		Gendron, Ambrose	1,041 18		
		Wilson, Thomas	969 90		
		Vachon, J. B., jun.	928 88		
		Couture, Charles	920 15		
		Demers, F. X.	894 80		
		Morenci, Denis	841 73		
		Lynach, John	744 97		
		Cauchy, Charles	572 84		
		Lockquell, B.	479 75		
	Deals, Planks, &c.			2,898 41	

Clark, Thomas.....	472 38		
McKutcheon, William.....	436 51		
Hamel, A. F.....	318 13		
Malone, J. C.....	303 01	16,077 16.	
Deals, Planks, &c., and Staves.....	2,137 24		
Malone, Thomas.....	1,933 38		
Malone, Jeffery.....	1,989 45		
Myler, James.....	1,163 62		
Murphy, Michael.....	754 46	7,568 15	
Quinn, John A.....			
Staves.....	1,384 61		
Beaupre, N.....	1,374 93		
Murphy, John.....	1,367 66		
Ferland, P.....	1,312 72		
Langlois, Joseph.....	1,278 15		
Frederick, Joseph.....	1,147 91		
Myrand, L.....	1,034 92		
Gibbons, M.....	992 99		
Villeneuve, Jacques.....	984 66		
Bedard, J.....	374 94	11,253 49	
Philbert, J. B.....			
Quebec Total.....			62,023 42
Belland, F. X.....	269 60		
Barsalo, Edward.....	1,071 05		
Cusson, F. X.....	1,170 01	2,510 66	
Montreal and Sorel Total.....			2,510 66
Total Fees paid to Cutlers.....			64,534 08

MONTREAL AND SOREL.

INLAND REVENUE DEPARTMENT,  
OTTAWA, July 31st, 1874.

APPENDIX B.—Continued.

No. 5.—DETAILS of Cullers' Expenditure for the Fiscal Year ended 30 June, 1874.—Continued.

Division.	Names.	Nature of Service.	Deducted for Superannuation.	Amount Paid.	Total.	Grand Total.	
			\$ cts.	\$ cts.	\$ cts.	\$ cts.	
QUEBEC	Quinn, William	Supervisor of Cullers for the year.	40 04	1,959 96			
	Fraser, Alexander	Deputy and Bookkeeper do	31 96	1,568 04			
	Walsh, T. J.	Cashier do	24 00	1,176 00			
	Power, Thomas	Specification Clerk do	16 04	783 96			
	O'Brien, M.	do from 31st Oct. to 30th June.	8 03	393 58			
	DeBlois, G. H.	do for the Year.	6 32	493 68			
	Tierney, John	Messenger do	4 96	395 04			
	Quinn, Francis	Specification Clerk for 8 months.	20 00	980 00			
	Wheeler, W. F.	do from 26th May to 30th June.	3 00	147 00			
	Launière, W.	do do	17 66	792 34			
	Duggan, Edward	do do	14 00	686 00			
	Beiland, Joseph E.	do do	12 00	588 00			
	Drouin, F. X.	do do	12 00	588 00			
	Levasseur, Z.	do do	12 00	588 00			
	Foley, James	do do	12 00	588 00			
	Matte, Edward	do do	6 24	493 76			
	Grogan, S. P.	do do	6 24	493 76			
		Total Salaries			12,705 12		
		<i>Contingencies.</i>					
		Giblin, John	Office rent.		800 00		
	Quebec Corporation	Taxes and assessment.		186 00			
	Royal Insurance Company	Insurance		10 00			
	Middleton and Dawson	Stationery		19 20			
	Miller, Matthew	do		5 00			
	Rusk, John	Fuel		292 50			
	Deehey, Mic.	Cutting fuel.		19 00			
	Carey, G. T.	Subscription and Advertising in Mercury.		49 88			
	Foot, J. J.	do do Chronicle.		36 68			
	Huot, L. H.	do do Canadian.		19 36			
	Coté & Co., A.	do do to Journal.		12 00			
	Fabre, H.	Advertising in L'Evenement		2 64			

Jones, W. E.	Subscription to <i>Richmond Guardian</i> .....		2 00	
Mangan, M. & Co.	Charwomen.....		58 40	
Morris, Sarah	do.....		65 00	
Post Office	Postage account.....		97 04	
Walsh, T. J.	Petty cash items.....		165 04	
Kane, Anne	Tinsmith work.....		5 80	
Hunter, John	do.....		83 65	
Fraser, A.	Expenses to Montreal and Sorel on business.....		19 00	
Laroche, W. H.	Ice.....		10 00	
Lalibertie, D.	Locksmith work.....		13 00	
Corbin, Jos.	Joiner.....		88 49	
Quinn, J. A.	Sundries.....		23 09	
Shee & Co., P.	Sundries.....		4 20	
Arnold, Thos.	Carting snow.....		12 00	
Plomondon, M. A.	Professional services.....		25 00	
Huot, Phil.	do.....		6 00	
Temple & Gowen	Extra services.....		224 95	
Whehan, Wm.	do.....		220 74	
Mahoney & O'Brien	do.....		180 20	
Nelson, Gallagher & Dromy	do.....		140 60	
Sawyer, Normand, Doucet & Jennest	do.....		129 78	
Leane, Pat.	do.....		54 24	
Fraser, J. R.	do.....		23 87	
Belland, F. X.	do.....		17 91	
	Total Contingencies.....		3,063 16	
	Total Quebec Expenditure.....		15,768 28	
	<i>Salaries.</i>			
Belland, F. X.	Deputy Supervisor at Sorel, for July and August.....		25 00	
Belland, F. X.	do Montreal, 20th April to 30th June.....	3 15	154 61	
Kittson, R. H.	Deputy Supervisor at Sorel, 27th August to 30th April.....	3 34	268 66	
	Total Salaries.....		448 27	
	<i>Contingencies.</i>			
Barsalo & Cusson	Extra work.....		99 99	
Landry, J. P.	do.....		128 00	
Cusson W. H. P.	do.....		418 00	
Aird, W. B.	do.....		50 00	
Archambault, C.	do.....		12 00	
Boucher, W. A. E.	do.....		73 50	
Bourret, J.	do.....		9 00	
<b>MONTREAL &amp; SOREL.</b>				



APPENDIX B.—Continued.

No. 5.—DETAILS of Cullers' Expenditure for the Fiscal Year ended 30th June, 1874.—Concluded.

Division.	Names.	Nature of Service.	Deducted for Superannuation.	Amount Paid.	Total.	Grand Total.	
			\$ cts.	\$ cts.	\$ cts.	\$ cts.	
MONTREAL & SOREL— Continued.....	Lefourneaux, L.....	Extra work.....		16 00			
	Belland F. X.....	do.....		558 00			
	Masson Estate.....	Office rent.....		60 00			
	Burgoin, M.....	do.....		24 00			
	Chapleau & Labelle.....	Stationery.....		15 69			
	Miller, E.....	do.....		1 15			
	Dawson, Bros.....	do.....		30			
	Bouthillier, E.....	do.....		1 58			
	Le National.....	Printing notices.....		75			
	T. Graham.....	Crockery for office.....		3 00			
	Fabre and Gravel.....	Inkstands.....		95			
	Denis, P.....	Office sign.....		3 00			
	Silverman, L.....	Office clock.....		5 00			
	Pariseau, Thos.....	Settle bed for office.....		6 25			
	Lorselle & Co.....	Office furniture.....		17 00			
	Forgues, H.....	Office repairs.....		45 00			
	Berthiaume & Co.....	Six office towels.....		70			
	Duplante, A.....	Cleaning office and repairing lock.....		30 15			
	Desjardins, Madame.....	do.....		4 00			
	Lighthall & Kitson.....	Drawing lease.....		1 00			
	Lacombe, L.....	Cartage.....		3 00			
	Post Office.....	Postages.....		2 48			
	Belland, F. X.....	Removal expenses.....		30 00			
	Kitson, R. H.....	Rent of stove and cleaning office.....		3 60			
	Steamboat Co.....	Freight.....		1 00			
		Total Contingencies.....		.....	1,624 00		
		Total Expenses, Montreal and Sorel.....		.....	.....	2,072 27	
		Total.....		.....	.....	.....	17,840 55

Add—Stationery.....	323 87			
Printing.....	490 92			
Cullers' fees, per Statement 4, App. B.....	64,534 08			65,348 87
Authorized Disbursements (less Superannuation)				
Add—Balance due to Collectors, 1st July, 1873.....	57 23			83,189 42
do by do 30th June, 1874.....	27 95			85 18
Less—Balance due by Collectors, 1st July, 1873.....	424 75			83,274 60
do to do 30th June, 1874.....	218 50			643 25
Actual Disbursements, agreeing with Statement 10 <sup>h</sup> , page 17.....				82,631 35

INLAND REVENUE DEPARTMENT,  
OTTAWA, 31st July, 1874.

## APPENDIX B.—Continued.

## No. 7.—DETAILS of Departmental Expenditure.

To whom Paid.	Service.	Deduction for Superannuation.	Amount Paid.	Total Amount Paid.
	<i>Salaries.</i>	\$ cts.	\$ cts.	\$ cts.
Hon. T. N. Gibbs.....	From 1st July, 1873, to 6th Nov., 1873.....		2,449 98	
Hon. T. Fournier.....	7th Nov. do 30th June, 1874.....		4,550 02	
A. Brunel.....	1st July do do do.....	64 00	3,136 00	
E. Miall, jun.....	do do do do.....	48 00	2,352 00	
R. Borradaile.....	do do 31st Oct., 1873.....	8 00	392 00	
P. M. Robins.....	do do 30th June, 1874.....	28 00	1,372 00	
F. Measam.....	do do do do.....	25 00	1,225 00	
F. R. E. Campeau.....	do do do do.....	23 00	1,127 00	
W. L. Heron.....	do do do do.....	22 50	1,102 50	
W. Himsworth, jun.....	do do do do.....	22 00	1,078 00	
R. Nettle.....	do do do do.....	20 00	980 00	
E. D. Clark.....	do do 30th Sept., 1873.....	4 50	220 50	
A. Graham.....	do do 30th June, 1874.....	18 50	906 50	
B. H. Teakles.....	do do do do.....	18 00	882 00	
N. Stewart.....	do do do do.....	18 00	882 00	
F. K. Blatch.....	do do do do.....	16 00	784 00	
Wm. Carter.....	do do do do.....	16 00	784 00	
J. F. Shaw.....	do do do do.....	5 31	419 69	
John Brunel.....	2nd Oct. do do do.....	3 44	270 73	
C. E. Chubbuck.....	1st July do do do.....	4 17	329 19	
F. W. Gibbs.....	8th do do 17th Nov., 1873.....	1 34	206 53	
John Fowler.....	1st do do 30th June, 1874.....	6 25	493 75	
Geo. Fowler.....	1st do do do do.....	5 06	399 94	
	Total Salaries.....	377 07	26,343 33	26,343 33
	<i>"Bonus" per Order in Council.</i>			
E. Miall, jun.....	Additional pay for year ended 30th June, 1874.....		270 00	
P. M. Robins.....	do do do do.....		152 50	
F. Measam.....	do do do do.....		148 75	
F. R. E. Campeau.....	do do do do.....		132 50	
W. L. Heron.....	do do do do.....		163 00	
W. Himsworth, jun.....	do do do do.....		144 50	
R. Nettle.....	do do do do.....		145 00	
A. Graham.....	do do do do.....		134 00	
B. H. Teakles.....	do do do do.....		130 50	
N. Stewart.....	do do do do.....		130 50	
F. K. Blatch.....	do do do do.....		116 00	
Wm. Carter.....	do for half year do.....		40 00	
J. F. Shaw.....	do for year do.....		61 50	
Jno. Brunel.....	do from 2nd Oct. 1873, to do.....		39 25	
C. E. Chubbuck.....	do for year ended do.....		50 50	
John Fowler.....	do from 1st Jan., 1873, to do.....		107 00	
Geo. Fowler.....	do do do.....		87 90	
C. E. Anderson.....	do for half year ended do.....		54 75	
R. De lin.....	do do do.....		27 37	
A. Lusignan.....	do for three months ended do.....		25 00	
				2,160 52

## APPENDIX B.—Continued.

## No. 7.—DETAILS of Departmental Expenditure.—Continued

To whom Paid	Service.	Amount Paid.	Total Amount Paid.
<i>Contingencies.</i>		\$ cts.	\$ cts.
Wm. Carter.....	Services as Extra Clerk in Correspondence Branch.	100 00	
C. E. Anderson.....	Services as Extra Clerk in Accountant's Branch	1,186 50	
R. Devlin .....	Services as Extra Clerk in Canal Branch. ....	487 50	
J. Brunel.....	Services as Extra Clerk.....	36 00	
J. F. Brown.....	Extra work.....	145 50	
C. V. F. Bliss.....	do .....	197 50	
W. Wilson.....	do Translating.....	31 60	
T. G. Coursolles.....	do do .....	34 00	
A. Lusignan.....	do .....	294 66	
Geo. Duval.....	do .....	13 15	
Standard, St. Andrew's, N. B.....	Advertising.....	25 00	
Tribune, St. John, N. B.	do .....	21 60	
W. J. Anslow.....	do Newcastle, N. B.....	14 00	
Chatham Gleaner.....	do .....	18 35	
Daily News, Kingston.....	do .....	12 00	
Toronto Mail.....	do and subscription.....	79 20	
Daily News, Ottawa.....	do do .....	14 64	
L'Echo de Hull.....	do .....	204 00	
Daily News, St. John.....	do .....	69 00	
E. A. Perry.....	Subscription to Toronto Globe.....	2 10	
Ontario Workman.....	Advertising.....	83 40	
Free Press, Ottawa.....	do .....	180 00	
Citizen .....	do .....	202 50	
The Times .....	do and printing.....	269 13	
Volunteer Review, Ot- tawa.....	do .....	30 15	
The Hull Advertiser, Ottawa.....	do .....	36 00	
Courrier d'Outaouais, Ottawa.....	do .....	184 50	
The Freeman, Toronto.....	Advertising.....	77 10	
The Monetary Times.....	do and subscription.....	44 36	
Quebec Chronicle.....	do do .....	22 32	
The Dominion, Sandwich	do .....	11 76	
Kincardine Review.....	Subscription.....	2 00	
A. Stevenson & Co.....	Advertising.....	40 00	
Nor-Wester, Winnipeg	do .....	40 00	
Quebec Mercury.....	do and subscription.....	68 92	
Sherbrooke News.....	do .....	7 52	
Free Press, London.....	do .....	6 72	
Willis & Mott, St. John, N. B.....	do .....	24 00	
M. McLeod.....	do in Daily Tribune.....	36 80	
Montreal Gazette.....	do and subscription.....	174 40	
Toronto Sun.....	do .....	48 00	
Davis Bros.....	Advertising and subscription in Mitchell Advocate.....	5 50	
Moncton Times.....	Advertising and subscription.....	46 50	
W. Ridgway.....	Subscription, London (England) Mail.....	14 82	
Le Nouveau Monde.....	Subscription.....	6 00	
Toronto Leader.....	Advertising.....	69 00	
Chatham Planet.....	do .....	7 20	
Montreal Herald.....	do and subscription.....	72 00	

## APPENDIX B.—Continued.

## No. 7.—DETAILS of Departmental Expenditure.—Continued.

To whom paid.	Service.	Amount Paid.	Total Amount Paid.
<i>Contingencies.—Continued.</i>			
		\$ cts.	\$ cts.
Montreal Daily Witness	Subscription.....	6 00	
Weekly Manitoban.....	Advertising.....	183 22	
Negociant Canadien.....	do.....	40 50	
L'Evenement, Quebec.....	Subscription.....	6 00	
Quebec Budget.....	Advertising and subscription.....	32 00	
Brockville Daily Recorder.....	Subscription.....	4 50	
Collingwood Bulletin.....	do.....	1 00	
Perth Courier.....	do.....	1 50	
Walkerton Telescope.....	do.....	1 50	
Bruce Reporter.....	do.....	1 50	
Orangeville Advertiser.....	do.....	8 00	
Canadian Illustrated News.....	do.....	12 00	
Halifax Morning Chronicle.....	do.....	5 52	
A. Stevenson & Co.....	do Canadian Monthly.....	6 60	
Coaticook Observer.....	do.....	1 75	
Oshawa Vindicator.....	do.....	1 50	
Trenton Courier.....	do.....	2 00	
British Whig, Kingston.....	do.....	6 00	
Carleton Sentinel, N.B.	Advertising and subscription.....	10 00	
L. R. Robinson, Stanstead.....	do.....	4 32	
Manitoba Gazette.....	Subscription.....	2 00	
Le Messager, Sorel.....	do.....	88	
The National, Toronto.....	do.....	1 50	
The Globe, Toronto.....	do.....	12 00	
Echo, Lewis.....	do.....	5 00	
L'Bien Publique, Montreal.....	do.....	6 00	
H. J. Morgan.....	Forty copies Parliamentary Companion, and advertising in same.....	200 00	
David Cowan.....	Six copies Lovell's Gazetteer.....	22 50	
L. A. Grisin & Co.....	Printing circulars, &c.....	28 64	
H. Lacroix.....	Twelve copies Books of Reference.....	6 00	
Queen's Printer.....	Printing and stationery.....	315 29	
Stationery Office.....	Stationery.....	564 31	
A. B. Cherrier.....	Quebec Directory and advertising in same.....	5 00	
T. G. Davis.....	Sundry books.....	49 00	
Irwin & Co.....	Two copies Ottawa Directory.....	5 00	
J. Hope & Co.....	Stationery, &c.....	8 09	
C. E. Lawman.....	Six copies Ottawa Calender.....	3 00	
J. Durie & Son.....	Books, &c.....	107 69	
Fisher & Taylor.....	Toronto Directory.....	2 50	
H. Carswell, Toronto.....	Four copies Ewart's Index.....	10 00	
A. Lusignan.....	Four copies of analytical index.....	16 00	
A. Potvin.....	Packing blank forms.....	6 50	
Geo. Cox.....	Dating and franking stamps, and repairs.....	26 00	
J. Bermingham.....	Commission on sale tolls, Union Suspension Bridge.....	95 00	
Angus & Irwin.....	Office chairs.....	50 00	
Maurice Bennett.....	Drinking water.....	37 20	
W. Young.....	Repairs to clocks.....	3 00	
J. Leslie.....	Attending clocks.....	1 00	
Jos. Metcalfe.....	Two dozen office towels.....	5 50	
A. Deguise.....	Ice for office.....	6 00	

## APPENDIX B.—Continued.

## No. 7.—DETAILS of Departmental Expenditure.—Concluded.

To whom Paid.	Service.	Amount Paid.	Total Amount Paid.
<i>Contingencies.—Continued.</i>		\$ cts.	\$ cts.
Shoolbred & Co.....	Thirty yards carpet.....	55 75	
Wm. Howe.....	One large plate glass.....	7 00	
Canadian Express Co. . .	Express charges.....	36 21	
Montreal Telegraph Co.	Departmental telegrams.....	1,093 76	
Lominion do	do do	146 01	
John Fowler.....	Petty Departmental disbursements.....	60 00	
	Total Contingencies.....		8,131 04

INLAND REVENUE DEPARTMENT,  
OTTAWA, July 31st, 1874.

## APPENDIX B.—Continued.

## No. 8.—DETAILS of Sundry Minor Expenditures.

To whom Paid.	Service.	Deduction for Superannuation.	Amount Paid.	Total Amount Paid.
	<i>Weights and Measures.</i>	\$ cts.	\$ cts.	\$ cts.
Brunel, A. ....	Salary as Commissioner of Standards for the year .....	15 97	784 03	
Fairbanks & Co. ....	Complete sett of Standard Brass Weights ..		165 00	
do	Platform scales .....		51 00	
Queen's Printer	Printing .....		23 36	
St. Lawrence and Ottawa Railway Company.	Freight .....		101 97	
Whitworth, Sir Joseph.	Measuring machine .....		260 36	
Chisholm, H. W.	Baudin's thermometers .....		19 22	
Aubin, N. ....	Services rendered in connection with gas inspection .....		50 00	
Canadian Express Company	Express charges .....		14 10	
Bureau, Joseph. ....	Printing Commissioner's Report .....		245 35	
Taylor & Co. ....	Kamptulicon for weights and measures rooms .....		175 41	
Negretti & Zambra. ....	Standard barometers and thermometers .....		322 17	
Le Nationale .....	Printing Commissioner's Report in French .....		74 47	
Darveau, L. M. ....	Translation of Report .....		73 50	
Troughton & Sims .....	Standard bars and end yards .....		269 37	
Oertling, L. ....	Balances hydrometers .....		1,843 85	
Brunel, A. ....	Travelling expenses in Europe on duty, and cost of various articles purchased for use of Standards Branch of the Department .....		1,205 25	
	<b>Total</b> .....			5,678 41
	<i>Bill Stamps.</i>			
Mulvey, S. ....	Expenses incurred as Bill Stamp Distributor .....		3 00	
British American Bank Note Company. ....	Printing Bill Stamps .....		2,200 00	
	<b>Total</b> .....			2,203 00
	<i>Minor Public Works.</i>			
Quain, J. ....	Salary as Collector Union Suspension Bridge Tolls .....	14 63		718 63
	<i>Inspection of Staples.</i>			
Paterson, W. J. ....	Paid him as Secretary Board of Trade Montreal, for flour, for standards, expenses of Examiners, advertising, &c. ....		513 48	
Bellemare, R. ....	Stencils for branding flour and express charges for forwarding flour samples to the different Inspection Divisions .....		111 17	
Queen's Printer	Printing Inspection Act .....		17 28	
Burns, P. ....	Coopering flour barrels .....		22 00	
L'Echo de Beauharnois.	Advertising Inspection Act .....		76 50	
Quebec Chronicle .....	do do .....		30 24	
Stationery Office .....	Stationery .....		57 52	
	<b>Total</b> .....			828 19
	Grand Total agreeing with Statement 11, page 19 .....			9,428 23

INLAND REVENUE DEPARTMENT,

OTTAWA, July 31st, 1874.

APPENDIX B. —*Concluded*

No. 9.—WEIGHTS and MEASURES—Special Account.

To whom Paid.		DR.	CR.
		\$ cts.	\$ cts.
L. Oertling.....	Amount withdrawn from appropriation for 1871-72 as per Statement No. 17, page 30, of Inland Revenue Report for 1871-72.....	.....	4,000 00
A. Brunel.....	Two Balances, and one sett Standard Avoirdupois Weights .....	5 9 90	
	Expenses to Europe and cost of instruments purchased for use of Standards Branch of Department .....	823 48	
	Balance remaining unexpended .....	1,383 38	
		2,616 62	
		4,000 00	

INLAND REVENUE DEPARTMENT  
 OTTAWA, July 31st, 1874.





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APPENDIX C.

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HYDRAULIC AND OTHER RENTS.

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DR.

HYDRAULIC and other Rents, &c.—

Amount due on 1st July, 1873.		Accrued Year ended 30th June, 1874.		Total.	Collecting Divisions.	Name of Work.	Present Occupant.	Original Lessee.
\$	cts.	\$	cts.	\$	cts.			
					1	Chaudiere Falls.	Perley & Pattee	Perley, Pattee & Brown.
5,409	03	397	33	5,806		do	do	do do
800	00	80	00	880		do	do	Thompson & Perkins
3,320	00	376	00	3,696		do	J. R. Booth	Lyman Perkins
3,541	58	294	93	3,836		do	McKay & Co.	Philip Thompson
1,200	00	80	00	1,280		do	J. & J. Petrie	
1,240	00	80	00	1,320		do	P. H. & L. R. Church	Sexton Washburne
3,600	00	240	00	3,840		Victoria Island.	Levi Young	N. S. Blasdell & others
1,200	00	80	00	1,280		do	N. S. Blasdell & Co.	do do
6,960	00	480	00	7,440		do	Harris Bronson & Co.	N. S. Blasdell & Coleman
		80	00	80		Ottawa River	Mary Congroy	L. M. Coutlee
20	00	40	00	60		do	D. Carmichael	
220	00	20	00	240		do	John Rankin	
		180	00	180		Chaudiere Slides	J. Robertson O'Connor	
10	00	10	00	20		do	Bronson & Weston	
		200	00	200		Victoria Island.	Levi Young	
		100	00	100		do	Bronson, Weston & Levi Young	
		50	00	50		Ottawa River	Hon. James Skead	
		50	00	50		do	John Rochester	
		20	00	20		do	George Stirling	
						Chaudiere Falls.	A. H. Baldwin	Perley, Pattee & Brown.
27,520	61	2,858	26	30,378				
3	00	3	00	6	2	Rideau Canal & River.	Benjamin Tett	
180	00	360	00	540		do	Edward Smith	
25	00	50	00	75	1	do	M. K. Dickinson	
52	50	105	00	157	2	do	James C. Foster	
80	50	161	00	241		do	William Anglin	
827	00	60	00	887	1	do	James Shaw, jun	
6	00	12	00	18		do	Hiram Easton	
60	00			60	2	do	Cornelius VanInven	
12	50	25	00	37	1	do	St. Lawrence & Ottawa Railway.	
120	00	80	00	200		do	J. McLaren & Co.	Heirs Thos. McKay
						do	Russell Ward	Joshua Bates
100	00			100		do		E. H. Whitmarsh
117	00			117		do		Hiram Easton
		25	00	25		do	M. K. Dickinson	
						do	Eufus Andrews	
		20		20		do	A. Russell Ward	
1,583	50	881	20	2,464				

## DIX C.

Lessees' Accounts, 1873-74.

CR.

Description of Property.	Date to which Account is made up.	Abatement year ended June 30th, 1874.	Paid during the Fiscal Year.		Balances due June 30th, 1874.		Total.	
			\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
A.—North Chaudiere Street—Service Ground...	No Rent							
B. C.— do do { 18,400 } 44,900..	June 3, 1874.				5,806 36		5,806 36	
D.—Saw Mill do { 26,500 } 27,200..	do 3, 1874.				880 00		880 00	
E. F. G.—Service Mill .... { 25,500 } 76,100..	Dec. 23, 1874.				3,696 00		3,696 00	
H. I. J.—Grist Mill, South Head Street. { 25,500 } 21,966 } 69,966..	Oct. 1, 1874.				3,836 51		3,836 51	
K.—Fanning Mill, South Head Street. { 22,300 } 21,300..	Nov. 1, 1874.				1,280 00		1,280 00	
L.—Service Ground do { 2,700 } 19,500..	do 1, 1874.				1,320 00		1,320 00	
Q. R. T.—Service Ground, North Middle Street. { 21,000 } 59,175..	Oct. 1, 1874.				3,840 00		3,840 00	
S.—Foundry, North Middle Street .... 21,000.	do 1, 1874.				1 280 00		1,280 00	
U. V. W. X. Y. Z —Service Ground... 149,300.	do 1, 1874.				7,440 00		7,440 00	
Small Island, Du Chene Rapids .....	June 30, 1874.		80 00			80 00	80 00	
Water Lot, Calumet Island .....	do 30, 1874.		40 00		20 00		60 00	
East portion Hawley's Island. ....	do 30, 1874.				240 00		240 00	
Workshops, &c., 3 acres .....	Sept. 1, 1874.		150 00				180 00	
Bridge over Slides .....	June 30, 1875.		10 00		10 00		20 00	
Two strips of land, Victoria Island .....	Jan. 1, 1875.		200 00				200 00	
One strip of land, Amelia Island .....	do 1, 1875.		100 00				100 00	
Water Lots .....	Dec. 1, 1874.		50 00				50 00	
Two strips of land .....	Sept. 8, 1874.				50 00		50 00	
Strip of Ordnance property, foot of Major's Hill.	Dec 31, 1874		20 00				20 00	
M. N. O. P.—Service Ground, 2 roods or ½ acre	No improvmt							
			680 00		29,698 87		30,378 87	
Land Isthmus, Lock Station .....	May 1, 1875.		3 00		3 00		6 00	
Water Power, Kingston Mills .....	June 30, 1874.		360 00		180 00		540 00	
Mill Lot, No. 9 Long Island .....	do 30, 1874.				75 00		75 00	
Water Power, Brewer's Lower Mills .....	May 15, 1874.		105 00		52 50		157 50	
do do Upper do .....	do 1, 1874.		161 00		80 50		241 50	
Water Lot, Edmund's Mill Lock .....	June 30, 1874.				887 00		887 00	
Ground to pile wood, Merrickville .....	do 30, 1874.		12 00		6 00		18 00	
Water Lot at Johnson's Lock, Davis Station .....	do 30, 1873.				60 00		60 00	
Right of Way and Lots 8 and 9 Dow's Swamp ..	do 30, 1874.		25 00		12 50		37 50	
Piling Ground, Green Island .....	do 30, 1874.				200 00		200 00	
Water Lot, A. B., Old Sly's Station .....								
Ornamental Grounds, Merrickville .....	June 30, 1870.				100 00		100 00	
Ground to pile wood, do .....	do 30, 1870.				117 00		117 00	
Lot for bridging purposes .....	do 30, 1874.				25 00		25 00	
Right to build bridge, Nicholson's Lock, \$1 rent.								
Lease of part Lot No. 1, 4th Con., Smith's Falls.	July 1, 1874.				20		20	
			666 00		1,798 70		2,464 70	

## APPENDIX

DR.

HYDRAULIC and other Rents, &amp;c.—

Amount due on 1st July, 1873.	Accrued Year ended 30th June, 1874.	Total.	Collecting Divisions.	Name of Work.	Present Occupant.	Original Lessee.
\$ cts.	\$ cts.	\$ cts.				
123 00	246 00	369 00	3	Williamsburg Canal	William Gibson	Benjamin Chaffey
70 00	140 00	210 00	do	do	Bailey & Mills	William Elliott
70 00	140 00	210 00	do	do	J. Cameron	J. Molson, jun.
2,080 00	160 00	2,240 00	do	do	W. T. Benson	Benson & Aspden
980 00	140 00	1,120 00	do	do	George Stephen	Philip Carmen
44 00	44 00	88 00	do	do	Patrick Walsh	John Walsh
6 00	12 00	18 00	do	do	Lawrence Byrne	Wm. S. Aiken
	24 00	24 00	do	do	K. McPherson	McLaughlin & McPherson
	12 00	12 00	do	do	W. T. Benson	Wm. S. Aiken
	20 00	20 00	do	do	N. M. Davey	William Bailey
	24 00	24 00	do	do	Jacob Henry Ross	Wm. S. Aiken
2 00	1 00	3 00	do	do	Trustees' School Section No. 4	
			do	do	K. McPherson	Wm. S. Aiken
3,375 00	963 00	4,338 00				
720 00	240 00	960 00	4	Cornwall Canal	Andrew Hodge	H. Elliott
1,267 50	180 00	1,447 50	do	do	Angus Bethune	John Harvey
150 00	300 00	450 00	do	do	J. & C. H. Wood	B. G. French
1 50	202 00	203 50	do	do	George Stephen	P. Vankoughnet
60 00	120 00	180 00	do	do	P. E. Adams	H. Caldwell
	20 00	20 00	do	do	Henry Harrison	
	20 00	20 00	do	do	Louis Derousiè	
			do	do	Mrs. Tate	Peter Tate
25 84	20 00	45 84	do	do	James N. Dixon	
2,224 84	1,102 00	3,326 84				
10 00	10 00	20 00	5	Beauharnois Canal	Owen Lynch	
100 00		100 00	do	do	D. Papineau	D. B. Pease
200 00		260 00	do	do	William Rodden	
20 00	20 00	40 00	do	do	J. Demers	Isadore Larocque
60 00	20 00	80 00	do	do	St. Amour & Co.	
	20 00	20 00	do	do	J. Demers & Co.	
90 00		90 00	do	do	Owen Lynch	
358 50	717 00	1,075 50	do	do	Alexander Buntin	T. F. & William Miller
60 00	120 00	180 00	do	do	do	Stephen May
60 00	120 00	180 00	do	do	Alexander Anderson	Pierre Poulin
	6 10	6 10	do	do	St. Amour & Co.	
60 00	120 00	180 00	do	do	Anderson & Wattie	Pierre Poulin
60 00	120 00	180 00	do	do	J. Meloch	
450 00		450 00	do	do	Joseph B. Robert	
	400 00	400 00	do	do	Montreal Cotton Co.	
	40 00	40 00	do	do	Valleyfield Peat Coal Company	
	7 25	7 25	do	do	Joseph Demers	
1,588 50	1,720 35	3,308 85				

## C.—Continued.

## Lessees' Accounts, 1873-74.—Continued.

CR.

Description of Property.	Date to which Account is made up.	Abate-ments year ended June 30th, 1873.	Paid during the Fiscal Year.		Balances due June 30th, 1874.		Total.	
			\$	cts.	\$	cts.	\$	cts.
Grist Mill, Mill Street, Williamsburg.....	June 30, 1874.		246	00	123	00	369	00
do Matilda Lock, Rapide Plat.....	do 30, 1874.		140	00	70	00	210	00
do do do.....	do 30, 1874.		140	00	70	00	210	00
Starch Factory, part Lot No. 5, Edwardsburg...	do 30, 1874.				2,240	00	2,240	00
Water for Tannery, Edwardsburg.....	do 30, 1874.				1,120	00	1,120	00
Water Lot, Rapide Plat.....	April 1, 1874.		44	00	44	00	88	00
Wharf Lot, Galops Canal.....	June 30, 1874.		12	00	6	00	18	00
do do.....	April 1, 1873.		24	00			24	00
Pasture Ground do.....	March 1, 1875.				12	00	12	00
Wharf Lot, Basin, Lock No. 25.....	Aug. 1, 1874.		20	00			20	00
do Point Iroquois.....	Dec. 1, 1874.		24	00			24	00
School House, Matilda.....	May 1, 1875.				3	00	3	00
Wharf Lot, Galops Canal.....	June 30, 1867.							
			650	00	3,688	00	4,338	00
Flour and Grist Mill, Hydc. Lots 3 and 4 Cornwall	June 30, 1874.				960	00	960	00
do do do 6, South Side	do 30, 1874.				1,447	50	1,447	50
Flour and Saw Mill, Hydc. Lot 1, N. Lock 20...	do 30, 1874.				450	00	450	00
Woollen Factory, Hydc. Lot 7, below Cornwall...	do 30, 1874.				203	50	203	50
Saw Mill, Hydc. Lot 6, below Cornwall.....	do 30, 1874.		120	00	60	00	180	00
Wharf Lot, Moulinette.....	May 1, 1875.				20	00	20	00
do Milleroches.....	do 1, 1875.				20	00	20	00
do on her own property, annual rent \$20.00	do 1, 1875.							
do Moulinette, 1 year.....	Dec. 31, 1874.				45	84	45	84
			160	00	3,166	84	3,326	84
House and Sheds, St. Timothy.....	May 1, 1874.				20	00	20	00
Wharf Lot, St. Timothy.....	do 1, 1864.				100	00	100	00
do do.....	do 1, 1864.				260	00	260	00
do Big Basin, H. C.....	do 1, 1874.		20	00	20	00	40	00
do do.....	do 1, 1874.		20	00	60	00	80	00
do inside do.....	do 1, 1874.		20	00			20	00
do St Timothy.....	Nov. 1, 1869.				90	00	90	00
Paper Factory, Hydc. Lots 1, 2, 3, and Building	June 30, 1874.		717	00	358	50	1,075	50
Lot, Valleyfield.....	do 30, 1874.		120	00	60	00	180	00
Flour Mill, Hydc. Lot 5, Valleyfield.....	do 30, 1874.							
Saw Mill, do 1, and Building Lot, Val-	do 30, 1874.		120	00	60	00	180	00
leyfield.....								
Use of 100 feet of Canal banks for piling firewood.			6	10			6	10
Woollen Factory, Hydraulic Lot 2, and Building	June 30, 1874.		120	00	60	00	180	00
Lot, Valleyfield.....	do 30, 1874.		120	00	60	00	180	00
Flour Mill, Hydraulic Lock No. 7, Beauharnois.	do 30, 1874.							
Hydraulic Lot at Lock 8, Beauharnois (Cancelled	do 30, 1873.				450	00	450	00
by Order in Council).....								
Lots 3, 4, 5, 6 & 7 at the head of Beauharnois			400	00			400	00
Canal.....								
Wharf Lot, Upper entrance.....	May 1, 1875.		40	00			40	00
Use of 100 feet Canal bank, to discharge firewood			7	25			7	25
			1,710	35	1,598	50	3,308	85

APPENDIX

DR.

HYDRAULIC and other Rents, &c.—

Amount due on 1st July, 1873.	Accrued Year ended 30th June, 1874.	Total.	Collecting Divisions.	Name of Work	Present Occupant.	Original Lessee.
\$ cts.	\$ cts.	\$ cts.				
215 00	430 00	645 00	6	Lachine Canal.	Pillow, Hersey & Co.	Estate J. D. Biglow and Wife
215 00	430 00	645 00	do	do	Lymans Clare & Co.	Wm. Lyman & Co.
215 00	430 00	645 00	do	do	Pillow, Hersey & Co.	Holland & Dunn
430 00	860 00	1,290 00	do	do	Montreal Warehousing Company	Grant, Hall & Co.
.....	430 00	430 00	do	do	James McDougall	James McDougall
.....	650 00	650 00	do	do	Peck, Benney & Co.	James Harvey, E. of 9.
840 00	1,680 00	2,520 00	do	do	Ira Gould & Son	Young & Gould
.....	40 00	40 00	do	do	St. Lawrence Navigation Company	American Line Steamers
.....	75 00	75 00	do	do	Canadian Navigation Company	Canadian Navigation Co.
240 00	40 00	280 00	do	do	Patrick Evers	Patrick Evers
10 00	10 00	20 00	do	do	Moseley & Lewis	Moseley & Rickers
40 00	40 00	80 00	do	do	E. O. Lesperance	Estate Joseph Levy
33,193 88	2,418 00	35,611 88	do	do	W. P. Bartley, Peck & McDougall	W. Bartley
.....	30 00	30 00	do	do	Henry Shackell & Co.	Henry Shackell
.....	60 00	60 00	do	do	Montreal and Ottawa Forwarding Co.	M. K. Dickinson
200 00	.....	200 00	do	do	Sincennes & McNaughton	Estate Baxter Bowman
200 00	200 00	400 00	do	do	J. W. McGauvran	J. M. Currier & Co.
1,512 00	1,296 00	2,808 00	do	do	Estate Ira Gould	Ira Gould
2,330 50	1,601 00	3,931 50	do	do	Estate J. Frothingham	William Parkyn
.....	.....	.....	do	do	C. Copeland	C. Copeland
6,000 00	1,000 00	7,000 00	do	do	B. Grant & T. Leitch	George & William Gate
196 00	392 00	588 00	do	do	Frothingham & Workman	Frothingham & Workman
132 00	264 00	396 00	do	do	W. B. Cumming	do
.....	430 00	430 00	do	do	J. M. Young	Estate James Harvey
50 00	100 00	150 00	do	do	Montreal Transportation Company	Augustus Lablé
.....	700 00	700 00	do	do	Montreal Warehousing Company	Thos Cramp, President.
.....	10 00	10 00	do	do	Montreal Passenger Railway Company	.....
100 00	.....	100 00	do	do	William Henderson	.....
800 00	.....	800 00	do	do	.....	John Ostell
288 00	.....	288 00	do	do	.....	François Doré
2,016 67	.....	2,016 67	do	do	.....	William Tate
49,224 05	13,616 00	62,840 00				
2,090 50	113 00	2,203 50	7	Chambly Canal.	Jason Pierce & Son	Jason Pierce & Son
100 00	50 00	150 00	do	do	Willet & McPherson	.....
.....	24 00	14 00	do	do	Josepa Antoine Maurice	.....
2,190 50	187 00	2,377 50				

## C.—Continued.

## Lessees' Accounts, 1873-74.—Continued.

CR.

Description of Property.	Date to which Account is made up.	Abatements year ended June 30th, 1874.	Paid during the Fiscal Year.		Balances due June 30th, 1874.		Total.	
			\$	cts.	\$	cts.	\$	cts.
Spike and Nail Factory, Lot No. 15.....	June 30, 1874.	.....	430	00	215	00	645	00
Oil and Cement Factory, Lot No. 17.....	do 30, 1874.	.....	430	00	215	00	645	00
Rolling Mill, Lot No. 16.....	do 30, 1874.	.....	430	00	215	00	645	00
Flour Mill, Lots 18 and 19.....	do 30, 1874.	.....	860	00	430	00	1,290	00
Flour Mill, Lot 11.....	April 1, 1874.	.....	430	00	.....	.....	430	00
Nail Factory and Rolling Mill, Lots No. 9 and 10	do 1, 1874.	.....	650	00	.....	.....	650	00
Water Power, St. Gabriel Lock.....	June 30, 1874.	.....	1,680	00	840	00	2,520	00
Ground for Freight Shed, Basin No. 2.....	May 1, 1875.	.....	40	00	.....	.....	40	00
Freight Shed, Basin No. 1.....	do 1, 1875.	.....	75	00	.....	.....	75	00
Farm, Côte St. Paul.....	June 30, 1874.	.....	40	00	240	00	280	00
Three-inch pipe, Grand Trunk crossing.....	Oct. 1, 1874.	.....	10	00	10	00	20	00
Ground near Tate's Dock.....	Feb. 1, 1875.	.....	.....	.....	80	00	80	00
Furnishing Shop, Mills and Concession Lots ½, 2; also 3, 4, 5 6 and 7 Basin.....	June 30, 1874.	.....	.....	.....	35,611	88	35,611	88
Freight Shed, Basin No. 1.....	May 1, 1875.	.....	30	00	.....	.....	30	00
do do.....	do 1, 1875.	.....	60	00	.....	.....	60	00
Lot of Ground, near St. Gabriel's Lock.....	June 30, 1874.	.....	.....	.....	200	00	200	00
do do do.....	do 30, 1875.	.....	.....	.....	200	00	400	00
Flour Mill, 12, 13 and 14 Basin.....	April 1, 1874.	.....	1,296	00	1,512	00	2,808	00
Water Power, Côte St. Paul Lock.....	June 30, 1874.	.....	1,601	00	2,330	50	3,931	50
Coal Yard, Basin No. 2 (Cancelled).....	do 30, 1873.	.....	.....	.....	.....	.....	.....	.....
Try Dock and Ship Yard Basin.....	do 30, 1874.	.....	1,000	00	6,000	00	7,000	00
Warehouse and Coal Yard, Lot No. 1, Basin No. 2	do 30, 1874.	.....	392	00	196	00	588	00
Grain Elevator and Dryer, Lot No. ½ of 2.....	do 30, 1874.	.....	264	00	132	00	396	00
do do Lot No. 8.....	May 22, 1874.	.....	430	00	.....	.....	430	00
Marine Slip, Island No. 5.....	June 30, 1874.	.....	100	00	50	00	150	00
Land, Basin No. 4.....	Aug. 1, 1874.	.....	700	00	.....	.....	700	00
Slack across Canal at Côte St. Paul.....	June 30, 1874.	.....	.....	.....	10	00	10	00
Lot, West side, St. Gabriel Basin (Cancelled).....	do 1, 1874.	.....	.....	.....	100	00	100	00
Lumber Basin, Island.....	do 1858.	.....	.....	.....	800	00	800	00
Wharf and Land, Lachine.....	do 1861.	.....	.....	.....	288	00	288	00
Oak Lock, Lower entrance.....	Feb. 1854.	.....	.....	.....	2,016	67	2,016	67
.....	.....	.....	11,148	00	51,692	05	62,840	05
Lot of Ground, St. John's.....	June 30, 1874.	.....	.....	.....	2,203	50	2,203	50
Wharf Lot and Store at Lock No. 4, Chambly.....	do 30, 1874.	.....	100	00	50	00	150	00
A piece of Land.....	do 30, 1875.	.....	12	00	12	00	24	00
.....	.....	.....	112	00	2,265	50	2,377	50



APPENDIX

DR.

HYDRAULIC and other Rents, &c.—

Amount due on 1st July, 1873.	Accrued Year ended 30th June, 1874.	Total.	Collecting Divisions.	Name of Work.	Present Occupant.	Original Lessee.
\$ cts.	\$ cts.	\$ cts.				
120 00	.....	120 00	8	Trent River Works.....		E. W. Henderson.....
40 00	40 00	80 00	.....	do	James Cummings.....	.....
6 50	1 00	7 50	.....	do	M. B. Roblin.....	.....
166 50	41 00	207 50				
93 65	187 30	280 95	10	Welland Canal..	R. & J. Laurie.....	Robert Laurie.....
120 00	240 00	360 00	.....	do	Sylvester Neelan.....	R. & J. Laurie.....
10 00	20 00	30 00	.....	do	do	do
200 00	80 00	280 00	.....	do	George A. Clark.....	.....
50 00	20 00	70 00	.....	do	do	.....
264 00	176 00	440 00	.....	do	Alexander Muir.....	.....
200 00	100 00	300 00	.....	do	Andrews & Son.....	Donaldson, Andrews & Ross.....
242 00	121 00	363 00	.....	do	do	Reuben Morrison.....
50 00	20 00	70 00	.....	do	George A. Clark.....	John Johnson.....
2,080 00	260 00	2,540 00	11	do	Tuttle, Date & Rodden.....	John L. Ranney.....
225 00	150 00	375 00	.....	do	S. Neelan.....	Calvin Phelps.....
60 00	40 00	100 00	.....	do	do	do
783 90	87 00	871 00	12	do	W. H. Merritt, jun.....	.....
15 00	10 00	25 00	11	do	Michael Kerrins.....	.....
419 15	167 66	586 81	.....	do	Gillespie & Simpson.....	R. Collier.....
210 00	140 00	350 00	.....	do	J. Smith & Co.....	Thomas Towers.....
240 00	160 00	400 00	.....	do	Wait, Brothers.....	John Brown.....
1,267 00	181 00	1,448 00	.....	do	W. B. Hendershot.....	.....
378 00	216 00	594 00	.....	do	William Beatty.....	.....
63 20	63 60	126 80	.....	do	do	.....
75 00	50 00	125 00	.....	do	J. McDonagh.....	W. H. Ward.....
219 00	146 00	365 00	.....	do	do	do
360 00	240 00	600 00	.....	do	Gordon & Mackay.....	.....
60 00	40 00	100 00	.....	do	John Brown.....	.....
120 00	80 00	200 00	.....	do	do	.....
333 00	222 00	555 00	.....	do	Peleg Howland.....	Jacob Keefer.....
390 00	130 00	520 00	.....	do	Brown & Band.....	Brown & Ross.....
2,080 00	160 00	2,240 00	.....	do	Woodward Estate.....	Alexander Christie.....
1,192 20	79 20	1,271 40	12	do	J. & J. Abbey.....	Macfarland & Abbey.....
550 00	150 00	700 00	.....	do	do	Macfarland & Perrin.....
322 50	86 00	408 50	.....	do	D. E. Macfarland.....	Macfarland & Donaldson.....
2,706 73	270 68	2,977 41	.....	do	Norris & Neelan.....	Wright & Duncan.....
522 00	66 00	588 00	.....	do	Dan. Williams.....	William Pennock.....
60 00	20 00	80 00	.....	do	Philip S. Mussen.....	.....
515 00	206 00	721 00	.....	do	D. E. Macfarland.....	Robert Band & Co.....
338 00	156 00	494 00	.....	do	Jacob Crow.....	Killens Dockstader.....
828 00	216 00	1,044 00	.....	do	Archibald Thompson.....	Dunlop & Seeley.....
80 00	20 00	100 00	.....	do	Moses Betts.....	E. Seeley.....
480 00	192 00	672 00	.....	do	D. Cooper.....	E. Seeley & Moses Betts.....
.....	25 00	25 00	13	do	L. G. Carter.....	A. K. Scholfield.....
20 00	20 00	40 00	.....	do	Welland Railway Co.....	.....
.....	25 00	25 00	.....	do	John Gordon.....	.....
80 00	160 00	240 00	14	do	Edward Lea.....	John Graybiel.....
1,024 85	143 00	1,167 85	.....	do	Lauchlin McCallum.....	William Melanby.....
810 00	180 00	990 00	.....	do	Richard Chambers.....	H. & N. Davis.....

C.—Continued.

Lessees' Accounts, 1873-74.—Continued.

CR.

Description of Property.	Date to which Account is made up.	Abatement year ended June 30th, 1874.	Paid during the Fi-cal Year.	Balances due June 30th, 1874.	Total.
			\$ cts.	\$ cts.	\$ cts.
Pumping Engine, Scugog Works.....	1861.....			120 00	120 00
Lot at Lock House, Chisholm's Rapids.....	June 30, 1874.....			80 00	80 00
Surplus Water, near Village Frankfort.....	do 30, 1874.....			7 50	7 50
				207 50	207 50
Grist Mill, Waste Weir No. 1.....	June 30, 1874.....		93 65	187 30	280 95
Merchant's Mill, do.....	do 30, 1874.....		130 00	230 00	360 00
Lot Land, do.....	do 30, 1874.....			30 00	30 00
Wharf Lot, Port Dalhousie, East Side Piers.....	do 30, 1874.....			280 00	280 00
Wood Yard, do do Lock No. 1.....	do 30, 1874.....			70 00	70 00
Docks at do near Lock 1.....	do 30, 1874.....		176 00	264 00	440 00
Dry Dock, do part Lock No. 1, 1st Concession, Grantham.....	do 30, 1874.....			300 00	300 00
Saw Mill, Port Dalhousie, Water for three Saws, Waste Weir No. 1.....	do 30, 1874.....			363 00	363 00
Lot at Port Dalhousie, near Lock No. 1.....	do 30, 1874.....			70 00	70 00
Union Mill, do 2.....	do 30, 1874.....			2,340 00	2,340 00
Merchant's Red Mill, do 4.....	do 30, 1874.....		225 00	150 00	375 00
Wharf Lot, do 4.....	do 30, 1874.....		60 00	40 00	100 00
Saw Mill, Allanburg.....	do 30, 1874.....			871 00	871 00
Piece of Ground, Lock No. 2.....	do 30, 1874.....		15 00	10 00	25 00
Saw Mill, do 5.....	do 30, 1874.....			586 81	586 81
Grist Mill, new do 10.....	do 30, 1874.....			350 00	350 00
Cement Mill and Stave Factory, do 15.....	do 30, 1874.....			400 00	400 00
Saw Mill, do 20.....	do 30, 1874.....			1,448 00	1,448 00
do do 21.....	do 30, 1874.....		162 00	432 00	594 00
Tannery, do 22.....	do 30, 1874.....		63 20	63 60	126 80
Factory, do 23.....	do 30, 1874.....			125 00	125 00
Saw Mill, do 23.....	do 30, 1874.....			365 00	365 00
Cotton Factory, do 12, 13, 14.....	do 30, 1874.....		360 00	240 00	600 00
Wharf Lot and Storehouse do 23.....	do 30, 1874.....		60 00	40 00	100 00
Plaster Mill, do 25.....	do 30, 1874.....		120 00	80 00	200 00
Grist Mill, do 24.....	do 30, 1874.....			555 00	555 00
Merchant's Mill, do 24.....	do 30, 1874.....			520 00	520 00
Grist Mill, Lock No. 25.....	do 30, 1874.....			2,240 00	2,240 00
Dry Dock, Port Robinson.....	do 30, 1874.....			1,271 40	1,271 40
Saw Mill, do.....	do 30, 1874.....			700 00	700 00
Grist Mill, do.....	do 30, 1874.....			498 50	498 50
do Allanburg.....	do 30, 1874.....			2,977 41	2,977 41
Shingle Factory, Allanburg.....	do 30, 1874.....			588 00	588 00
Storehouse, do.....	do 30, 1874.....			80 00	80 00
Grist Mill, Port Robinson.....	do 30, 1874.....			721 00	721 00
do Merrittville.....	do 30, 1874.....			494 00	494 00
do do.....	do 30, 1874.....			1,044 00	1,044 00
Storehouse and Wharf, Aqueduct, Merrittville.....	do 30, 1874.....			100 00	100 00
Grist Mill, Merrittville.....	do 30, 1874.....			672 00	672 00
Wharf Lot, Port Colborne.....	do 30, 1874.....		25 00		25 00
Second Elevator, Port Colborne.....	Jan. 1, 1875.....		20 00	20 00	40 00
Wood Yard, do.....	June 30, 1874.....		25 00		25 00
Grist Mill, Marshville.....	do 30, 1874.....		160 00	80 00	240 00
Saw Mill, Broad Creek.....	do 30, 1874.....			1,167 85	1,167 85
do Dunnville.....	do 30, 1874.....			990 00	990 00

APPENDIX

DR.

HYDRAULIC and other Rents, &c.—

Amount due on 1st July, 1873.	Accrued year ended 30th June, 1874.	Total.	Collecting Divisions.	Name of Work.	Present Occupant.	Original Lessee.
\$ cts.	\$ cts.	\$ cts.				
166 15	25 00	191 15	12	Welland Canal— <i>Continued.</i>	Hendershot Bros.	Eli Mead
325 00	50 00	375 00	....	do	do	Mead & Sherwood
129 99	86 66	216 65	14	do	S. & J. Haney	Samuel Darling
80 01	53 34	133 35	....	do	S. Waithe & Co.	Lewis J. Weatherby
5.0 41	77 34	587 75	....	do	Irvin & Duval	McIndoe & Gordon
624 03	138 68	762 71	....	do	M. A. Smith	Richard A. Clark
2,505 57	237 34	2,742 91	....	do	John Oldfield & Co.	
2,000 00	160 00	2,160 00	11	do	Estate D. Thompson	Park & Cowan
166 67	66 67	233 34	14	do	George Scott	
169 50	113 00	282 50	....	do	S. & J. Haney	John Brown & W. H. Merritt, jun.
153 34	153 34	306 68	....	do	J. C. & R. Kirkpatrick	Levi Brocklebank
10 00	20 00	30 00	....	do	Grand Trunk Railway	
60 00	20 00	80 00	10	do	John Fanning	
500 00	100 00	600 00	11	do	Cotton Warp Company	Nutty & Woodward
250 00	500 00	750 00	....	do	St. Catharine's Water-power Company	J. R. Merritt, Manager
151 30	.....	151 30	12	do	Henderson Brothers	Alpheus Sherwood
6.0 00	300 00	900 00	....	do	Tucker & Rannie	
300 00	200 00	500 00	11	do	John Riorden	Welland Canal Loan Co.
180 00	120 00	300 00	....	do	William Parnell	do do
120 00	80 00	200 00	....	do	Archibald Dobbie	do do
165 00	110 00	275 00	....	do	McPherson & Weir	
350 00	140 00	490 00	12	do	Welland Dry Dock Co.	
16 00	8 00	24 00	....	do	Donaldson's Estate	John Donaldson
.....	20 00	20 00	11	do	St. Catharine's Gas Light Company	
630 00	140 00	770 00	12	do	Port Robinson Dry Dock Company	
12 00	12 00	24 00	....	do	Richard Miller	
21 25	7 50	28 75	14	do	Abraham Hendershot	
828 00	.....	828 00	....	do	Imlach & Hicks	
1,200 00	.....	1,200 00	....	do	Hugh Boomer	H. S. St. John & J. C. Street
125 00	.....	125 00	12	do		John Helms
1,100 00	.....	1,100 00	....	do	J. & A. Bowman	
4,173 00	.....	4,173 00	....	do	Dunlop & Seeley	
17,759 40	8,461 41	46,220 81				
.....	1,887 50	1,887 50	....	Custom House	Sundry Lessees	
8 00	20 00	28 00	....	Sundries	Petty Rents	
8 00	1,907 50	1,915 50				

INLAND REVENUE DEPARTMENT,  
OTTAWA, 31st July, 1874.

C.—Continued.

Lessees' Accounts, 1873-74.—Concluded.

CR.

Description of Property.	Date to which Account is made up.	Abate-ments year ended June 30th, 1874.	Paid during the Fiscal Year.	Balances due	Total.
				June 30th, 1874.	
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Wharf Lot, Merrittville ...	June 30, 1874.			191 15	191 15
Two Wharf Lots above Merrittville. ...	do 30, 1874.			375 00	375 00
Grist Mill, Dunnville ...	do 30, 1874.			216 65	216 65
Carding Machine, Dunnville ...	do 30, 1874.			133 35	133 35
Saw Mills, do	do 30, 1874.			587 75	587 75
do do	do 30, 1874.			762 71	762 71
do Haldimand ...	do 30, 1874.			2,742 91	2,742 91
Merchant's Mills, Lock No. 24. ....	do 30, 1874.			2,160 00	2,160 00
Saw Mill, Dunnville. ....	do 30, 1874.			233 34	233 34
Plaster Mill, do	do 30, 1874.			282 50	282 50
Grist Mill, Haldimand. ....	do 30, 1874.			306 68	306 68
Supply of Water Engine. ....	do 30, 1874.		20 00	10 00	30 00
Ground near Geo. A. Clark's	do 30, 1874.			80 00	80 00
Cotton Factory, Lock No. 24. ....	do 30, 1874.			600 00	600 00
Water Power, 3 to 11	do 30, 1874.		500 00	250 00	750 00
Wharf Lot, Merrittville. ....	do 30, 1874.			151 30	151 30
Old Grist and Saw Mill, Allanburg	do 30, 1874.			900 00	900 00
Paper Factory, Lock No. 17	do 30, 1874.		400 00	100 00	500 00
Planing Machine, do 20	do 30, 1874.		120 00	180 00	300 00
Machine Shop, do 22	do 30, 1874.			200 00	200 00
do do 23	do 30, 1874.		165 00	110 00	275 00
Lot at Aqueduct, Welland	do 30, 1874.			490 00	490 00
Store House, Port Robinson. ....	do 30, 1874.		8 00	16 00	24 00
Wharf Lot, Lock No. 3. ....	do 30, 1874.		20 00		20 00
Water to float Vessels, Port Robinson. ....	do 30, 1874.			770 00	770 00
Two-inch pipe through Canal Bank. Lock No. 23	Aug. 1, 1874.			24 00	24 00
Wharf Lot	June 30, 1874.			28 75	28 75
Grist Mill, Port Maitland	1862.			828 00	828 00
do Dunnville	1861.			1,200 00	1,200 00
Wharf Lot, Junction	1863.			125 00	125 00
Pail Factory, Allanburg	June 30, 1873.			1,100 00	1,100 00
Saw Mill, Merrittville ..	do 30, 1873.			4,173 00	4,173 00
			2,927 85	43,292 96	46,220 81
			1,887 50		1,887 50
			2 00	26 00	28 00
			1,889 50	26 00	1,915 50

APPENDIX

DR.

HYDRAULIC and other

Amounts due on Purchase 1st July, 1873.	Amount accrued 1873-74.	Total.	Division.	Name of Work.	Name of Proprietor.
\$ cts.	\$ cts.	\$ cts.			
<b>LAND SALES.—PRINCIPAL ACCOUNT.</b>					
2,536 87		2,536 87	6	Lachine Canal.....	Estate Philip Turcot, now R. A. R. Hubert
433 34		433 34	9	Bonner's Rents, Quebec.	Timothy Sullivan, now Michael Murphy
333 34		333 34		do	John Bailey, now Alexander Powell....
300 00		300 00		do	braham Thompson.....
147 80		147 80		do	John Boomer.....
248 40		248 40		do	John Garbatz, now J. C. Nolan .....
154 80		154 80		do	N. H. Bowen.....
600 00		600 00		do	Estate Robert Reed.....
333 33		333 33		do	Jean Chevalier.....
63 00		63 00		do	Thomas McAdam.....
533 33		533 33		do	Daniel Holden.....
333 33		333 33		do	George Creley.....
10,329 60		10,329 60		Great Cranberry Marsh.	Municipality County Welland.....
450 00		450 00		Water Lot.....	Chester Draper.....
10,392 83		10,392 83		H. & P. D. Road.....	Choat & Kern (matured).....
1,700 00		1,700 00		do	do (yet to mature).....
28,889 97		28,889 97			
<b>LAND SALES.—INTEREST ACCOUNT.</b>					
1,176 57	152 22	1,328 79	6	Lachine Canal.....	Estate Philip Turcot, now R. A. R. Hubert
376 00	26 00	402 00	9	Bonner's Rents, Quebec.	Timothy Sullivan, now Michael Murphy
140 00	20 00	160 00		do	John Bailey, now Alexander Powell....
18 00	18 00	36 00		do	Abraham Thompson.....
13 30	8 87	22 17		do	John Boomer.....
37 26	14 91	52 17		do	John Garbatz, now J. C. Nolan .....
60 33	9 28	69 61		do	Noel Hill Bowen.....
252 00	36 00	288 00		do	Estate Robert Reed.....
190 00		190 00		do	Jean Chevalier.....
298 68		298 68		do	Daniel Holden.....
35 91		35 91		do	Thomas McAdam.....
100 00		100 00		do	George Creley.....
100 00		100 00		do	Joseph Brook (tenant).....
11,775 64	619 78	12,395 42		Great Cranberry Marsh.	Municipality County Welland.....
243 00	27 00	270 00		Water Lot.....	Chester Draper.....
5,592 70	846 50	6,439 20		H. & P. D. Road.....	Choat & Kern.....
20,409 39	1,778 56	22,187 95			

INLAND REVENUE DEPARTMENT,  
OTTAWA, 31st July, 1874.

C.—Concluded.

Rents, &c.—Concluded.

Cr.

Description or No. of Lot.	Date to which the Account is made up.	Authorized	Paid	Balances	Total.
		Abate- ments.	during the Fiscal Year.	due June 30th, 1874.	
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Farm, Côte St. Paul.....				2,536 87	2,536 87
Lot No. 1 Wolfe Street.....				433 34	433 34
do 9 do.....				333 34	333 34
do 49 do.....				300 00	300 00
do 73 and 74 Tower Street.....				147 80	147 80
do 64 Wolfe St., and 211 and 252 Ware St.				248 40	248 40
do 67 and 68 Monument Street.....				154 80	154 80
do 22 and 23 Wolfe Street.....				600 00	600 00
do 32 Wolfe Street.....				333 33	333 33
do 135 Church Street.....				63 00	63 00
do 65 and 66 Wolfe Street.....				533 33	533 33
do 31 Wolfe Street.....				333 33	333 33
Township of Humberston and Wainfleet.....				10,329 60	10,329 60
Whitby Harbor.....				450 00	450 00
{ Hamilton and Port Dover Road and Cale- donia Bridge per Crown Grant No. 2,758 for \$17,000..... }				10,392 83	10,392 83
				1,700 00	1,700 00
				28,889 97	28,889 97
On purchase Farm, Côte St. Paul.....	May 1, 1874..			1,328 79	1,328 79
Lot No. 1 Wolfe Street.....	do 1, 1874..			402 00	402 00
do 9 do.....	do 1, 1874..			160 00	160 00
do 49 do.....	do 1, 1874..			36 00	36 00
do 73 and 74 Tower Street.....	do 1, 1874..			22 17	22 17
do 64 Wolfe St. and 211 and 252 Ware St.	do 1, 1874..			52 17	52 17
do 67 and 68 Monument Street.....	do 1, 1874..			69 61	69 61
do 22 and 23 Wolfe Street.....	do 1, 1874..			288 00	288 00
do 32 Wolfe Street.....	Nov. 1, 1863..			190 00	190 00
do 65 and 66 Wolfe Street.....	do 1, 1863..			298 68	298 68
do 135 Church Street.....	do 1, 1863..			35 91	35 91
do 31 Wolfe Street.....	do 1, 1863..			100 00	100 00
Monument Hotel.....	do 1, 1863..			100 00	100 00
Township of Humberston and Wainfleet....	May 1, 1874..	10 63		12,384 79	12,395 42
Whitby Harbor.....	March 1, 1874..		238 09	31 91	270 00
Hamilton and Port Dover Road and Caledonia Bridge.....	June 30, 1874..			6,439 20	6,439 20
		10 63	238 09	21,939 23	22,187 95



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SUPPLEMENT  
TO THE  
INLAND REVENUE  
REPORT

FOR YEAR ENDED 30TH JUNE, 1874.

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CANAL STATISTICS

FOR SEASON OF NAVIGATION, 1874.

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OTTAWA :

PRINTED BY I. B. TAYLOR, 29, 31 & 33 RIDEAU STREET,  
1875.



SUPPLEMENTARY.—APPENDIX A.—Continued.

No. (A) 22.—GENERAL STATEMENT showing the Quantity of each Article transported through the Welland Canal, and the Amount of Revenue collected, during the Season of Navigation in 1874.

ARTICLES.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		TOTAL TONS.	AMOUNT OF TOLLS. \$ cts.
	Up.	Down.	Up.	Down.	Up.	Down.	U.	Down.	Up.	Down.		
Ashes, Pot and Pearl.....	2	138			1	2					402	51 95
Apples.....		1,820			3,065	65			3,067	1,900	4,967	754 71
Agricultural Products not enumerated, Vegetable.....	11	7					2				139	43 40
Agricultural Products, not enumerated, Animal.....	2	1									235	121 10
Agricultural Implements.....	358				184	9			186	58	421	23 20
Barley.....	3				58				58		58	2,716 13
Bricks.....			13,136	377					13,494	377	13,871	2,716 13
Bones.....		15	60		16				79	165	244	86 05
Boots.....		14								677	677	133 49
Baggage.....	27				16	1			16	1	17	6 80
Beer.....					33						60	22 60
Brimstone (Crude).....					1,762				1,762		60	22 60
Cement and Water Lime.....	25				2,938	1			2,966	21	1,762	704 80
Clay, Lime and Sand.....	175	1,135	5		7		3	14	2,966	21	2,987	598 50
Coal.....	150	200	100		196,218	7,455	11,190	108,190	207,638	115,845	323,603	248 40
Corn.....		757			23	123,594		54,777	23	181,128	181,151	62,260 91
Cattle.....					2				2		2	36,135 61
Cotton (Raw).....	15								15		15	1 50
Coffee.....	5									1	1	40
Crockery.....	7		3		223	2			231	2	233	91 43
Dye Wood and Dye Stuffs.....	99		48		467				474		474	187 85
Earthenware.....	54		89		15	22		6	162	28	190	72 30
Fish.....					695	14		1	888	15	853	167 69
Flax and Hemp.....	2						4		2		6	1 20
Flour.....	2	15,188								2	24,017	2,597 09
Furniture.....	6	3			46	8,230			57	109	166	63 90
Gypsum.....	52	720	60		8			4	120	1,254	1,374	102 42
Glass (Window).....	48		16		151	19			215	19	234	93 40

Glassware.....	115	5	8	26	13	26	13	26	39	15 60
Hay (Pressed).....	.....	.....	314	.....	429	.....	429	.....	429	74 30
Hogs.....	.....	12	17	31	20	31	20	31	60	12 00
Horses.....	5	.....	16	117	.....	117	.....	117	212	28 95
Hides and Skins, Horns and Hoofs	72	.....	5,583	159	290	449	5,583	449	6,032	1,206 03
Iron, Railway.....	107	181	1,910	20	893	.....	2,218	.....	3,111	603 66
" " all other.....	681	214	4,550	2,451	1,011	.....	5,475	3,462	8,957	1,717 15
Iron ore.....	.....	28,156	17,986	.....	46,142	.....	46,142	.....	46,142	2,307 10
Kryolite or Chemical Ore, and other Ore, except Iron.....	87	3	.....	103	.....	103	.....	103	8	15
Lard and Lard Oil.....	.....	.....	.....	199	23	277	.....	277	191	28 29
Meats, all kinds.....	51	4	.....	30	.....	30	.....	30	277	46 48
Meats, other than Pork.....	.....	.....	.....	.....	.....	.....	.....	.....	34	7 20
Marble.....	.....	1	3,918	.....	3,919	.....	3,919	.....	3,919	1,567 60
Manilla.....	12	8	56	.....	56	.....	56	.....	56	22 40
Molasses.....	214	.....	217	184	180	364	237	364	237	32 00
Nails.....	1	5	15	5,948	1	5,953	201 75	5,953	603	201 75
Oats.....	24	12	1,124	2,973	34	3,007	1,190 43	3,007	5,954	1,190 43
Oil (in Barrels).....	.....	.....	.....	.....	.....	.....	.....	.....	4,358	1,737 60
Oil Cake.....	70	1	2,037	1	71	3	1,120	1,120	1,191	237 00
Pease.....	135	2	.....	1,041	1	2,236	2,242	2,242	2,242	455 83
Potatoes.....	38	8	490	10	79	1,120	1,121	1,120	1,121	224 20
Port.....	.....	.....	62	.....	.....	.....	.....	.....	546	215 00
Paint.....	.....	.....	64	4	.....	.....	.....	.....	62	24 80
Pitch and Tar.....	.....	.....	.....	.....	.....	.....	.....	.....	240	61 60
Rags.....	513	.....	129	.....	236	.....	236	.....	513	102 60
Rye.....	2	.....	22,888	131	131	52 40	131	52 40	131	52 40
Rosin.....	59	10	127	34	8,074	352	22,857	352	23,309	4,635 38
Salt.....	21	23	141	64	1,139	8,114	171	8,114	8,285	1,654 03
Stone, intended for cutting.....	.....	12	.....	.....	.....	.....	.....	.....	1,592	625 40
" " wrought.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" " not suitable for cutting, unwrought.....	1,430	796	886	56	3,610	796	3,610	796	4,406	367 79
Seeds, all kinds.....	1	.....	.....	.....	1	59	1	59	4,406	11 83
Sheep.....	100	411	222	.....	733	.....	733	.....	733	267 60
Soda Ash.....	64	15	.....	.....	79	9	79	9	88	9 65
Sugar.....	391	63	1,152	1	1,906	601	1,906	601	1,607	538 30
Spirits.....	61	148	94	168	137	301	301	301	1,902	338 75
Tobacco (Raw).....	.....	8	.....	1	6	15	15	15	15	3 00
Tallow.....	.....	.....	.....	.....	.....	.....	.....	.....	40	8 20
Tin.....	28	.....	177	.....	205	.....	205	.....	205	73 60
Turpentine.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Vinegar.....	1	.....	16	.....	17	1	17	1	17	6 45
Wheat.....	6,885	26,805	.....	229,053	7,055	406,157	413,212	406,157	413,212	80,246 28
White Lead.....	47	.....	13	2	60	2	60	2	60	9 40
Whiting.....	10	.....	46	.....	86	.....	86	.....	86	18 90
Wool.....	5	.....	.....	215	5	.....	5	.....	233	46 60

SUPPLEMENTARY.—APPENDIX A.—Continued.

No. (A) 22.—GENERAL STATEMENT showing the Quantity of each Article transported, &c.—Continued.

ARTICLES.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		TOTAL TONS.	AMOUNT of TOLLS.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
	\$ cts.											
All other Goods and Merchandise not enumerated.	1,054	171	1,637	1	14,975	997	46	352	17,712	1,521	19,233	7,359 65
Bark												
Barrels, empty	104	5	114		57	20			275	28	303	53 64
Boat Knees									50	80	130	2 45
Floats	50								6,663	36,096	42,759	2,122 00
Firewood, in vessels	6,663	35,076										
" raft										360	369	92 25
Hoops												
Hop Poles												
Lumber, sawn in vessels	17,149	9,557	176	2,770		70,539		4,676	17,325	87,042	104,367	15,707 65
" rafts		36								36	36	1 63
Masts, Spars and Telegraph Poles in vessels			880					4			884	132 23
Masts, Spars and Telegraph Poles in rafts												
Railway Ties, in vessels	113								113	30	143	8 83
" rafts	380								380	2,951	3,331	191 89
Saw Logs												
Staves and Headings, barrel												
" salt barrel												
" pipe												
" West India												
Shingles	33	129							33	286	319	152 05
Split Posts and Fence Rails, in vessels												
Split Posts and Fence Rails, in rafts	6	3							6	3	9	64
Timber, square, in vessels												
" in rafts	11,770	384				4,850		56,116		76,276	76,276	11,362 29
Travellers								2,450		206	2,656	594 29
												63

	5	501	1	63	90	37	69	628	697	145 00
Woodenware and Wood partly manufactured .....										
Total Freight paying Tolls.	37,708	110,389	47,042	10,712	463,195	396,116	382,003	980,362	1,362,368	248,142 12
Iron, Iron Ore, Salt &c., having paid full Toll on the St. Lawrence, Ottawa and Rideau Canals - Price .....	933		19,326				20,259		20,259	
Timber and Firewood, &c. passed free per Order in Council....	2,580	3,966					2,580	3,966	6,546	
Grand Total Freight.....	41,221	114,385	66,368	10,712	463,195	396,116	404,843	984,328	1,389,173	
Total Tolls on Vessels.....										31,391 52
" " Passengers .....										555 93
" " Free Goods, \$2,658 43.....										4,718 00
Fines, damages and other receipts..										\$284,807 57
Total Revenue, exclusive of Hydraulic Rents .....										

INLAND REVENUE DEPARTMENT,  
OTTAWA, 31st, December, 1874.



Hay (Pressed).....	1,794	208	6							1,800	208	2,008	210 68
Hogs.....	8	51								8	51	39	5 72
Horses.....	132	231								132	232	364	36 02
Hides and Skins, Horns and Hoofs.....	63	426			18					72	444	516	72 56
Iron, Railway.....	7,759	399						9		8,158	1,276	9,434	1,434 12
" Pig.....	8,577	2,232								11,809	1,296	13,105	1,626 02
" all other.....	8,242	310			88			37		8,589	1,591	10,180	1,380 58
Iron Ore.....	1,190	165			165				280		2,183	2,183	1,109 15
Kryolite or Chemical Ore, and other Ore, except Iron.....	1,052										1,052	1,052	52 60
Lard and Lard Oil.....	541	307								541	308	849	124 55
Meals, all kinds.....	23	672								23	872	895	125 74
Meats other than Pork.....	2	589								2	589	591	88 20
Marble.....	100									232			29 30
Manilla.....	24									26		26	6 52
Molasses.....	416	48			1					3,229	413	3,642	235 75
Nails.....	3,020	48								3,118	48	3,166	661 57
Oats.....	232	2,557								2,557	2,557	2,819	160 76
Oil, in barrels.....	636	54								866	75	941	130 13
Oil Cake.....	32	155			15					32	155	187	8 20
Pease.....	305	36,079			22					305	36,079	36,384	3,615 76
Potatoes.....	107	213			80					271	213	484	39 37
Pork.....	280	1,460								280	1,460	1,740	239 57
Paint.....	199	5								212	5	217	45 77
Pitch and Tar.....	289	153								2,736	153	2,889	152 28
Rags.....	695	145								697	145	842	94 20
Rye.....	22	8								22	8	30	8 50
Rosin.....	144	102								1,289	134	1,423	84 35
Salt.....	13,387	33								14,613	86	14,699	2,020 95
Stone, intended for cutting.....	188	1,435			270					545	1,860	2,405	314 28
" wrought.....													
" not suitable for cutting, unwrought.....													
Seeds, all kinds.....	169	263								100	263	263	21 00
Sheep.....	8	279								8	279	439	57 73
Soda, ash.....	608	304								1,527	304	312	22 40
Steel.....	162	20								1,177	20	1,197	483 65
Sugar.....	3,205	2								5,376	2	5,378	38 60
Spirits.....	1,124	232								1,969	235	2,204	835 05
Tobacco, raw.....	4	88			3					1,556	1,791	3,347	391 93
Tallow.....	554	28								4	86	92	13 66
Tin.....	91	4								615	28	643	4 20
Turpentine.....	5	182								914	4	918	146 12
Vinegar.....	295	97,620			5					5	182	187	48 25
Wheat.....	44'	2			66					361	98,478	98,839	37 48
White Lead.....	99	44'								44	2	46	13,651 51
Whiting.....	132	14								99	99	99	9 80
Wool.....										136	14	150	22 14
													20 44

SUPPLEMENTARY.—APPENDIX A.—Continued.

No. (A) 23.—GENERAL STATEMENT showing the Quantity of each Article transported, &c.—Continued.

ARTICLES.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		TOTAL TONS.	AMOUNT OF TOLLS. \$ cts.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
All other Goods and Merchandise not enumerated.	12,854	3,649	1,717	13	125	216	437	1,615	16,311	4,315	20,026	3,834 94
Bark	7	7							7	7	7	53
Barrels, empty	648	115	20	20	4				672	135	807	67 80
Boat Knees	42	4							42	4	46	1 13
Boats	9,224	9,224							9,224	9,224	9,224	161 01
Planks	77,274	77,274	333		90		1,590		1,620	78,864	80,484	2,957 98
Fire Wood, in vessels	1,197	72							1,50	72	222	4 01
in raft	150				10				10	15	25	2 40
Hoopjs	15											
Hop Poles	13,846	53,427	1,035						1,035	66,463	1,035	53 50
Lumber, sawn in vessels	13,846	53,427	71	11,822		318	896	7	13,924	20,683	80,387	4,626 41
sawn in rafts		20,683									20,683	947 71
Masts, Spars and Telegraph Poles, in vessels	6					250			6	250	256	12 80
Masts, Spars and Telegraph Poles in Rafts	18,614									18,614	18,614	455 35
Railway Ties, in vessels	727								727	727	727	14 50
in rafts	507								507	507	507	20 25
Saw Logs	38	24,163							38	24,163	24,201	553 07
Staves and Headings, barrel pipe	3,771	3,771							3,771	3,771	3,771	303 44
West India	2,048	1,088							2,048	2,048	2,048	256 00
Shingles	61	6	2						63	1,088	1,088	163 20
Split Posts and Fence Rails, in vessels										6	69	14 58
Split Posts and Fence Rails, in rafts												
Timber, square, in vessels	240	320								1,080	1,080	53 25
in rafts	19,178	40,218					760		240	43,558	43,798	2,178 45
Traverses		19,178					3,340			19,178	19,178	50 23

Woolenware and Wood, partly manufactured.....	334	940	10,308	13,230	1,013	3,039	16,118	17,739	130,503	943	1,280	469 00
Total Freight paying Tolls.....	103,064	518,838	10,308	13,230	1,013	3,039	16,118	17,739	130,503	552,846	683,349	62,814 27
Corn having paid full Toll on the Welland Canal, free.....		53,268								53,268	53,268	
Pease do.....		605								605	605	
Wheat do.....		152,946						2,940		155,886	155,886	
Flour do.....		13,541								13,541	13,541	
Coal, free, as per Order in Council.....	32,304		199				61,441		94,004		94,004	
Iron Ore, having paid full Toll on the Chambly Canal, free.....	50					470			50	470	520	
Iron, Pig, free, as per Order in Council.....		400								400	400	
Kryolite, free.....												
<b>Grand Total Freight</b> .....	<b>135,478</b>	<b>739,598</b>	<b>10,507</b>	<b>13,230</b>	<b>1,013</b>	<b>3,509</b>	<b>77,559</b>	<b>20,679</b>	<b>224,557</b>	<b>777,016</b>	<b>1,001,573</b>	

Total Tolls on Vessels.....  
 Passengers.....  
 Free Goods, \$37,902 42.....  
 Fines and Damages.....  
 Wharfage and Storage.....  
 Winterage, Basin Dues, and other Receipts.....

Total Revenue, exclusive of Hydraulic Rents.....

15,907 97  
 2,403 58  
 1,830 60  
 11,260 75  
 2,809 91  
 97,027 08

INLAND REVENUE DEPARTMENT,  
 OTTAWA, 31st December, 1874.



SUPPLEMENTARY.—APPENDIX A.—Continued.

No. (A) 24.—GENERAL STATEMENT showing the Quantity of each Article transported through the Bullington Bay Canal, and the Amount of Revenue collected, during the Season of Navigation in 1874.

ARTICLES.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		TONS.		TOTAL TONS.	AMOUNT OF TOLLS. \$ cts.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Ashes, Pot and Pearl.	12	904							12	904	916	
Apples.		4,204								4,204	4,204	
Agricultural Products not enumerated, Vegetable.	4	2							4	2	6	
Agricultural Products, not enumerated, Animal.	23	245							23	245	268	
Agricultural Implements.		5								5	5	
Barley.		447		1,776						2,223	2,223	
Bricks.	84					30			114		114	
Bones.		70								70	70	
Baggage.	16	10							16	10	26	
Beer.	118	30							118	30	148	
Brinestone (Crude).						62					62	
Cement and Water Lime.	30								92		92	
Clay, Lime and Sand.	90					970			990		990	
Coal.	1,532					51,173			52,705		52,705	
Corn.												
Cattle.												
Cotton (Raw).	1								1		1	
Coffee.	25								25		25	
Crockery.	134								134		134	
Dye Wood and Dye Stuffs.	35								35		35	
Earthenware.	218	13							218	13	231	
Fish.	261								261		261	
Flax and Hemp.	6	50							6	50	56	
FLOUR.	12	14,408							12	14,408	14,420	
Furniture.	10	26							10	26	36	
Gypsum.	42	16							217	15	232	
Glass (Window).	374	90				175			374	90	464	

Glassware	126	331								477
Hay (Pressed)		52								52
Hides		11								11
Horses	20	24								44
Hides, Skins, Horns and Hoofs	101	190								291
Iron, Railway	5,455	40								5,495
" Pig	1,908	120			4,687					6,685
" all other	2,229	104	60		626					3,019
Iron Ore										
Kryolite or Chemical Ore, and other Ore, except Iron										
Lard and Lard Oil	91	308								399
Meals, all kinds	1	686								687
Meats, other than Pork	1	425								426
Marble	1									1
Manilla	5									5
Molasses	406									406
Nails	986	18								1,004
Nuts										
Oil (in Barrels)	158	3								161
Oil Oake			2,193							7,636
Pease	5,443									76
Potatoes	76									1,401
Pork	1,401									62
Paint	62									14
Pitch and Tar	14									110
Rags	2	108								17
Rye	1									322
Rosin	322									605
Salt	555	50								1,285
Stone intended for cutting	207				1,078					
" wrought										
" not suitable for cutting,										
" unwrought										
Seeds, all kinds	41	194								235
Sheep										
Soda (Ash)	450	33								483
Steel	56									56
Sugar	1,288	23								1,311
Spirits	190	41								231
Tobacco (Raw)	9	17								26
Tallow	14	14								14
Tin	262	25								287
Turpentine	7									7
Vinegar	27	220								247
Wheat		10,539		1,010						11,549
White Lead	4									4
Whiting	29									29
Wool	59	67								126

SUPPLEMENTARY.—APPENDIX A.—Continued.

No. (A) 24 — GENERAL STATEMENT showing the Quantity of each Article transported, &c.—Continued.

ARTICLES.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		TOTAL TONS.	AMOUNT OF TOLLS. \$ cts.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
All other Goods and Merchandise												
105 enumerated.												
Bark	5,597	1,282							5,597	1,282	6,879	
Barrels, empty	7	2							7	2	9	
Boat Knees												
Floats	6,045	60							6,045	60	6,105	
Fire Wood, in vessels												
"    "    in rafts												
Hoops												
Hop Poles												
Lumber, sawn in vessels	994	1,109		3,704					994	4,813	5,807	
"    "    in rafts												
Nails, Spars and Telegraph												
Poles in vessels												
"    "    in rafts				625						895	895	
Railway Ties, in vessels		270		74						5,677	5,677	
"    "    in rafts		5,603										
Saw Logs		50								50	50	
Staves and Headings, barrel		2,382		240						2,632	2,632	
"    "    pipe		703		16						719	719	
"    "    West India												
Split Posts and Fence Rails, in vessels												
"    "    in rafts												
Timber Square, in vessels												
"    "    in rafts	20	17,360		5,400					20	22,760	22,780	
Traverses												

Woodenware and Wood partly manufactured.....	34							34	34
Total Freight, free, per Order in Council .....	30,769	69,908	15,098				58,781	89,550	174,556
Total Tolls on Vessels .....									
\$4,747 91									

DEPARTMENT OF INLAND REVENUE,  
OTTAWA, 31st December, 1874.

SUPPLEMENTARY.—APPENDIX A.—Continued.

No. (A) 25.—GENERAL STATEMENT showing the Quantity of each Article transported through the Ottawa Canals, and the Amount of Revenue collected, during the Season of Navigation in 1874.

ARTICLES.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		TOTAL TONS.	AMOUNT OF TOLLS.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Ashes, Pot and Pearl		81								81	81	15 12
Apples	3									3	3	21
Agricultural Products not enumerated, Vegetable	3									3	3	21
Agricultural Products not enumerated, Animal		278								278	278	25 58
Agricultural Implements		633								633	633	42 79
Barley										44	44	4 30
Bricks		44								14	14	1 40
Bones		14										
Beer												
Brimstone (Crude)	7									7	77	3 63
Cement and Water Lime		989								989	989	63 54
Clay, Lime and Sand												
Coal												
Corn	6									6	222	15 18
Cattle		222										
Cotton (Raw)												
Coffee												
Crockery												
Dye Wood and Dye Stuffs												
Earthenware												
Fish	5									5	5	15
Flax and Hemp												
Flour	57									57	57	1 71
Furniture	1									1	44	7 52
Gypsum		83								83	83	7 68
Glass (Window)												



SUPPLEMENTARY—APPENDIX A.—Continued.

No. (A) 25.—GENERAL STATEMENT showing the Quantity of each Article transported, &c.—Continued.

ARTICLES.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		TOTAL TONS.	AMOUNT OF TOLLS.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
All other Goods and Merchandise not enumerated.....		378							1,030	378	1,463	\$ 89 26
Bark.....	1,030									70	70	9 74
Barrels, empty.....		70								3,208	3,208	26 08
Boat Knives.....		3,208								145,758	145,758	4,690 63
Flots.....		144,831		927						390	390	3 90
Firewood, in vessels.....		390								39	39	3 90
" in rafts.....		39										
Hoops.....												
Hop Poles.....												
Lumber, sawn in vessels.....		173,460		203,537						376,997	376,997	32,703 40
" in rafts.....		15,349								15,349	15,349	384 90
Masts, Spars and Telegraph Poles in vessels.....												
Masts, Spars and Telegraph Poles in rafts.....												
Railway Ties, in vessels.....	85	190							85	190	275	21 50
" in rafts.....												
Saw Logs.....		4,982								4,982	4,982	198 50
Staves and Headings, barrel pipe.....		1,191								1,191	1,191	71 10
" " West India.....												
Shingles.....		54		2						56	56	11 98
Split Posts and Fence Rails, in vessels.....		4								4	4	50
" in rafts.....												
Split Posts and Fence Rails, in rafts.....		22								22	22	38
Timber, square, in vessels.....		2,247								2,247	2,247	28 86
" in rafts.....		680								680	680	1 88
Traverses.....												

Woodenware and Wood partly manufactured.....	5							5	5	70
Total Freight paying Tolls .....	1,408	353,886		204,466			1,445	558,352	559,797	38,775 49
Coal, free, as per Order in Council .....	191						191		191	
Grand Total Freight .....	1,599	353,886		204,466			1,636	558,352	559,988	
Total Tolls on Vessels .....										
"    "    "    "    "    "    "	5,186 73									
"    "    "    "    "    "    "	195 55									
Other Receipts .....	82 00									
Total Revenue.....	\$44,239 77									

INLAND REVENUE DEPARTMENT,  
OTTAWA, 31st December, 1874.



SUPPLEMENTARY.—APPENDIX A.—Continued.

No. (A) 26.—GENERAL STATEMENT showing the Quantity of each Article transported through the Chambly Canal, and the Amount of Revenue collected, during the Season of Navigation in 1874.

ARTICLES.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		TONS.		AMOUNT OF TOLLS. \$ cts.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	
Ashes, Pot and Pearl.....									1,602	668	160 20
Apples.....		9						659			6 4 2 1/2
Agricultural Products not enumerated, Vegetable.....	378								378	174	18 40
Agricultural Products not enumerated, Animal.....	84		330						414	18	36 40
Agricultural Implements.....		1					30		31	31	7 93
Barley.....		36	4,222						4,222	36	380 03
Bricks.....	80						458		80	1,515	148 85
Bones.....		1,057	470						470		47 00
Baggage.....											
Beer.....											
Brimstone (Crude).....			158						158	65	22 30
Cement and Water Lime.....	453						65		4,451	4,451	518 20
Clay, Lime and Sand.....		343					120,048		453	120,301	11,952 66
Coal.....											
Corn.....										113	3 78
Cattle.....		113									
Cotton (Raw).....								1		1	10
Coffee.....											
Crockery.....											
Dye Wood and Dye Stuffs.....										69	6 90
Earthenware.....								250		250	45 00
Fish.....		2								2	14
Flax and Hemp.....											
Flour.....	492								492	61	20 58
Furniture.....										9	64
Gypsum.....	267							9		267	8 90
Glass (Window).....			30						30		3 00

Glassware	96	4,735	4,831	4,831	4,831	3 1078
Hay (Pressed)	22			22	22	74
Hogs						
Horses				369	369	36 90
Hides and Skins, Horns and Hoofs				649	649	64 90
Iron, Railway	153	270	423	1,037	1,460	170 18
" Pig				140	140	7 00
" all other						
Iron Ore						
Kryolite or Chemical Ore, and other Ore, except Iron.				4	4	40
Lard and Lard Oil	510	18	510	18	528	35 28
Meals, all kinds				261	261	46 17
Meats, other than Pork						
Marble				3,769	3,769	376 77
Manilla						
Molasses	480	363	843	1,099	1,942	121 26
Nails				191	191	19 10
Oats						
Oil (in barrels)	31	37	68	1,879	1,947	78 55
Oil Cake				41	41	3 37
Pease						
Potatoes						
Pork				7	7	70
Paint				2,578	2,578	257 80
Pitch and Tar						
Rags						
Rye						
Robin	498	741	1,214	1,214	1,214	121 40
Salt				167	1,406	140 00
Stone intended for cutting				747	747	60 45
" wrought				209	306	41 96
" not suitable for cutting						
" unwrought						
Seeds, all kinds	3		3		9	30
Sheep					235	7 83
Soda (Ash)				7	7	70
Steel						
Sugar				1,787	1,787	178 70
Spirits				110	110	11 00
Tobacco						
Tallow						
Tin						
Turpentine						
Vinegar				996	996	99 60
Wheat						
White Lead						
Whiting						
Wool						

SUPPLEMENTARY.—APPENDIX A.—Continued.

No. (A) 26.—GENERAL STATEMENT showing the Quantity of each Article transported, &c.—Continued.

ARTICLES.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		TONS.		TOTAL TONS.	AMOUNT OF TOLLS.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
All other Goods and Merchandise not enumerated.												\$ cts.
Bark .....	379	2	400		120			1,847	899	1,849	2,748	272 05
Barrels, empty .....	37		23						60		60	11 72
Boat Knees .....			14,189						14,189		14,189	851 32
Floats .....			234				54		246	7,288	7,534	103 92
Firewood, in vessels .....	12	7,234										
"    rafts .....												
Hoops .....												
Hop Poles .....												
Lumber, sawn in vessels .....	1,215	250	57,755						58,970	250	59,220	3,469 87
"    rafts .....												
Masts, Spars and Telegraph Poles in vessels .....	42		525						567		567	53 42
Masts, Spars and Telegraph Poles in rafts .....									5,315		5,315	406 98
Railway Ties, in vessels .....	941		4,374									
"    rafts .....												
Saw Logs .....												
Staves and Headings, barrel .....												
"    "    pipe .....												
"    "    West India .....												
Shingles .....	17	8							17	10	27	5 22
Split Posts and Fence Rails, in vessels .....	9								9		9	61
Split Posts and Fence Rails, in rafts .....												
Timber, square, in vessels .....	8		4,618						4,618	8	4,626	463 17
"    rafts .....	110		635						745		745	13 44



SUPPLEMENTARY.—APPENDIX, A.—Continued.

No. (A) 27.—GENERAL STATEMENT showing the Quantity of each Article transported through the Rideau Canal, and the Amount of Revenue collected, during the Season of Navigation in 1874.

ARTICLES.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		TOT'L TONS.	AMOUNT OF TOLLS.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Ashes, Pot and Pearl	14	61							14	61	75	\$ 9 60
Apples		26								26	26	1 14
Agricultural Products, not enumerated, Vegetable												
Agricultural Products, not enumerated, Animal	543	53							543	53	596	21 31
Agricultural Implements	25	98							25	98	123	21 01
Barley	4								4		4	11
Bricks	12	526							12	526	538	14 83
Bones		76								76	76	6 11
Baggage												
Beer		4								4	4	36
Brimstone (Crude)												
Cement and Water Lime		180								180	180	7 25
Clay, Lime and Sand	125								125		125	3 13
Coal		3,481								3,481	3,481	172 06
Corn	8	145							8	145	153	3 93
Cattle												
Cotton (Raw)												
Coffee										1	1	09
Crockery		1										
Dye Wood and Dye Stuffs										10	10	1 15
Earthenware		10								8	286	7 92
Fish	278	8							278	8		
Flax and Hemp												
Flour	3	172							3	172	175	7 94
Furniture	11	33							11	33	44	6 83
Gypsum	49	360							49	360	400	19 60
Glass (Window)												

Glassware.....	177	2	177	2	183	18
Hay (pressed).....	1	6	1	6	183	4 59
Hogs.....	1		1		1	05
Horses.....						
Hides and Skins, Horns and Hoofs.....	76	76	76	76	76	4 84
Iron, Railway.....	2	1	2	1	3	08
" Pig.....	344	281	344	281	625	22 59
" all other.....	366	242	366	242	608	23 77
Iron Ore.....	7,065	306	7,365	7,365	7,365	368 25
Kryolite or Chemical Ore, and other Ore, except Iron.....	1,179	85	1,179	85	1,264	63 20
Lard and Lard Oil.....	4	143	4	143	4	10 45
Meats, all kinds.....						
Meats, other than Pork.....	6		6		6	53
Marble.....						
Manilla.....	5	5	3	5	8	72
Molasses.....	3	6	3	6	6	63
Nails.....	20	27	20	27	47	1 68
Oats.....	47	47	47	47	47	5 31
Oil (in barrels).....						
Oil Cake.....	10	17	10	17	27	92
Pease.....	46	4	46	4	50	1 77
Potatoes.....	1	53	1	53	54	2 21
Pork.....						
Paint.....						
Pitch and Tar.....	94	94	94	94	91	25 85
Rags.....	2	2	2	2	2	55
Rye.....	53	53	53	53	53	1 34
Rosin.....						
Salt.....	463	472	463	472	935	26 71
Stone, intended for cutting.....	565	37	565	37	602	15 06
" wrought.....						
" not suitable for cutting, unwrought.....						
Seeds, all kinds.....						
Sheep.....						
Soda (Ash).....						
Steel.....						
Sugar.....	73	73	73	73	73	7 99
Spirits.....	43	43	43	43	43	4 45
Tobacco (Raw).....						
Tallow.....	23	23	23	23	23	2 06
Tin.....						
Turpentine.....						
Vinegar.....	20	20	20	20	20	3 34
Wheat.....	1,564	1,564	1,564	1,564	1,564	108 47
White Lead.....						
Whiting.....						

SUPPLEMENTARY.—APPENDIX A.—Continued.  
No. (A) 27.—GENERAL STATEMENT showing the Quantity of each Article transported, &c.—Continued.

ARTICLES.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		TOTAL TONS.	AMOUNT OF TOLLS.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Wool	12								12		12	30
All other Goods and Merchandise, not enumerated	534	338							534	338	872	97 83
Bark	61	51							61	51	112	4 48
Barrels, empty	13	33							13	33	46	1 74
Boat Knees	16,404	4,772							16,404	4,772	21,176	449 80
Floats	65,977	16,344							65,977	16,344	82,321	1,505 83
Pine Wood, in vessels	306	387							306	387	693	14 45
Hoops												
Hop Poles	1,311	34							1,311	34	1,345	94 75
Lumber, sawn in vessels	13,387	370							13,387	370	13,757	521 93
rafts	67	54							67	54	121	4 35
Masts, Spars, and Telegraph Poles, in vessels	10								10		10	50
Vasts, Spars, and Telegraph Poles, in rafts	6								6		6	70
Railway Ties, in vessels	9,461	250							9,461	250	9,711	660 72
rafts	6,113	3,580							6,113	3,580	9,693	247 56
Saw Logs		2,793								2,793	2,793	115 20
Staves and Headings, barrel												
pipe												
West India	669	33							669	33	702	250 62
Shingles												
Split Posts and Fence Rails, in vessels	146								146		146	21 29
Split Posts and Fence Rails, in rafts		20								20	20	38
Timber, square, in vessels	1,800	190							1,800	190	1,990	37 11
rafts												

Traverses.....	6,800	8,232	6,800	8,232	15,122	146 68
Woodenware and Wood, partly manufactured.....	7	2	7	2	9	1 50
Total Freight paying Tolls .....	134,551	46,044	134,851	46,044	180,895	5,189 78
Coal, free, per Order in Council..	1,300	5	1,300	5	1,305	
Grand Total Freight .....	135 851	46,049	136,151	46,049	182,200	
Total Tolls on Vessels .....						
Passengers .....						1,894 32
Free Coal, \$32.67 .....						21 24
Fines and Damages .....						
Wharfage and Storage .....						197 75
Other Receipts .....						322 10
Total Revenue.....						7,625 19

INLAND REVENUE DEPARTMENT,  
OTTAWA, 31st December, 1874.



SUPPLEMENTARY.—APPENDIX A.—Continued.

No. (A) 28.—GENERAL STATEMENT showing the Quantity of each Article transported through the St. Peter's Canal, and the Amount of Revenue collected, during the Season of Navigation in 1874.

ARTICLES.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		TONS.		AMOUNT OF TOLLS.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	
Fish .....	51	667							51	667	7 18
Flour .....	594								594		5 94
Coal .....	375	3,964							375	3,964	43 39
Lumber .....	457	431							457	431	8 88
Other Agricultural Products.....	551	225							551	225	7 76
Other Merchandise .....	735	4,198							735	4,198	49 33
<b>Total Freight paying Tolls .....</b>	<b>2,763</b>	<b>9,485</b>							<b>2,763</b>	<b>9,485</b>	<b>122 46</b>
<b>Total Tolls on Vessels .....</b>											<b>491 07</b>
<b>Total Revenue .....</b>											<b>613 55</b>

INLAND REVENUE DEPARTMENT,  
OTTAWA, 31st December, 1874.

SUPPLEMENTARY.—APPENDIX A.—Continued.

No. (A) 29.—STATEMENT of Traffic on the undermentioned Canals, and the Amount of Tolls collected, during the Season of Navigation in 1874.

ARTICLES.	Welland Canal.		St. Lawrence Canals		Chambly Canal.		Burlington Bay Canal.		Ottawa Canals.		Rideau Canal.		St. Peter's Canal.	
	Tons.	\$ cts.	Tons.	\$ cts.	Tons.	\$ cts.	Tons.	\$ cts.	Tons.	\$ cts.	Tons.	\$ cts.	Tons.	\$ cts.
CLASS No. 1.														
Canadian Vessels, steam.....	151,039	3,262 25	411,361	5,905 47	30,854	163 90	182,636	3,640 72	62,329	452 22	39,549	540 32		
United States Vessels, steam.....	213,322	5,306 08	20,148	175 61	292	2 72	93,001	930 25	235,768	3,154 61	12	50		
Canadian Vessels, sail.....	531,826	10,632 64	843,451	8,748 73	96,930	1,658 99	1,358	27 16			140 176	1,283 83	24,554	491 07
United States Vessels, sail.....	545,549	12,230 55	194,443	1,118 16	121,561	1,658 18	14,978	149 78	77,850	1,579 90	8,585	69 44		
Total, Class No. 1.....	1,441,736	31,391 52	1,379,403	15,907 97	249,547	3,488 79	291,373	4,747 91	375,947	5,186 73	188,322	1,894 32	24,554	491 07
CLASS No. 2.														
Passengers.....	No. 6,416	555 93	No. 33,880	2,403 58	No. 2,615	45 50	No. 15,114		No. 35,723	195 53	No. 874	21 24	No. 16	
CLASS No. 3.														
Bricks.....	244	85 05	6,978	485 26	1,595	148 85	114				538	14 83		
Cement and Water Lime.....	2,987	588 50	406	60 05	223	22 30	92		84	3 63	180	7 25		
Clay, Fatne and Sand.....	1,346	248 40	7,219	300 54	4,904	518 20	990		989	63 54	125	3 13		
Coal.....	323,503	62,260 91	11,408	1,500 19	120,391	11,952 66	52,705				3,481	172 06	4,839	43 39
Fish.....	853	167 69	1,988	234 09	2	14	261		5	15	286	7 52	718	7 18
Gypsum.....	1,374	102 42	3,785	240 26	267	8 90	232		83	7 08	409	19 60		
Iron, Railway.....	6,032	1,206 03	9,434	1,344 12	369	36 90	5,495		2	17	3	22 59		
" Pig.....	3,111	603 66	13,405	1,626 02	649	64 90	6,895				625	23 77		
" all other.....	8,957	1,717 15	10,180	1,380 58	1,460	170 18	3,019		144	6 60	608	23 77		
Salt.....	23,309	4,635 38	14,699	2,030 95	1,406	140 60	605		25	65	935	26 71		
Stone for cutting.....	8,285	1,654 03	2,405	314 28	747	60 45	1,235		3	21	26	1 11		
Apples.....	4,967	754 71	15,897	2,454 65	668	64 30	4,204				4	1 11		
Barley.....			3,284	215 62	4,258	380 03	2,223		633	42 79	153	3 93		
Corn.....	181,151	36,135 61	27,450	3,982 63										
Cotton (Raw).....	15	1 50	6											
Flax and Hemp.....	6	1 20	147	23 54			56							

SUPPLEMENTARY.— APPENDIX A.—Continued

No. (A) 29.—STATEMENT OF Traffic on the undermentioned Canals, &c.—Continued.

ARTICLES.	Welland Canal.		St. Lawrence Canals.		Chamblay Canal.		Burlington Bay Canal.		Ottawa Canals.		Rideau Canal.		St. Peter's Canal.	
	Tons.	Tolls. \$ cts.	Tons.	Tolls. \$ cts.	Tons.	Tolls. \$ cts.	Tons.	Tolls. \$ cts.	Tons.	Tolls. \$ cts.	Tons.	Tolls. \$ cts.	Tons.	Tolls. \$ cts.
CLASS No. 3.—Continued.														
Flour .....	24,019	2,597 09	36,639	5,329 45	553	20 58	14,420		57	1 71	175	7 94	594	5 94
Hay (Pressed) .....	429	74 30	2,008	210 68	4,831	483 10	52		1	03	183	4 59		
Meals (all kinds) .....	277	46 48	895	125 74	558	35 28	687		411	38 02	143	10 45		
Oil Cake .....	3	60	187	8 20										
Oats .....	5,954	1,190 43	2,819	160 76	1,942	121 26			375	57 68	47	1 68		
Peas .....	1,191	237 00	36,384	3,615 76	1,947	78 55	7,636		2,316	157 12	27	1 92		
Potatoes .....	2,242	435 83	484	39 37	41	3 37	76		121	8 25	50	1 77		
Bye .....	513	102 60	30	8 50	9	30	18		5	35	53	1 34		
Seeds, all kinds .....	60	11 83	439	57 73			235							
Tobacco (Raw) .....	15	3 00	92	13 66			26							
Wheat .....	413,212	80,246 28	98,839	13,651 51			11,549				1,564	108 47		
Agricultural Products, Veget- able .....	174	43 40	300	40 19	552	18 40	6		3	21			776	7 76
Bones .....	677	133 49	2,249	257 04	470	47 00	70		44	4 30	76	6 11		
Cattle .....	2	40	667	41 38	113	3 78			228	15 18				
Hogs .....			59	5 72			11		29	2 01				
Hides & Skins, Horns & Hoofs Horses .....	212	28 95	516	72 56			291		48	4 53	76	4 84		
Lard and Lard Oil .....	191	28 29	849	36 02	22	74	44		215	7 93	1	05		
Meats, other than Pork .....	34	7 20	591	124 55	4	40	399		8	74	4	10		
Pork .....	1,121	224 20	1,740	239 57	426	7 83	1,401		19	1 42	54	2 21		
Sheep .....			312	22 40	235		14		2	13 44	23	2 06		
Tallow .....	40	8 20	28	4 20			126			19	12	30		
Wool .....	233	46 60	150	20 44			268		278	25 58	596	21 31		
Agricultural Products, Animal	421	121 10	2,416	268 59	432	36 40								
Total, Class No. 3. ....	1,031,091	198,488 64	318,249	40,635 90	148,618	14,425 40	115,732		6,926	464 11	11,069	492 32	6,427	64 27
CLASS No. 4.														
Ashes, Pot and Pearl. ....	408	51 96	2,579	410 55	1,602	160 20	916		81	15 12	75	9 60		

Agricultural Implements	58	23 20	261	29 70	31	7 93	5	14	1 40	123	21 01
Baggage	17	6 80	1,063	172 20			26				
Beer	60	22 60	224	53 74			148			4	36
Brimstone (Crude)	1,762	704 80	51	13 80							
Coffee	1	40	50	2 00	1	10	25				
Crookery	233	91 45	280	66 58			134			1	09
Dye Woods, &c	474	187 85	67	6 05	69	6 90	35				
Earthenware	190	72 30	958	191 19	250	45 00	231			10	1 15
Furniture	166	63 90	240	36 11	9	64	36	45	7 52	44	6 83
Glass (Window)	234	93 40	1,201	270 25	30	3 00	464			2	18
Glassware	39	15 60	322	68 43			477			6	53
Marble	3,919	1,567 60	232	29 30	261	46 17	1				
Manilla	56	22 40	26	6 52			5				
Mollases	237	92 00	3,642	235 75	3,769	376 77	406	8	1 48	8	72
Nails	603	201 75	3,166	661 57			1,004			6	63
Oil (in barrels)	4,358	1,737 30	961	130 13	191	19 10	161	1	05	47	5 31
Paint	546	215 00	217	45 77	7		62				
Pitch and Tar	62	24 80	2,889	152 28	2,578	257 80	14			94	25 85
Rags	240	61 60	842	94 20	1,214	121 40	110	2	38	2	55
Rosin	181	52 40	1,423	84 35	7		322				
Soda, Ash	733	267 60	1,556	483 65			483				
Spirits	902	338 75	1,791	391 93	110	11 00	231			43	4 45
Steel	88	9 65	1,197	38 60			56				
Sugar	1,607	568 30	5,376	855 05	1,787	178 70	1,311	3	27	73	7 99
Stone, wrought	1,592	625 40			366	41 96					
Tin	205	73 60	619	146 12			287				
Turpentine	1	40	914	48 25	996	99 60	7				
Vinegar	17	6 45	187	37 48			247			1 20	3 34
White Lead	62	9 40	46	9 80			4				
Whiting	56	18 90	99	22 14			29				
Merchandise	19,253	7,959 60	20,626	3,834 94	2,748	272 05	6,879	1,408	89 26	872	97 83
Total, Class No. 4	38,284	14,587 20	52,065	8,729 04	16,026	1,649 72	14,116	1,562	115 48	1,430	186 42
											4,933 49 33
CLASS No. 5.											
Bark			7	53						112	4 48
Empty Barrels	303	53 64	807	67 80	60	11 72	9	70	9 74	46	1 74
Boat Knees			46	1 13							
Flonfs	130	2 45	9,224	161 01	14,189	851 32		3,208	26 68	21,176	449 80
Firwood, in vessels	42,759	2,122 00	80,484	2,957 98	7,534	103 92	6,105	145,758	4,690 63	82,321	1,505 83
rafts			222	4 01			4	390	3 90	693	14 45
Sawn Lumber, in vessels	104,367	15,707 65	80,387	4,626 41	59,220	3,469 87	5,807	376,997	32,769 40	13,757	521 93
rafts	36	1 63	20,653	947 71				15,349	354 90	121	4 35
Hoops	369	92 25	25	2 40				39	3 90		
Railway Ties, in vessels	19	2 63	727	14 50	5,315	406 98	5,677	275	21 50	9,711	660 72
rafts			567	20 25							
Masts, Spars and Telegraph											
Poles in vessels	884	132 23	256	12 80	567	53 12				10	50

SUPPLEMENTARY.—APPENDIX A.—Continued.

No. (A) 29.—STATEMENT of Traffic on the undermentioned Canals, &c.—Continued.

ARTICLES.	Welland Canal.		St. Lawrence Canals.		Chambly Canal.		Burlington Bay Canal.		Ottawa Canals.		Rideau Canal.		St. Peter's Canal.	
	Tons.	Tolls. \$ cts.	Tons.	Tolls. \$ cts.	Tons.	Tolls. \$ cts.	Tons.	Tolls. \$ cts.	Tons.	Tolls. \$ cts.	Tons.	Tolls. \$ cts.	Tons.	Tolls. \$ cts.
<b>CLASS No. 5.—Continued.</b>														
Masts, Spars and Telegraph poles in rafts	143	8 33	18,614	455 35			895					10	70	
Square Timber, in vessels.	76,276	11,362 23	1,080	53 23			22,780				20	38		
Woodenware " rafts	2,834	594 29	43,798	2,178 45	4,626	463 17	34		2,247	28 86	1,990	37 11		
Shingles	697	145 00	1,280	469 00					5	70	9	1 50		
Split Posts and Fence Rails, in vessels	319	152 05	69	14 58	27	5 22			56	11 98	702	250 62		
Split Posts and Fence Rails, in rafts	9	64			9	61			4	50	146	21 29		
Standard Saw Logs	3,331	131 89	24,201	553 05					22	38	9,693	247 56		
Staves and Headings, barrel salt	230	46 00	3,771	303 44			50		1,191	71 10	2,793	115 20		
Staves, pipe	8,350	1,564 66	2,048	256 00			2,632							
Traverses, West India	1,126	210 48	1,088	163 20			719							
Hop Poles	290	63	19,178	50 23	745	13 44			680	1 88	15,122	146 68		
			1,035	53 50							1,345	94 75		
<b>Total, Class No. 5.</b>	242,442	32,391 24	309,537	13,366 58	92,292	5,379 37	44,708		551,273	38,194 55	159,777	4,079 59	888	8 88
<b>SPECIAL CLASS.</b>														
Kryolite or Chemical Ore	3	15	1,052	52 60										
Iron Ore	46,142	2,307 10	2,183	109 15	140	7 00			5	75	1,264	63 20		
Stone, unwrought, not suitable for cutting	4,406	367 79	263	21 00					31	60	7,365	368 25		
<b>Total, Special Class</b>	50,551	2,675 04	3,498	182 75	140	7 00			36	1 35	8,629	431 45		
<b>Total Freight and Tolls</b>	1,362,368	280,089 57	683,349	81,125 82	257,076	24,995 78	174,556	4,747 91	559,797	44,157 77	180,885	7,105 34	2,248	613 55



SUPPLEMENTARY.—APPENDIX A.—Continued.

No. (A) 31.—STATEMENT showing the amount of Tolls accrued each month during the Season of Navigation ended December, 1874.

CANALS AND OFFICES.	1874												Totals.
	April.	May.	June.	July.	August.	September.	October.	November.	December.	Totals.			
	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	
<b>WELLAND CANAL.</b>													
Chippawa .....	5 82	8 87	1 23	1 70	44 54	75	3 09	1 97	00 25	00 25	00 25	68 82	
Colborne .....	8,769 61	26,678 37	33,139 63	28,610 68	26,013 03	26,531 56	21,694 22	18,542 92	342 19	342 19	342 19	132,322 21	
Dalhousie .....	7,214 52	9,503 44	13,177 23	14,274 45	9,866 49	10,788 00	10,476 43	7,006 22	12 94	12 94	12 94	82,319 72	
Dunnville .....	51 02	150 44	85 77	100 36	79 19	3 94	202 97	130 99	.....	.....	.....	804 68	
Matland .....	235 06	242 12	141 22	640 77	147 08	116 46	177 14	86 54	.....	.....	.....	1,784 89	
Robinson .....	171 95	198 52	197 15	103 31	236 20	167 98	228 59	101 81	.....	.....	.....	1,405 51	
St. Catharines .....	234 07	205 31	173 29	91 37	117 64	147 24	213 98	198 62	.....	.....	.....	1,383 81	
Total, Welland Canal.	16,682 05	36,987 07	48,915 52	43,822 64	36,504 17	37,755 93	32,996 42	26,069 07	356 70	356 70	356 70	280,089 57	
<b>St. LAWRENCE CANALS.</b>													
Beauharnois .....	43 65	10 45	18 00	26 62	49 65	54 37	37 99	36 53	.....	.....	.....	233 61	
Corwall .....	.....	3,685 88	4,474 22	3,879 30	2,612 06	2,723 02	4,258 82	2,883 71	.....	.....	.....	24,570 66	
Edwardsburgh .....	.....	50 18	81 81	46 54	55 75	30 33	28 93	109 08	.....	.....	.....	404 37	
Kingston .....	1,527 58	3,896 42	4,303 26	2,985 10	2,019 15	1,465 51	1,399 75	748 13	.....	.....	.....	18,344 90	
Lachine .....	16 31	773 46	1,226 92	986 08	1,033 48	1,339 27	1,417 81	801 88	.....	.....	.....	7,585 21	
Montreal .....	126 68	3,553 67	5,318 34	4,974 67	4,798 57	4,172 51	4,217 54	2,815 09	.....	.....	.....	29,977 07	
Total, St. Lawrence Canals ...	1,714 22	11,980 06	15,422 55	12,898 31	10,568 66	9,785 01	11,360 84	7,394 42	1 75	1 75	1 75	81,125 82	
<b>CHAMBLEY CANAL.</b>													
Chambley .....	.....	578 06	1,240 17	1,504 21	1,113 96	1,226 74	829 86	958 40	.....	.....	.....	7,451 40	
St. John's .....	112 36	3,355 61	4,207 05	2,352 30	2,151 03	2,238 16	1,390 24	672 83	.....	.....	.....	17,079 61	
St. Ours .....	12 90	59 10	80 36	52 98	71 36	62 50	63 91	61 76	.....	.....	.....	464 77	
Total, Chambley Canal .....	125 26	3,992 80	5,527 48	3,909 49	3,336 35	3,527 40	2,884 01	1,692 99	.....	.....	.....	24,985 78	

<b>BURLINGTON BAY CANAL.</b>										
Hamilton .....	269 28	794 86	776 95	688 80	700 57	574 90	586 18	338 15	18 22	4,747 91
<b>OTTAWA CANALS.</b>										
Ottawa .....	1,614 97	1,611 96	1,212 15	820 44	988 99	1,356 26	916 42	8,521 19		
Carillon .....	60 19	64 78	69 74	61 91	392 13	82 83	62 09	793 67		
Grenville .....	3,705 64	6,608 14	5,812 86	4,691 71	4,145 62	4,238 83	2,442 94	31,045 84		
St. Ann's .....	350 28	478 39	561 96	947 10	501 71	616 18	341 45	3,797 07		
Total, Ottawa Canals .....	5,731 08	8,163 27	7,656 71	6,521 16	6,038 45	6,294 20	3,762 90	44,157 77		
<b>RIDEAU CANAL.</b>										
Kingston Mills .....	4 64	472 73	542 06	671 48	332 03	424 68	498 46	273 10		3,219 18
Ottawa .....	118 85	376 64	510 54	388 56	291 02	301 23	357 51	254 64	2 60	2,601 59
Smith's Falls .....		192 83	267 05	252 49	187 86	197 69	177 49	49 15		1,284 57
Total, Rideau Canal .....	123 49	1,042 20	1,319 66	1,312 53	810 91	863 60	1,033 46	576 89	2 60	7,105 34
<b>ST. PETER'S CANAL.</b>										
St. Peter's .....		70 68	65 70	116 48	78 57	81 80	90 92	88 11	21 29	613 55
Grand Total .....	18,914 30	60,598 75	80,191 13	70,404 96	58,520 39	58,637 09	55,246 03	39,922 52	400 56	442,835 74

INLAND REVENUE DEPARTMENT,  
OTTAWA, 31st December, 1874.



SUPPLEMENTARY—APPENDIX A.—Continued

No. (A) 32.—STATEMENT showing the Number, Tonnage, and Nationality of Vessels passed through all the Canals during the Season of Navigation ended 31st December, 1874, and the Tolls collected thereon.

VESSELS.	Total Number	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		TOTAL TONS.	AMOUNT OF TOLLS. \$ cts.
		Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
<b>WELLAND CANAL.</b>													
Canadian Vessels, steam....	622	48,574	28,404	24,052	.....	.....	.....	50,009	72,626	78,413	.....	151,039	3,202 25
do sail.....	2,574	111,397	76,611	143,400	.....	.....	.....	178,048	268,006	263,820	.....	531,826	10,652 64
Total, Canadian.....	3,196	159,971	105,015	167,452	.....	.....	.....	228,057	340,632	342,233	.....	682,865	13,854 89
<b>United States Vessels, steam</b>													
do sail..	585	48	123	806	.....	.....	.....	1,994	106,777	106,545	.....	213,322	5,306 08
Total, United States. . .	2,618	602	523	26,264	.....	.....	.....	59,381	267,147	278,402	.....	545,549	12,230 55
Grand Total, Welland Canal	5,814	160,573	105,538	193,716	.....	.....	.....	287,438	714,556	727,180	.....	1,441,736	31,391 52
<b>St. Lawrence Canals.</b>													
Canadian Vessels, steam....	3,156	196,016	188,821	23,038	.....	.....	.....	3,425	219,084	192,277	.....	411,361	5,905 47
do sail.....	6,453	498,813	337,038	1,572	.....	.....	.....	4,805	503,119	342,332	.....	843,451	8,708 73
Total, Canadian.....	9,609	694,829	525,859	24,610	.....	.....	.....	8,231	720,203	534,609	.....	1,254,812	14,614 20
<b>United States Vessels, steam</b>													
do sail..	537	1,038	1,092	5,118	.....	.....	.....	5,369	9,522	10,626	.....	20,148	175 61
Total, United States....	1,887	10,130	13,231	8,785	.....	.....	.....	8,186	87,693	36,898	.....	124,591	1,293 77
Grand Total, St. Lawrence Canals .....	11,496	704,959	539,090	33,395	.....	.....	.....	16,417	807,896	571,507	.....	1,379,403	15,907 97

<b>CHAMBLEY CANAL.</b>												
Canadian Vessels, steam.....	514	14,859	14,523	443	.....	.....	.....	.....	.....	.....	.....	.....
do sail.....	1,145	14,319	11,205	14,053	.....	.....	.....	.....	.....	.....	.....	.....
<b>Total, Canadian.....</b>	<b>1,659</b>	<b>29,178</b>	<b>25,848</b>	<b>14,496</b>	.....	.....	.....	.....	.....	.....	.....	.....
United States Vessels, steam	4	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
do sail.....	1,622	.....	220	28,894	.....	63	.....	.....	.....	.....	.....	.....
<b>Total, United States.....</b>	<b>1,626</b>	.....	220	28,894	.....	63	.....	.....	.....	.....	.....	.....
<b>Grand Total, Chambley Canal</b>	<b>3,285</b>	<b>29,178</b>	<b>26,068</b>	<b>43,390</b>	.....	63	.....	.....	.....	.....	.....	.....
<b>BURLINGTON BAY CANAL</b>												
Canadian Vessels, steam.....	794	90,920	90,194	.....	.....	.....	.....	.....	.....	.....	.....	.....
do sail.....	606	19,750	33,638	.....	.....	.....	.....	.....	.....	.....	.....	.....
<b>Total, Canadian.....</b>	<b>1,400</b>	<b>110,670</b>	<b>123,832</b>	.....	.....	.....	.....	.....	.....	.....	.....	.....
United States Vessels, steam	10	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
do sail.....	94	235	1,755	.....	.....	.....	.....	.....	.....	.....	.....	.....
<b>Total, United States.....</b>	<b>104</b>	<b>235</b>	<b>1,755</b>	.....	.....	.....	.....	.....	.....	.....	.....	.....
<b>Grand Total, Burlington Bay Canal.....</b>	<b>1,504</b>	<b>110,905</b>	<b>125,637</b>	.....	.....	.....	.....	.....	.....	.....	.....	.....
<b>OTTAWA CANAL.</b>												
Canadian Vessels, steam.....	1,514	29,690	32,288	.....	.....	.....	.....	.....	.....	.....	.....	.....
do sail.....	2,345	18,891	175,271	.....	.....	.....	.....	.....	.....	.....	.....	.....
<b>Total, Canadian.....</b>	<b>4,359</b>	<b>48,581</b>	<b>207,559</b>	.....	.....	.....	.....	.....	.....	.....	.....	.....
United States Vessels, steam	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
do sail.....	1,051	8,702	1,846	.....	.....	.....	.....	.....	.....	.....	.....	.....
<b>Total, United States.....</b>	<b>1,051</b>	<b>8,702</b>	<b>1,846</b>	.....	.....	.....	.....	.....	.....	.....	.....	.....
<b>Grand Total, Ottawa Canals</b>	<b>5,410</b>	<b>57,283</b>	<b>209,405</b>	.....	.....	.....	.....	.....	.....	.....	.....	.....
<b>RIDEAU CANAL.</b>												
Canadian Vessels, steam.....	912	18,873	20,676	.....	.....	.....	.....	.....	.....	.....	.....	.....
do sail.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
<b>Grand Total, Rideau Canal</b>	<b>912</b>	<b>18,873</b>	<b>20,676</b>	.....	.....	.....	.....	.....	.....	.....	.....	.....

SUPPLEMENTARY.—APPENDIX A.—Continued.

No. (A) 32.—STATEMENT showing the Number, Tonnage, and Nationality of Vessels, &c.—Continued.

VESSELS.	Total Number	From Canadian to Canadian Ports.		From Canadian to United States Ports		From United States to United States Ports		From United States to Canadian Ports.		TONS.		TOTAL TONS.	AMOUNT OF TOLLS.
		Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	U	Down.		
Canadian Vessels, sail . . . . .	2,199	61,025	78,872	479							61,504	78,672	\$ cts. 1,283 86
Total, Canadian . . . . .	3,111	79,898	99,348	479							80,377	99,348	1,824 38
United States Vessels, steam sail . . . . .	2	6	6								6	6	50
do . . . . .	111	2,387	6,198								2,387	6,198	69 44
Total, United States . . . . .	113	2,393	6,204								2,393	6,204	69 94
Grand Total, Rideau Canal . . . . .	3,224	82,291	105,552	479							82,770	105,552	1,894 32
ST. PETER'S CANAL.													
Canadian Vessels, steam . . . . .	642	14,052	10,502								14,052	10,502	491 07
do . . . . .	642	14,052	10,502								14,052	10,502	491 07
Total, Canadian . . . . .	642	14,052	10,502								14,052	10,502	491 07
United States Vessels, steam sail . . . . .													
do . . . . .													
Total, United States . . . . .													
Grand Total, St. Peter's Canal . . . . .	642	14,052	10,502								14,052	10,502	491 07

SUPPLEMENTARY.—APPENDIX A.—Continued.

No. (A) 32.—RECAPITULATION.

VESSELS.	Total Number.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		TOTAL TONS.	AMOUNT of TOLLS. \$ cts.
		Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
<b>CANADIAN VESSELS.</b>													
<i>Steam and Sail.</i>													
Welland .....	3,196	159,971	105,015	167,452	9,161	.....	.....	13,209	228,057	340,632	342,233	682,865	13,854 89
St. Lawrence .....	9,609	694,859	525,859	24,610	499	.....	.....	733	8,231	720,203	534,609	1,254,812	14,614 20
Chambly .....	1,659	23,178	25,848	14,496	.....	.....	.....	.....	58,262	43,674	84,110	127,784	1,827 89
Burlington Bay .....	1,400	110,670	123,882	.....	.....	.....	.....	27,248	.....	137,918	137,119	275,037	4,570 97
Ottawa .....	4,359	48,581	207,559	.....	.....	.....	.....	61	.....	48,642	249,465	298,097	3,606 83
Rideau .....	3,111	79,808	99,348	479	.....	.....	.....	.....	.....	80,377	99,348	179,725	1,824 38
St. Peter's .....	642	14,052	10,502	.....	.....	.....	.....	.....	.....	14,052	10,502	24,554	491 07
Total, Canadian ..	23,976	1,137,179	1,098,013	207,037	64,793	20	20	41,251	294,550	1,385,498	1,457,376	2,842,874	40,730 23
<b>UNITED STATES VESSELS.</b>													
<i>Steam and Sail.</i>													
Welland .....	2,618	602	523	26,264	1,599	344,786	323,444	2,272	59,381	373,924	384,947	758,871	17,536 63
St. Lawrence .....	1,887	10,130	13,231	8,785	10,169	4,235	5,412	64,543	8,186	87,693	36,898	124,591	1,233 77
Chambly .....	1,626	.....	250	28,894	.....	63	.....	.....	92,586	28,557	92,806	121,763	1,660 90
Burlington Bay .....	104	235	1,755	.....	6,444	.....	.....	7,902	.....	8,137	8,199	16,336	176 94
Ottawa .....	1,051	8,702	1,846	.....	58,811	.....	.....	8,491	.....	17,193	60,657	77,850	1,579 90
Rideau .....	113	2,393	6,204	.....	.....	.....	.....	.....	.....	2,393	6,204	8,597	69 94
St. Peter's .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total United States ..	7,399	22,062	23,779	63,943	77,023	349,084	328,856	83,208	160,153	518,297	589,711	1,108,008	22,318 08
Grand Total Canadian and United States ..	31,375	1,159,241	1,121,792	271,081	141,816	349,115	328,876	124,459	454,703	1,903,795	2,047,087	3,950,882	63,108 31

INLAND REVENUE DEPARTMENT,  
OTTAWA, 31st, December 1874.

SUPPLEMENTARY.—APPENDIX A.—Continued.

COMPARATIVE STATEMENT of Grand Total Freight passed through the undermentioned Canals during the Season of Navigation 1873-74, with the amount of Tolls collected on the same, including Tolls on Vessels and Passengers.

CANALS.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		TONS.		TOTAL TONS.	AMOUNT OF TOLLS.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
1873.												
Welland Canal	49,116	150,300	75,723	26,955	318,427	337,781	13,037	535,145	456,303	1,050,181	1,506,484	285,633 00
St. Lawrence Canals	156,476	738,128	16,101	29,132	434	616	19,400	4,823	192,911	772,699	965,610	80,341 68
Chambly Canal	13,886	11,727	111,036	18	18	124,440	135,967	124,440	135,967	260,407	25,132 82	
Lachine Canal	138,132	55,121	5,065	33,997	123	10	123	10	143,320	89,118	232,438	12,715 19
Ottawa Canals	2,119	300,648	215,966	22,533	52,019	230	2,129	88,596	516,614	518,743	42,418 26	
Burlington Bay Canal	36,577	66,721	8,186	39	2,196	8,225	2,196	8,225	89,484	178,080	4,245 73	
St. Peter's Canal	2,196	8,186	39	2,196	2,196	8,225	2,196	8,225	2,196	8,225	606 01	
1874												
Welland Canal	41,221	114,305	66,368	10,712	285,362	463,195	11,894	396,116	404,845	984,328	1,389,173	280,089 57
St. Lawrence Canals	135,478	739,598	10,547	13,230	1,013	3,509	77,569	20,679	224,557	777,016	1,001,573	81,125 82
Chambly Canal	7,031	12,980	95,868	120	120	141,851	103,019	141,851	154,801	257,820	24,995 78	
Rideau Canal	136,851	46,049	500	204,466	37	58,781	37	58,781	136,451	46,049	182,200	7,105 34
Ottawa Canals	1,509	353,886	69,908	15,098	86,550	9,485	86,550	9,485	1,636	558,332	693,988	44,157 77
Burlington Bay Canal	30,769	69,908	9,485	15,098	2,763	9,485	2,763	9,485	86,550	85,006	174,556	4,747 91
St. Peter's Canal	2,763	9,485	15,098	2,763	2,763	9,485	2,763	9,485	2,763	9,485	12,248	613 55

INLAND REVENUE DEPARTMENT,  
OTTAWA, 31st December, 1874.

APPENDIX A.—Continued.

No. 38.—The Canals of the Dominion of Canada, 1874.

RATES OF TOLL.

The Rates of Tolls are divided into Five Classes as under, and are per ton, unless otherwise specified.	Welland Canal,	St. Lawrence Canals,	Chambly Canal	Lake Erie to Mon-	Burlington Bay	Ottawa and Rideau	St. Ann's Lock,	Ottawa o St.
	each way.	each way.	and St. Ours Lock, each way.	treal, each way.	Canal, each way.	Canals, each way.	each way.	John's.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
<i>Class No. 1.</i>								
Vessels, steam.....per ton	0 02 $\frac{1}{2}$	0 01 $\frac{1}{2}$	0 01 $\frac{1}{2}$	0 04	0 02	0 03	0 00 $\frac{1}{2}$	0 02 $\frac{1}{2}$
do sail and other.....do	0 02 $\frac{1}{2}$	0 01 $\frac{1}{2}$	0 01 $\frac{1}{2}$	0 04	0 01	0 03	0 00 $\frac{1}{2}$	0 02 $\frac{1}{2}$
<i>Class No. 2.</i>								
Passengers, 21 years of age and upwards...each	0 10	0 10	0 05	0 20		0 10	0 00 $\frac{1}{2}$	0 10 $\frac{1}{2}$
do Under 21 years.....do	0 05	0 05	0 02	0 10		0 05	0 00 $\frac{1}{2}$	.....
<i>Class No. 3.</i>								
Corn.....	20	0 15	0 10	0 35	Free under O. C. of 1st April, 1873.	0 10	0 03	0 20
Coal.....								
Flour.....								
Iron, Railway.....								
do Pig.....								
do all other.....								
Plaster, Gypsum.....								
Salt.....								
Salt Meats or Fish, in barrels or otherwise.....								
Agricultural Products (Vegetable) not enumerated.....								
Agricultural Products (Animal) not enumerated.....								
Stone, for cutting.....								
Wheat.....								
<i>Class No. 4.</i>								
All other articles not enumerated.....	0 40	0 20	0 0	0 60		0 35	0 05	0 30
<i>Class No. 5.</i>								
Bark.....	0 20	0 15	0 10	0 35		0 10	0 03	0 19 $\frac{1}{2}$
Barrels, empty.....	0 02	0 02	0 02	0 04		0 02	0 01	0 04
Boat Knees.....	0 05	0 02	0 02	0 07		0 02	0 01	0 04
Floats, per 1,000 lineal feet.....	1 40	1 40	1 20	2 80		1 40	0 15	2 05
Firewood, per cord, in vessels.....	0 20	0 20	0 10	0 40		0 20	0 03	0 23
do do in rafts.....	0 25	0 25	0 15	0 50		0 25	0 03	0 30 $\frac{1}{2}$
Hoops.....	0 25	0 20	0 15	0 45		0 20	0 05	0 30
Masts and Spars, Telegraph Poles, per ton of 40 cubic feet.....in vessels	0 15	0 05	0 05	0 20		0 10	0 05	0 13 $\frac{1}{2}$
Masts and Spars, Telegraph Poles, per ton of 40 cubic feet.....in rafts	0 20	0 10	0 10	0 30		0 20	0 25	0 42 $\frac{1}{2}$
Railway Ties.....in vessels	0 01	0 00 $\frac{1}{2}$	0 00 $\frac{1}{2}$	0 01 $\frac{1}{2}$		0 01	0 00 $\frac{1}{2}$	0 01 $\frac{1}{2}$
do.....in rafts	0 02	0 01	0 01	0 03		0 02	0 01	0 02 $\frac{1}{2}$
Sawed Stuff, Boards, Plank, Scantling and sawed Timber, per M. feet, board measure, in vessels	0 30	0 15	0 10	0 45		0 15	0 03	0 20
Sawed Stuff, Boards, Plank, Scantling and sawed Timber, per M. feet, board measure, in rafts	0 60	0 30	0 20	0 90		0 25	0 03	0 36 $\frac{1}{2}$

No. 38.—Continued.

RATES OF TOLL.—Continued.

The Rates of Tolls are divided into Five Classes as under, and are per ton, unless otherwise specified.	Welland Canal, each way.	St. Lawrence Canals, each way.	Chambly Canal and St. Ours Lock, each way.	Lake Erie to Mon- treal, each way.	Burlington Bay Canal, each way.	Ottawa and Rideau Canals, each way.	St. Ann's Lock, each way.	Ottawa to St. John's.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
<i>Class No. 5.—Continued.</i>								
Square Timber, per M. cubic feet . . . in vessels	3 00	1 00	1 00	4 00	Free under O. C. of 1st April, 1873.	0 75	0 25	1 68 <sup>2</sup>
do do . . . . . in rafts	4 50	2 00	2 00	6 50		1 50	0 25	3 12 <sup>3</sup>
Waggon Stuff, Woodenware and Wood partly manufactured, per ton of 40 cubic feet. . . .	0 40	0 40	0 25	0 80		0 40	0 10	0 55
Shingles per M. . . . .	0 06	0 06	0 04	0 12		0 06	0 01	0 08 <sup>4</sup>
Split Posts and Fence Rails, per M. . . in vessels	0 40	0 40	0 20	0 80		0 30	0 05	0 42 <sup>3</sup>
do do . . . . . in rafts	0 80	0 80	0 40	1 60		0 50	0 05	0 77 <sup>3</sup>
Saw Logs, each standard log. . . . .	0 08	0 08	0 05	0 16		0 08	0 05	0 14
Staves and Headings (barrel) at 2½ tons per M.	0 40	0 20	0 15	0 60		0 20	0 05	0 30
do (pipe) at 8 tons per M. . . . .	1 50	1 00	1 00	2 50		1 00	0 25 <sup>4</sup>	1 75
do (W. India) at 4 tons per M.	0 75	0 60	0 25	1 35		0 60	0 10	0 65
do (Salt Barrels) sawn or cut	0 08	0 04	0 03	0 12	0 04	0 01	0 06	
Traverses, per 100 pieces. . . . .	0 50	0 50	0 40	1 00	0 50	0 03	0 68	
Hop Poles, per 1,000 pieces. . . . .	2 00	2 00	1 50	4 00	2 00	0 15	2 65	
<i>Special Class.</i>								
Stone, unwrought, corded, and not suitable for cutting, per cord. . . . .	0 75	0 60	0 37 <sup>1</sup>	1 35	0 05	0 37 <sup>1</sup>	0 15	0 15
Iron Ore, Kryolite or Chemical Ore . . . . .	0 05	0 05	0 05	0 05	0 05	0 05	0 05	0 05
Ice. . . . .	0 05							

NOTE.—Coal to pass up all Canals, except the Welland Canal, free of Toll, as per Order in Council, June 7th, 1869.

Iron Ore, Kryolite or Chemical Ore, through one section of all the Canals, per ton, 5 cents. Iron and Salt having paid full Toll through the whole line of the St. Lawrence Canals, or through the Lachine Canal. St. Ann's Lock, or Ottawa and Rideau Canals, shall be allowed to pass free through the Welland Canal; and if Tolls shall have been paid at the Chambly Canal, such Tolls shall be refunded at Montreal or Kingston Mills upon the Iron or Salt leaving the Canal.

Wheat Flour, Corn, Barley, Peas, Oats and Petroleum, having paid full Tolls through the Welland Canal, shall be allowed to pass free through the St. Lawrence Canals, or through the Ottawa and Rideau Canals, St. Ann's Lock, the Lachine Canal, and the Chambly Canal, provided always that the articles to be entitled to the exemption shall go downwards through the whole length of the Canal to Montreal, or pass upward from Montreal through the whole length of the Ottawa and Rideau Canals to Lake Ontario.

All articles, goods or merchandise not enumerated above to be charged to Class No. 4. No Let Passes to be issued to steam tugs or other small vessels for less than 25 cents as a minimum charge, but such vessels not carrying freight or passengers can obtain, on payment of \$30, a season "Let Pass," which will pass them up and down the Canal as often as desired.

No. 38—Continued.

STANDARD FOR ESTIMATING WEIGHTS.

	Tons.
2,000 lbs. avoirdupois.....	1
Per M. is per thousand feet.....	
Per Mille is per thousand pieces.....	
Green Fruit, 9 barrels are.....	1
Ashes, 3 do.....	1
Bark, 4 cords.....	1
Beef, 7 barrels.....	1
Biscuit and Crackers, 9 barrels.....	1
Bricks (common), 1,000.....	2
Butter, 22 kegs or 7 barrels.....	1
Cattle, 3.....	1
Cement and Water Lime, 7 barrels.....	1
Fire Bricks, 1,000.....	3
Fish, 7 barrels.....	1
Flour, 9 do.....	1
Gypsum and Manganése, 6 barrels.....	1
Horses, 2.....	1
Lard and Tallow, 7 barrels or 22 kegs.....	1
Liquors and Spirits, 215 gallons.....	1
Liquors, all others, 215 do.....	1
Nuts, 9 barrels.....	1
Oysters, 6 barrels.....	1
Pork, 7 barrels.....	1
Salt, 7 barrels.....	1
Seeds, 9 barrels.....	1
Sheep, 20.....	1
Stone, 12 cubic feet.....	1
do 1 cord.....	7½
Whiskey, 4 barrels, or 215 gallons.....	1
Empty Barrels, 10.....	1
Barrel Hoops, 10 Mille.....	1
Board and other sawed Lumber, 600 feet board measure.....	1
Boat Knees, 4 pieces.....	1
Firewood, 1 cord.....	3
Hop Poles 60, or 40 cubic feet.....	1
Shingles, 12 M. or bundles.....	1
Split Posts and Fence Rails, 1 Mille.....	1
Staves and Headings (pipe) 1 Mille is.....	8
do do (West India), 1 Mille.....	4
do do (barrel), 1 Mille.....	2½
do do (salt barrel), 1 Mille.....	1
Saw Logs (standard), 1.....	7½
Square Timber, 50 cubic feet.....	1
Telegraph Poles, 10 or 40 cubic feet.....	1
Masts and Spars, 40 cubic feet.....	1
Railroad Ties, 16, or 50 cubic feet.....	1
All the Woodenware or partly manufactured Wood, 40 cubic feet, as per Tarrif.....	1
Traverses, 40 cubic feet, or 5 pieces.....	1
Floats, 50 lineal feet.....	1

NOTE.—By the Weights and Measures Act of 1873, the following articles are to be estimated by the Cental of 100 lbs., viz.: Barley, Beans, Charcoal, Corn, Oats, Peas, Potatoes, Rye, Salt, Seeds and Wheat.



No. 38.—Continued.

NOTICE.

The following Way Rates to be levied on Vessels and Property passing the several Sub-Divisions of the Canals.

WELLAND CANAL.	Rate.
1. From Port Maitland, Dunnville and Port Colborne, to Port Robinson or Allanburg, not passing the Lock, each way.....	1 00
2. From Chippawa Cut, or any part thereof, to Dunnville, Port Maitland or Port Colborne.....	1 00
3. From Dunnville to Port Colborne.....	1 00
4. From Thorold to St. Catharines or Port Dalhousie.....	1 00
5. From Maitland, Dunnville, Colborne or Port Robinson to Marshville and intermediate places.....	1 00
6. From Marshville or intermediate places, to Port Maitland, Dunnville, Port Colborne and Port Robinson.....	1 00
7. From Port Robinson to Allanburg or Thorold.....	1 00
8. do do St. Catharines or Port Dalhousie.....	1 00
9. From St. Catharines to Port Dalhousie.....	1 00
10. From Dunnville to Maitland.....	1 00
11. From Port Robinson, through the Lock and Chippawa Cut.....	1 00
12. From Port Colborne to Port Maitland.....	1 00
13. From Chippawa Cut through Lock to Port Robinson.....	1 00
14. From Colborne, Dunnville, Maitland and Marshville to Thorold.....	1 00
15. do do do do St. Catharines.....	1 00
16. Through the Chippawa Cut only.....	1 00
17. Through the Port Robinson Lock only.....	1 00
 ST. LAWRENCE CANALS.  	
The Navigation to be divided into four sections, viz.: Edwardsburg, Cornwall, Beauharnois and Lachine. Tolls to be levied on all vessels and property in proportion to the number of Sections passed through.	
 CHAMBLY CANAL.  	
Vessel and Property passing from Sorel to Chambly, to pay.....	1 00
do do Chambly to St. John's, to pay.....	1 00
 OTTAWA AND RIDEAU CANALS.  	
The Navigation of these Canals is divided into four sections: "Carillon and Grenville," "Ottawa," "Smith's Falls," and "Kingston Mills." Vessels and freight passing one section to be charged one fourth; two sections, one-half, and so on.	
 GENERAL.  	
NOTE.—Any fraction of a ton freight to be charged one ton, and portions of Sections to be charged as a whole Section on all the above Canals.	
The passing of Saw Logs or other Lumber through any of the Canals or Sections thereof, is to be at all times governed by the regulations for their management.	
 HARBOR DUES.  	
Vessels receiving or discharging freight at the premises of the Welland Railway, at Ports Colborne or Dalhousie, are to be free from Harbor Dues; but all other vessels discharging or receiving cargo at Port Dalhousie, Port Colborne or Port Maitland, shall pay on every ton of freight so received or discharged—Two cents.	

The information necessary to the completion of Tables E and G, appended to my Report of the 10th of January last, having, since its publication, come to hand, those Tables are reprinted herewith in order to afford a comparison with the figures of 1873.

A. BRUNEL,  
*Commissioner.*

E.—TABLE showing the Tonnage of the undermentioned articles cleared at Buffalo and Tonawanda for transit through the Erie Canal for a series of six years ended 30th June, 1874.

	1869.	1870.	1871.	1872.	1873.	1874.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
<b>VEGETABLE FOOD.</b>						
Flour .....	5,609	8,258	.....	.....	6	5,313
Wheat .....	490,904	502,158	570,849	330,032	737,167	650,223
Corn .....	219,874	165,577	579,708	866,169	611,675	459,728
Barley .....	1,978	19,944	789,810	41,515	8,636	3,192
Oats .....	63,728	89,156	106,391	73,572	.....	44,079
Rye .....	2,150	10,593	27,622	5,900	22,441	112
Total .....	784,243	795,686	1,304,380	1,317,188	1,379,925	1,162,647
Increase } per cent. as compared with 1869 {		1.45	66.32	67.95	75.95	48.23.
Decrease }						

Supplement to the above shewing the shipments at Oswego during the same period.

	1869.	1870.	1871.	1872.	1873.	1874.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
<b>VEGETABLE FOOD.</b>						
Flour .....	7,361	11,440	10,043	4,773	4,061	4,525
Wheat .....	141,360	115,732	123,173	57,865	53,361	108,289
Corn .....	28,585	10,120	70,218	27,148	10,578	46,211
Barley .....	66,794	77,906	72,075	62,172	46,337	77,007
Oats .....	1,113	3,953	1,806	684	1,354	1,103
Rye .....	8,569	7,402	6,250	6,751	6,019	7,053
Total .....	253,782	226,553	284,165	159,393	121,710	244,188
Increase } per cent. as compared with 1869 {		.....	11.97	.....	.....	.....
Decrease }		10.72	.....	37.2	52.04	3.78.

G.—TABLE showing the Tonnage of Vegetable Food carried on each of the lines of Canals and on the two principal Railways competing for the carrying trade between Lake Erie and tide-water for a series of six years ending 30th June, 1874.

	1869.	1870.	1871.	1872.	1873.	1874.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Total on Erie Canal....	1,302,613	1,295,010	1,850,198	1,674,320	1,745,171	1,767,598
Increase } per cent. as compared with 1869 {			42.03	28.53	33.97	35.69
Decrease } 0.58						
Total on Welland Canal...	503,860	596,749	668,076	623,448	540,050	622,558
Increase } per cent. as compared with 1869 {		18.43	32.59	23.73	7.18	23.55
Decrease }						
Total on Central & Erie Ry's	987,809	1,766,457	2,205,589	1,870,614	2,036,992	2,791,517
Increase } per cent. as compared with 1869 {		62.36	102.75	71.96	87.25	156.62
Decrease }						
Quantity cleared at Buffalo and Tonawanda by Erie Canal.....	786,436	802,592	1,315,693	1,317,276	1,432,174	1,164,475
Increase } per cent. as compared with 1869 {		2.02	67.29	67.49	82.10	48.07
Decrease }						
Quantity cleared at Oswego by Canal.....	267,815	238,181	297,424	169,818	131,695	252,214
Increase } per cent. as compared with 1879 {			11.05			
Decrease }				36.59	50.83	5.82
Quantity cleared through the Welland Canal in transit between ports in the United States.....	337,530	337,384	384,585	316,619	236,743	290,114
Increase } per cent. as compared with 1869 {			13.94			
Decrease }				6.19	29.86	14.04

# SUPPLEMENT No. 2

TO THE

## ANNUAL REPORT

OF THE

# DEPARTMENT OF INLAND REVENUE

FOR 1874.



OTTAWA:

PRINTED BY MACLEAN, ROGER & CO., WELLINGTON STREET.

1875.



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SUPPLEMENT TO THE ANNUAL REPORT  
OF THE  
DEPARTMENT OF INLAND REVENUE,  
FOR 1874.

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To the Honourable  
The MINISTER OF INLAND REVENUE.

SIR.—The accompanying papers respecting the examination of officers employed in the outside service of this Department are those referred to in the annual report, which I had the honor to submit, under date 10th January 1875; and, as will be seen, they embrace so much of the submission approved by the Order in Council of September 26th, 1866, as has reference to this subject. This extract will be found in Appendix A.

When these returns were in course of preparation, I had some doubts as to whether the names of the unsuccessful candidates should be published, but after full consideration I submit that the natural disinclination of most men to have their failures made public should be respected, and I therefore propose to follow the practice of the Civil Service Commission of Great Britain, and give the names and classification only of such as succeeded in passing. The number of marks obtained in each subject by those who failed, are however given, but without the names.

In Appendix B will be found the examination papers used at the examination of 1873-4, and the conditions under which the examinations are carried on. These papers have been changed for each series of examinations, and are treated as confidential, until after the completion of the examinations at which they can be used, so that the candidates have no knowledge of the questions submitted to them beyond what is set forth in the general conditions, until the sheets are successively placed before them during the progress of the examinations.

The questions are almost exclusively of a technical character, having special reference to the business which the officers of the Departments are required to transact—it being assumed that the candidates will have passed the Civil Service examination before entering the service, in compliance with the conditions embodied in the Order in Council of September, 1866.

Appendix D an analysis of the examinations held in 1873-4, the papers used being those printed in Appendix B. The highest number of marks attainable in these papers was fixed at 1,500, and the classification of candidates has been made as follows :—

- 1st Class—those obtaining 1,200 and upwards ;
- 2nd Class—those obtaining 900, and under 1,200 ;
- 3rd Class—those obtaining 600, and under 900 ;

Those who did not obtain 600 were considered as unsuccessful.

In Appendix E will be found a list of the passed candidates placed in order of merit. This list includes all who have been examined under the Order in Council of September 24th, 1866. The number of marks obtained by those who failed to pass in either of the three classes are also given.

Of the persons enumerated in this schedule, forty-one have been removed from the service by deaths, resignations, superannuations and otherwise, and three have been transferred to the inside service. The remainder, except those who were not appointed, are still in the service, so that there are now on the pay rolls :

- Eighteen first-class officers,
- Forty-two second-class officers,
- Fifty-two third-class officers, and
- Twenty-seven failed in examination.

There are also twenty-one officers on the rolls who have refused to present themselves for examination, and twelve who have not yet had the opportunity of doing so.

The experience obtained during the past eight years justifies the belief that by insisting on officers qualifying themselves for their duties before their appointment is confirmed, and by testing their qualifications by examinations, we force their attention towards the duties they will have to perform and the character of the qualifications necessary for their proper performance. This of itself is a decided gain. But the full measure of advantage to the service will not be realized until it has been established by the practice of the Department, that unless those who are probationally appointed can pass the prescribed examinations with credit their appointments will be cancelled, nor until it has been discovered that efficiency leads to promotion, and that without it there can be no advancement in the service, not even for those who, having been permanently appointed before examinations were established, are not likely to lose their present places.

If it is discovered that efficiency is not essential to promotion, or that the existence of efficiency is assumed without being submitted to some uniform and sufficient test, and that the best places are filled by persons who have not been subjected to that ordeal, the chief incentive to the acquisition of knowledge especially applicable to the service, will be removed, and the usefulness of the examinations will be greatly impaired, if not entirely destroyed.

The fitness of a candidate for employment in the outside (Excise) service of this Department depends on :—

- 1st. His moral character and habits.
- 2nd. His proficiency in the ordinary rudiments of education.
- 3rd. His knowledge of accounts, book-keeping, and of ordinary mathematical and arithmetical computations.
- 4th. His technical knowledge of the subjects immediately affecting the manufacture of articles subject to excise.

Of these qualifications the two first should be tested in the manner directed by the regulations respecting the Civil Service Examinations. The others should be tested by the special examinations for the Excise branch of the service. The conditions of which are sufficiently explained in Appendix B.

It is a substantial proof of the value of past examinations as a test of efficiency, that the most important positions in the outside service are filled by gentlemen who obtained a high standing in their examinations. This will be seen by reference to Appendix E, which is submitted as contradicting more emphatically than any mere theory could do, the impression that examinations are not reliable as the means of arriving at an estimate of the practical qualifications of the persons examined.

It will be seen that of the twenty-one names who obtained first-class certificates—

- One* has been raised to the position of Chief Inspector ;
- Five* to the rank of District Inspectors ;
- One* has been selected as Chief Accountant in the Department ;
- Two* are Collectors of Inland Revenue ;
- Four* are Deputy Collectors ;
- Two* are Bookkeepers for the two principal divisions ;
- Four* are first-class Excisemen, and *two* have resigned their places in the service.

It is true that men who have not succeeded in these examinations, or who have not submitted to them at all, have been placed in good positions in the service. This, however, has been due to influences entirely apart from their merit ; and with scarcely an exception, promotions or appointments made regardless of qualifications, have resulted in disappointment and discomfit to the Department and in injury to the service.

As a rule, those candidates who have failed in the examinations, as well as a considerable number of those who shirked them, may be considered as incompetent, and as likely to remain so. The expediency, therefore, of enforcing the conditions under which they were appointed now demands a careful consideration, and the adoption of some more rigid rule as to admissions into this branch of the service than has hitherto prevailed, is obviously necessary if its efficiency is to be regarded.

The collection of Excise duties with even-handed justice depends very largely



upon the technical knowledge of the officers who levy them, and demands a great deal more than a mere knowledge of accounts. As a rule, duties of customs may be fairly determined by reference to invoices and price lists, but Excise duties are levied on quantities determined by the officers, and the determination of those quantities during and after the process of manufacture demands technical skill and a general knowledge of the processes through which the articles pass, as also of the quantities that ought to be produced from the raw material. Without such knowledge there is always a danger that the revenue may suffer. For it must be borne in mind that manufactures subject to Excise are carried on in buildings in the possession and under the control of those whose pecuniary interest it is to evade the revenue. On the other hand, there is no small danger that the over-zeal of the ignorant officer may lead him into doing injustice to the manufacturer, or he may do, or neglect to do, things, that may cause endless trouble and litigation.

It is, of course, impossible for an officer to perform the duties incident to the survey of malhouses or distilleries unless he has so much mathematical and arithmetical knowledge as will enable him to compute quantities in the several forms in which such quantities have to be arrived at.

A knowledge of bookkeeping is equally necessary, for accounts of a high order are required to be kept by persons licensed under the Excise laws, and it not unfrequently happens that disputes respecting quantities liable to duty are settled—as prescribed in the law, by an examination of the manufacturer's private books, which can only be effected in a satisfactory manner by officers who have a thorough knowledge of at least the principles of commercial bookkeeping.

Again, a knowledge of the laws by which the Department as well as manufacturers subject to Excise are equally governed, is obviously of the utmost consequence, and essential to the due protection of the Revenue, the officer administering the law, and of the manufacturer.

When duties of Excise were first imposed in Canada, it would have been unreasonable to look for officers having such a combination of general knowledge as I have indicated. There was, therefore, no alternative but to use such material as was available, and take the risk of whatever loss or inconvenience might arise during the process of educating them. Fortunately, while the duties levied were moderate in proportion to the value of the goods on which they were imposed, the risk was not great. But under existing rates it is very different, and I submit that the time has arrived when the qualifications necessary for the proper performance of the duties to be discharged may reasonably be required of those who seek appointments in the service.

A certain amount of training may still be necessary in the purely technical part of the Excise officer's duties after he enters the service, but only to a very limited extent if it becomes known that admissions into this service are regulated by the

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same principles as prevail with reference to obtaining employment in any respectable profession.

Indeed there does not appear to be any reason why this branch at least of the Civil Service—demanding as it does so much knowledge of a special nature—should not be considered as a profession for which aspirants must be duly qualified before they can enter upon a profitable practice of it; and I venture to believe that it will be so considered, and that abundance of duly qualified persons will be available for it within very brief delay, after it has been fairly established that none other can enter it, that those who do so are dealt with in accordance with their merits, and that there are in the service some prizes worth having, which can be reached by merit and in no other way.

It requires but little argument to shew that such a consummation would be of great advantage to the public service, and especially to those who, as producers of excisable goods, are, by the law, made to act as collectors of so large a portion of the revenue.

Respectfully submitted.

I have the honor to be, Sir,

Your most obedient servant,

A. BRUNEL,

*Commissioner.*

DEPARTMENT OF INLAND REVENUE,

February 10th, 1875.

## APPENDIX A.

*So much of the submission approved by Order in Council of the 24th September, 1866, respecting the organization of the Excise Service as relates to the examination of outside officers.*

The importance of the duties which the officers of excise are required to perform makes it exceedingly desirable that their qualifications for the correct performance of these duties should be tested by a careful examination. The necessity for such an examination is fully recognized in the British Excise Service, where also the RIGHT of the competent, trustworthy officer to promotion from one grade to another as vacancies occur, is fully admitted and acted upon.

This RIGHT to promotion constitutes one of the most powerful incentives to the faithful performance of duty, and to the acquirement of such qualifications as will enable the officer to pass the examinations which precede all promotions. There every admission into the service is into the *lowest* grade, but to those officers who can pass the required examinations, and whose character will stand the test of the rigid scrutiny to which all are subjected, a general rise in the service is assured.

At the outset here a process of educating officers of excise in their duties will be necessary, and some must of course at once take the highest position, for it is not probable that many will present themselves who already possess all the necessary qualifications. Yet it is essential to the efficiency of the service that there should be a careful examination of all candidates, in order that those who are manifestly unfit may be rejected, and that the best material available may be elected and classified. It is also desirable that examinations for promotions should be established, and that promotions should follow efficiency and good conduct as a matter of RIGHT.

It is submitted, therefore, that an Excise Board of Examiners be constituted, consisting of:—

The Commissioner of Customs and Excise,  
The Assistant Commissioner of Customs and Excise,  
The Inspector of Excise,

All as *ex-officio* members, and any two of whom may form a quorum.

For the convenience of candidates, it is proposed that a local member of the Board shall be appointed at Quebec, one at Montreal, one at Kingston, one at Toronto, and one at London. One of the *ex-officio* members, with one of the local members, may then form a board for the local examinations.

Before, however, the candidates are examined by the Excise Board constituted as above, it is submitted that such as desire appointments as Collectors, Deputy Collectors, or District Inspectors, should pass the usual examinations for the Civil Service, and it is further submitted that all candidates for employment in the Excise shall produce, before being admitted to any examination, satisfactory credentials as to character.

With a view to placing the officers already holding appointments in the Excise in the position for which they are best qualified, and in order that those who are manifestly unsuited to the service, may be otherwise disposed of, it is proposed that six months notice of the intention of the Department to call upon them to submit to an examination be given, intimating also that all such as then fail to establish their qualification for holding office will be superseded. It is believed that every officer who is worthy of holding his appointment will, with such notice, be able to qualify himself sufficiently to retain employment in one or other of the grades of the service.

The following course of examination is proposed:—

District Inspector, Collectors and Deputy Collectors of Inland Revenue. To

pass an examination by the Civil Service Board of Examiners, and in addition thereto an examination in the following subjects by the Excise Board of Examiners:—

1. Book-keeping by double entry.
2. Arithmetic including decimals.
3. As to their knowledge of the Excise laws.
4. In computing the contents of vessels.
5. Gauging.
6. Mensuration of superficies and solids.
7. Computing the quantities of commodities in bulk.
8. The use of Syke's Hydrometer.
9. Use of the slide rule.
10. General knowledge of the processes of distillation, brewing and manufacturing tobacco.

For candidates for appointment as Excisemen:—

The examination by the Civil Service Board, and in book-keeping by double entry, to be dispensed with, unless the candidates desire to be so examined.

It is not proposed to insist that in order to be qualified for the subordinate appointment the candidates must be *proficient* in *all* the above-mentioned subjects, but that they shall be classified in each, in accordance with the degree of proficiency they exhibit, and that such proficiency—all other things being equal—shall determine their claim to receive appointments, and, at the outset, the grade in which they may be employed.

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 APPENDIX B.
 

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## EXAMINATION FOR EXCISE.

## CONDITIONS.

- 1st.—Candidates are not allowed to use any books or manuscript for reference.
- 2nd.—They must not leave the room until the questions placed in their hands have been disposed of.
- 3rd.—The number of hours to be devoted for each subject will be specified upon the Examination papers, and upon the expiration of the time so allotted, the papers with such answers as the Candidates can give must be given in. They should therefore refrain from occupying time upon questions with which they know themselves to be unacquainted.
- 4th.—When questions require arithmetical computation, the work must be given in full.
- 5th.—The answers must be given on separate sheets. The subject and number of question is in every case to be prefixed.
- 6th.—The first sheet of questions is to be signed in full by the Candidate: to all other sheets his initials will suffice.
- 7th.—Each Candidate will be assigned a number on entering upon the Examination, and he must see that this Number is attached to each sheet as handed in.
- OTTAWA, November 15th, 1873.
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*Persons heretofore appointed under the Department of Inland Revenue, subject to Examination, will be examined in the following subjects before their appointment is confirmed.*

1. Book-keeping by Double Entry.
2. Laws relating to the Inland Revenue.
3. Arithmetic, including Decimals.
4. Mensuration of superficies and solids, and computation of the capacity of vessels.
5. Cask gauging.
6. Malt gauging.
7. Computation of the quantities of commodities in bulk.
8. Specific gravity of fluids, and the use of the Hydrometer.
9. Use of the Slide Rule.\*
10. Distillation.
11. Malting.
12. Manufacture of Tobacco.
13. Manufacture of Petroleum.

The subject of Book-keeping is obligatory only upon such Excisemen as intend to qualify for promotion to the Special Class, and upon all Officers above the rank of Excisemen.

\* The Candidates will be questioned as to their knowledge of Calliper Gauging and of the Slide Rule as adapted to that purpose; but as slide Rules are not yet in common use in Canada, the Examination beyond that point will be directed to ascertaining whether the Candidate is acquainted with the uses to which the instrument may be applied, and with the principles on which it is constructed.

No. 1.

## BOOK-KEEPING BY DOUBLE ENTRY.

Time—1½ Hours.

Journalize the following transactions:—

I, John Wilson, commenced business on the 1st January, 1873, with Assets and Liabilities as follows:—

	\$	cts
1 Assets—Due to me by A. Johnson.....	500	
Promissory Note of A. Smith, due 1st March.....	1,000	
Stock of Spirits on hand per Inventory.....	5,000	
Cash on hand.....	1,000	
2 Liabilities.—Due to Anson & Co.....	250	
Due to J. Thomson, for which he holds my Promissory Note, due 18th February.....	1,000	
3 Bought Spirits for cash.....	500	
4 Sold Spirits to J. Adams and Co., 3 months.....	250	
5 Sold Spirits for Cash.....	50	
6 Received Promissory Note from A. Johnson on payment of amount due.....	500	
7 Bought of J. Stephens & Co., Spirits, 6 months.....	375	
8 Paid out Cash for Office Expenses.....	50	
9 Accepted J. Stephens & Co.'s Draft, due 10th July.....	375	
10 Purchased Spirits from J. Stephens & Co.....	500	
11 Lent Cash to A. Smith.....	100	
12 Paid Cash for Insurance.....	50	
13 Discounted A. Johnson's Promissory Note for \$500, on which I allowed for Discount.....	6	90
—the net proceeds being placed to my credit in the Bank of Mon- treuil.....	493	10
14 Consigned to J. Taylor & Co., to be sold on my account and risk, Spirits, per Invoice cost.....	1,250	
15 Paid J. Stephens and Co., Cheque on Bank of Montreal.....	475	
And was allowed a Discount of.....	25	
—in payment of a cash purchase of Spirits made this day, and invoiced at \$500, on 3 months.....		
16 Received from Taylor & Co., Cash on account of Consignment.....	500	

17	Received Account Sales from J. Taylor & Co., shewing Consignment to have realized net.....	1,400
18	Received of J. Taylor and Co., their note at 30 days in full of amount realized on Consignment.....	900
	<b>Memo.</b> —On taking Stock this day, I find the value of Spirits on hand, at market prices, to be \$5,250.00.....	

After posting these items, make out Trial Balance and Balance Sheet, and state net gain or loss on the transactions recorded, and present pecuniary position.

(Add the following columns of figures horizontally and vertically. Time 45 minutes.)

30,247	50	35,876	24	5,476	32	42,357	89	32,654	73	.....	.....
9,501	62	14,732	68	53,809	76	30,245	94	18,765	43	.....	.....
879	76	43,265	42	8,663	12	24,789	93	83,767	45	.....	.....
89,117	45	18,762	54	26,737	34	12,765	84	12,789	73	.....	.....
2,327	61	1,378	14	8,916	38	65,432	97	20,476	39	.....	.....
6,984	75	95,763	25	28,547	38	57,834	69	17,865	94	.....	.....
18,960	37	78,248	27	79,843	27	47,365	92	40,764	93	.....	.....
762	43	83,246	59	84,253	95	58,432	98	31,546	29	.....	.....
8,543	21	37,854	67	4,999	89	17,185	47	81,994	87	.....	.....
31,419	78	14,389	74	56,742	38	83,297	54	92,149	76	.....	.....
1,919	09	25,897	63	87,615	97	16,181	15	58,783	59	.....	.....
5,434	63	57,643	21	98,491	76	75,754	93	70,438	43	.....	.....
87	32	84,237	39	37,594	73	65,143	87	41,519	18	.....	.....
4,753	46	52,789	42	12,384	85	12,765	74	25,273	27	.....	.....
907	54	16,535	74	24,765	41	83,374	76	81,785	83	.....	.....
3,185	37	37,638	11	56,743	29	59,465	83	70,774	24	.....	.....
8,973	24	25,782	64	12,856	83	12,587	47	63,515	15	.....	.....
11,376	38	3,127	48	2,197	54	36,428	92	41,351	97	.....	.....
25,784	26	7,218	35	18,517	78	24,936	78	31,784	83	.....	.....
3,127	84	13,486	97	24,316	19	98,765	43	21,976	19	.....	.....
2,178	53	74,003	26	89,763	15	39,487	65	10,493	25	.....	.....
3,486	97	62,111	40	43,285	19	34,567	89	81,876	18	.....	.....
15,473	82	63,190	27	12,784	73	43,658	78	14,834	81	.....	.....

## No. 2.

## INLAND REVENUE LAWS.

*Time—1 Hour.*

1. What is understood by the expression, "*Subject to Excise*"?
2. Define the meaning of the term "*Distillery*," as interpreted by the Inland Revenue Laws?
3. State the various methods of charging and computing the duties upon Spirits, and give the *maximum* quantity of sound grain which may be used to produce a gallon of "*Proof Spirit*"?
4. To *whom* must all applications for *Licenses* be made; and *whose* approval is required before such *Licenses* can be issued?
5. In what respect does this preliminary process differ in the case of a "*Bonded Manufacturer's License*"?
6. What should a "*Distiller's Stock Book*" show?
7. What is a *couch frame*, and of what form must it be made?
8. How many bushels of Barley by "*Dry Gauge*" are held by law to be equal to 100 bushels of the same commodity properly saturated with water for the purpose of malting?
9. At what regular periods is it provided that the duties upon goods manufactured subject to Excise, shall be paid or bonded?
10. What length of time may goods remain in bond without payment of Excise duty?
11. With what precautionary conditions is it necessary to comply before a brewer can recover a drawback of Excise duties upon Beer exported?
12. What is the object and use of *Permits* for the removal of Spirits; by whom are they granted; and what information should they contain?
13. To what penalty is a manufacturer liable who neglects the payment of duty upon articles subject to such duty, at the proper time for such payment.
14. Is an Officer of Inland Revenue entitled to have access to the private books of account of a manufacturer, or only such books as are kept in accordance with the requirements of the Inland Revenue Act?
15. What is the nature of the specification required by law to accompany application for license by a bonded manufacturer?
16. May Excisable Goods be entered for exportation *ex. Warehouse* from any Inland Revenue Division? If not what conditions are necessary?
17. Under what conditions may Excisable Goods, having been exported in bond, be re-imported into Canada?
18. What Acts or parts of Acts govern the Inland Revenue procedure as to Petroleum?
19. Specify the conditions imposed by the law as to the "*fire test*" of Petroleum?
20. May Raw-leaf Tobacco be imported indiscriminately at any "*Customs Port of Entry*."

## No. 3.

## ARITHMETIC.

*Time—1½ Hours.*

1. What is the difference between notation and numeration?
2. What is the use of the cypher 0, as it is not a digit or significant figure?
3. What is the difference between a decimal number and a decimal fraction, and what is meant by the decimal point?



4. What is a vulgar fraction, and name various kinds, with examples; also name difference between vulgar and decimal fractions?
5. Can vulgar fractions be reduced to decimal fractions? If so, reduce the following complex vulgar fraction to a decimal, and name the kind of decimal fraction produced:

$$\frac{\frac{3}{17} \times \frac{4}{11} \times \frac{8\frac{1}{2}}{\frac{3}{11}} \times 3\frac{1}{7}}{19\frac{1}{2}} \div \frac{4}{17} \times \frac{5\frac{1}{2}}{8\frac{1}{2}} \times 4\frac{3}{8} \times 10$$

6. Multiply .0003 by 1.1001 and divide the product by .0005?
7. Reduce  $\frac{3}{4}$  of a Wine Gallon to the decimal fraction of an Imperial Gallon, to five places of decimals?
8. What is the value of the ratio 5 : 9, and what are the parts of a ratio called?
9. What is meant by compound proportion?
10. Suppose a rectangular vessel 10 feet long, 3 feet wide, and 2 feet 6 inches deep, to contain exactly 500 wine gallons, what will be the depth of a vessel 15 feet long and 5 feet wide, to contain 1,000 imperial gallons?
11. What is the fourth proportional to 3.06, .0001, and 2, to 6 places of decimals?
12. What is meant by the square root of a number, and what is the difference between the square of 2,916 and the square root of the same number?
13. Extract the square root of .1, also 1.11011, each to four places of decimals?
14. Extract the cube root of 3,375 and show whole of process?
15. The Malt used in a brewing of Beer is 2,500 lbs, but by using the patent masher it is found that 2,375 lbs. will produce the same quantity: what is the per centage saved by using the masher?

No. 4.

### MENSURATION.

*Time—2 Hours.*

1. What is the rule to find the area of a right-angled triangle?
2. Suppose the area of a triangle to be 96 and the base 12, what is the perpendicular?
3. How would you find the area of a triangle, having the three sides given?
4. What is the area of a triangle in Winchester bushels whose sides are 50, 40 and 30 feet respectively?
5. What is the area of a trapezium or figure of four sides, whose opposite angles are not equal to two right angles, and whose sides are 25, 34, 35 and 16 respectively?
6. How may the area of any irregular polygon be found?
7. If the diameter of a circle is 1 inch, what is the area?
8. If the area of a circle is 100 square inches, what is the length of diameter to two places of decimals?
9. Give the rule to find the area of an ellipsis, and what is the area of an ellipsis whose diameters are 36 and 25?
10. Give the rules for finding the solidity of a cylinder, cone and pyramid?
11. What are the cubical contents of a vessel in the form of a frustrum of a cone whose top diameter is 130 inches, bottom 142, depth 54.
12. What is the solidity of a vessel in the form of a hopper whose top sides are 30 and 36 inches, and bottom 2 and 8 inches respectively, depth 42 inches?
13. The length of a cask is 30, bung diameter 24, and head diameter 18 inches; what will be the inches on the diagonal rod at which the capacity of the cask is indicated?

## No. 5.

## CASK GAUGING.

*Time—2 Hours.*

1. State what is meant by cask gauging ?
2. How many varieties of casks are there, and what varieties are in most general use ?
3. How would you distinguish to what variety a cask may belong ?
4. May two casks having the same dimensions vary materially in their capacity ?
5. How many modes are there of determining the capacity of casks; and name them ?
6. Is the diagonal rod to be relied upon in determining the contents of all casks; and if not, why ?
7. Supposing a cask of the first variety to have the following dimensions, head diameter 26 inches, bung 33 inches, and length 40 inches; what is its capacity in wine and imperial gallons ?
8. Had the cask given in the preceding question been of the third variety, what would its capacity have been in wine gallons ?
9. It was found in taking the dimensions of a cask that the diameters varied as follows, viz.: the cross head diameters were, 21.4 and 21.6 at one end, and 20.9 and 22.1 at the other; the middle or bung diameters were 30.3 and 31.1 inches, the length of cask 39 inches: what was its capacity in wine gallons, supposing it to be of the second variety.
10. The bung diameter is 28.6, the contents of cask 116 gallons, the wet inches 20: what is the ullage (the cask lying) ?
11. The length of a standing cask is 40 inches, the capacity is 115.323 wine gallons, and the wet inches 31.2: required the ullage ?
12. Might a cask be so constructed as to deceive an officer in computing its true capacity ? If so, name the mode or modes in which it could be done ?

## No. 6.

## MALT GAUGING.

*Time—2 Hours.*

1. When is the first gauge with a view to the charge of duty to be taken ?
2. Can a gauge of the quantity of barley, wetted, be taken, supposing the water to be first put in the steep cistern ? If so, explain how.
3. What is the second gauge upon which the duty may be calculated, and what other gauges may be taken during the process of converting grain into malt in order to protect the revenue ?
4. When is the process of malting completed, and when should the final gauge be taken ?
5. How are the kiln and floor gauges to be compared, and what ratio should exist between grain steeped and malt produced in bushels ?
6. In a steep of 70 bushels barley, dry gauge, what quantity should the several gauges represent, and how many pounds of malt should at least be charged with duty, as produced from that quantity ?
7. How would you proceed to determine the approximate weight of a large quantity of malt stored in granaries in the absence of suitable appliances for weighing it within the time at your disposal ?
8. The following are the dimensions of a cask in the form of a frustrum of a cone:

- top diameter 6 feet 6 inches, bottom diameter 7 feet 10 inches, average dip 30  $\frac{1}{4}$  inches: how many Winchester bushels?
9. In a cistern which is perfectly cylindrical, but which has a drip of two inches, the dry cistern gauge of a quantity of barley is as follows:
- |                          |             |
|--------------------------|-------------|
| Diameter of cistern..... | 120 inches. |
| Dip at highest side..... | 60 inches.  |
- How many bushels barley does it contain; and assuming that no frauds have been committed, what quantity would you expect to find by
- The wet cistern gauge.
  - The couch gauge.
  - The floor gauge.
  - The dry malt gauge.
10. In a cistern of the form of a frustrum of a cone, whose top diameter equals 64 inches, bottom diameter equal 73 inches, and depth equal 50 inches, I find the wet cistern dip is 23 inches: how many bushels dry grain does the wet cistern gauge represent?
11. In a floor of malt which is not rectangular, I find the sides to be 13, 16, 14 and 19 feet respectively, five dips were 6.3, 4.1, 5.7, 6.4 and 7 inches: how many Winchester bushels were there?
12. How would you proceed to inch a cistern in the form of a frustrum of a cone, and what would be the area in bushels of the 13th inch, from the bottom in the cistern of the dimensions given in No. 10?

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No. 7.

COMPUTATION OF COMMODITIES IN BULK.

*Time—2 Hours.*

1. Name the weight in pounds of one bushel of the undermentioned commodities, as determined by statute, viz: Wheat, Barley, Malt, Indian Corn, Rye and Oats.
2. How many cubic inches are there in a Winchester bushel, also in an Imperial bushel?
3. Will all Barley weigh the same number of pounds to the bushel; name one kind that generally exceeds the usual weight?
4. A rectangular bin for Malt has the following dimensions: opposite sides, each 148 inches, ends 114 inches, depth of bin 30 inches, but in one corner of bin is a hopper, two sides of which are formed by the sides of bin, the other two are sloped, the top dimensions are 40 and 45 inches, the bottom 10 and 3 inches, depth same as bin: how many Winchester bushels will the bin hold supposing the hopper to remain empty?
5. A lot of Indian Corn is thrown up in the corner of a granary, the walls form a right angle, and the Corn is 100 inches high and extends 20 feet along each side of the wall at the base, and 6 feet at top, the slant side being dressed evenly: how many Winchester bushels in the heap?
6. A bin of Oats in the form of a parallelepipedon, 20 feet long, 13 feet wide and 5 feet deep: how many Imperial bushels does it contain?
7. How many cubic feet would 21,000 Winchester bushels of Rye occupy?
8. A bin in a granary contains 1,000 bushels of Rye and Oats, mixed in the ratio of 3 bushels Rye to 7 bushels of Oats: how many pounds of each in the bin?
9. In a granary 20 feet wide a lot of Malt is thrown up against the end extending along the side walls, at the base 15 feet, and evenly sloped up to the height of 8  $\frac{1}{2}$  feet against the end wall: how many Winchester bushels in the heap?
10. Is Grain commonly bought by weight, or by measure?

## No. 8.

## USE OF HYDROMETER AND SPECIFIC GRAVITY OF FLUIDS.

*Time—1 Hour.*

1. In proof spirits what ratio is water and absolute alcohol combined by weight?
2. What are the weights per wine gallon of absolute alcohol, proof spirit and water respectively?
3. Can the indications of the Hydrometer in testing spirits be affected by the addition of any soluble matter having a greater specific gravity than water; if so, name them?
4. What circumstances might occur, either by design or accident, that would cause error in result when testing spirits?
5. In testing spirits how is the Hydrometer used, and what other instrument is used in connection with it?
6. Having determined the indications by these instruments, how would you proceed to ascertain the strength?
7. If required to test a car load of spirits contained in casks, varying in both size and strength, how would you proceed?
8. Will the mixture of one volume of water and one volume of spirits 50 O. P., make two volumes, and what will be the strength of mixture?
9. In testing the accuracy of a Hydrometer with one known to be correct, how would you proceed?
10. In testing a sample of spirits the temperature was found to be 60 °, Hydrometer indication 34.2, and another sample, temperature 55 °, Hydrometer indication 30.8, what would be the strength of each, and the difference in proof gallons between 100 wine gallons of the former and 98 of the latter?

## No. 9.

## DISTILLATION.

*Time—1 Hour.*

1. In the distillation of Spirits from Grain which is not malted, how many operations are necessary—name them in the order in which they occur?
2. What is the minimum and maximum time necessary to complete the operations of mashing and fermentation respectively?
3. What kinds of grain are commonly used, and in what proportions, in the manufacture of Spirits?
4. When and where are the Spirits tested and charged with duty?
5. In the ordinary supervision of a distillery, what are the principal daily precautions which should be taken by the officer in charge for the prevention of fraud?
6. Is there any further process necessary to the completion of the manufacture of Spirits, the product of raw Grain, after having been charged with duty, if yes, name the apparatus used and the precautions which should be taken to prevent fraud in connection with this operation or operations?

No. 10.

MALTING.

*Time—1 Hour.*

1. What is the object of Malting Grain, and what powerful agent is formed in the transformation of grain into malt?
2. What are the chief requisites to produce the germination of grain.
3. In malting Grain, how many operations are necessary, and name them in the order in which they occur?
4. How would you distinguish between Barley which had been dried in a kiln and Malt?
5. Does Barley when malted increase in bulk; and is there also an increase in weight?
6. Suppose in gauging a couch you find 170 bushels, how many bushels of malt would you expect by gauge, and how many pounds weight?
7. How is the fitness of the Grain to go on the kiln known; and what would be the consequence if germination were not stopped?
8. What is the minimum and maximum time necessary to convert Barley into Malt, and give the usual time taken for each operation?
9. At what time is the duty usually levied on Malt, and what gauges may the duty be calculated from?
10. In the conversion of one steep of Barley into Malt, how many gauges is it necessary for an officer to take to prevent fraud?

No. 11.

TOBACCO.

*Time—1 Hour.*

1. What are the names of the different products of Raw Leaf Tobacco when manufactured, and subject to Excise duty in Canada?
2. Define what is meant by Cavendish Tobacco?
3. Explain in as concise a manner as possible the process of Cigar making?
4. Are stems made use of in the manufacture of Cavendish; if so, what process do they undergo previously to being used?
5. How many pounds of Cavendish Tobacco may be manufactured from 100 lbs. of Raw Leaf when the stems are used, and how many without?
6. When is the manufacture of Cavendish Tobacco supposed to be completed, and what length of time is necessary to complete the manufacture of Cavendish from Raw Leaf?
7. What is meant by "Casing" Tobacco, and what ingredients are generally used?
8. Do you think it difficult to keep a proper survey over a Tobacco manufactory, and if so, give your reason?
9. How would you proceed to take stock in a Tobacco manufactory after six months operations in order to arrive at a tolerably correct conclusion as to the condition of affairs, and to what expedient might the manufacture resort in order to hide fraud?

No. 12.

## MANUFACTURE OF PETROLEUM.

*Time—1 Hour*

1. What products of crude petroleum are subject to Excise?
  2. When is petroleum first chargeable with duty?
  3. Give the process which it undergoes before being chargeable with duty, and is any subsequent process necessary to the completion of its manufacture?
  4. What is the average of Refined petroleum for illuminating purposes, obtainable from crude, and what does the difference consist of?
  5. In addition to being charged with duty, is it subject to any other provisions of the law, if so, name them?
  6. What Instrument is necessary for testing illuminating oil, and describe how used?
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## APPENDIX C.

ANALYSIS of Excise Examinations held during 1873 and 1874.

Place of Examination.	Date.	No. of candidates examined.	No. entitled to First Class Certificates, over 1,200 marks out of 1,500.	No. entitled to Second Class Certificates, over 900 marks out of 1,500.	No. entitled to Third Class Certificates, over 600 marks out of 1,500.	Unsuccessful; less than 600 marks.
Windsor.....	1873. Dec. 10.	9	.....	.....	4	5
Stratford.....	" 16.	7	.....	3	3	1
Hamilton.....	" 20.	11	.....	2	7	2
Toronto.....	1874. Jan. 6.	14	3	5	5	1
Prescott.....	" 21.	5	.....	3	2	.....
Montreal.....	" 28.	12	.....	.....	3	9
Quebec.....	Feb. 4.	2	.....	.....	2	.....
St. John, N. B.....	" 13.	8	3	.....	2	3
Halifax.....	" 19.	2	.....	1	1	.....
		70	6	14	29	21

APPENDIX D.

TABLE showing the Marks obtained by Candidates for Examination before the Inland Revenue Board of Examiners, during the Fiscal year ended 30th June, 1874.

Number in order of merit.	Designation number.	Names of Candidates.	Date of Examination.	Place of Examination.	Book-keeping.	Addition.	Inland Revenue Laws.	Arithmetic, including Decimals.	Mensuration.	Cask Gauging.	Malt Gauging.	Computation of Commodities in Bulk.	Hydrometric and Specific Gravities.	Distillation.	Malting.	Tobacco Manufacturing.	Petroleum.	Total.	
<i>Candidates entitled to First Class Certificates.</i>																			
			1874.	Maxima.....	200	25	150	200	175	125	100	175	70	70	70	70	70	1,500	
1	31	Davis, Thos. G.....	Jan. 6.....	Toronto.....	196	25	134	123	175	114	97	163	58	70	70	65	64	1,354	
2	39	Stratton, W. C.....	Jan. 6.....	Toronto.....	200	19	120	133	167	123	73	163	60	64	67	64	57	1,310	
3	65	Patterson, Arch.....	Feb. 16.....	St. John, N.B.....	200	17	135	153	172	90	74	175	70	51	68	66	21	1,292	
4	67	Tupper, Samuel.....	Feb. 16.....	St. John, N.B.....	160	7	131	148	169	110	100	172	63	55	66	68	43	1,292	
5	36	McPherson, A.....	Jan. 6.....	Toronto.....	180	16	130	131	169	122	66	165	60	62	64	61	46	1,272	
6	66	Stevens, H. T.....	Feb. 16.....	St. John, N.B.....	178	12	107	190	175	125	39	175	67	48	65	48	38	1,267	
<i>Candidates entitled to Second Class Certificates.</i>																			
7	29	Blair, J. B.....	Jan. 6.....	Toronto.....	200	25	104	110	143	111	52	158	28	48	64	50	17	1,110	
8	42	Alexander, Thos.....	Jan. 21.....	Prescott.....	84	3	111	137	175	116	83	148	33	54	58	58	39	1,099	
9	46	Metcalf, W. F.....	Jan. 21.....	Prescott.....	84	5	100	81	173	122	83	162	62	61	55	56	18	1,062	
10	10	Caven, A.....	Dec. 16, 1873	Stratford.....	100	17	94	41	170	111	52	171	60	59	61	51	58	1,045	
11	33	Earl, R. H.....	Jan. 6, 1874	Toronto.....	200	6	84	104	133	100	37	155	47	46	42	50	26	1,032	
12	12	Donaghey, W.....	Dec. 16, 1873	Stratford.....	80	15	107	68	166	113	48	165	64	49	59	45	53	1,032	
13	45	D. M. Cameron.....	Jan. 21, 1874	Prescott.....	100	3	81	80	175	118	78	154	40	41	57	48	32	1,007	
14	13	Elwood, G. H.....	Dec. 16, 1873	Stratford.....	88	13	91	70	160	103	50	165	51	53	53	31	62	990	
15	70	McLeod, Angus.....	Feb. 21, 1874	Halifax, N.S.....	82	15	122	137	106	124	51	166	33	39	57	49	5	988	
16	37	Rogerson, J. M.....	Jan. 6, 1874	Toronto.....	100	23	115	107	122	66	45	138	64	54	55	63	39	982	
17	19	Barrett, J. K.....	Dec. 20, 1873	Hamilton.....	52	7	94	116	175	108	67	133	34	44	60	39	48	977	
18	22	Miller, W. T.....	Dec. 20, 1873	Hamilton.....	36	7	95	101	175	111	67	133	22	52	62	59	52	971	
19	28	Bennett, Jas.....	Jan. 6, 1874	Toronto.....	88	8	99	64	136	68	43	163	61	40	68	58	37	933	
20	40	Seymour, Jas.....	Jan. 6, 1847	Toronto.....	25	132	96	60	115	56	165	165	44	52	70	63	52	930	
<i>Candidates entitled to 3rd Class Certificates.</i>																			
21	15	Wilson, D.....	Dec. 16.....	Stratford.....	88	16	100	46	152	117	49	155	41	41	31	58	894		
22	38	Reddan, W.....	Jan. 6, 1874	Toronto.....	12	13	96	84	101	102	55	134	58	56	44	18	889		
23	14	Merrick Geo.....	Dec 16, 1873	Stratford.....	100	18	96	45	120	106	54	165	44	35	30	59	872		
24	68	Travis, Geo.....	Feb 16, 1874	St. John, N.B.....	17	78	87	137	60	79	172	63	34	57	55	29	863		
25	11	Detlor, S. H.....	Dec. 16, 1873	Stratford.....	96	14	92	40	146	100	53	130	47	41	37	53	849		
26	41	Walker, C. W.....	Jan. 6, 1874	Toronto.....	92	108	63	110	87	40	165	28	47	49	50	7	845		
27	8	Remon, P.....	Dec. 10, 1873	Windsor.....	72	6	104	82	116	93	72	110	43	47	44	18	24	831	
28	44	Brough, J. S.....	Jan. 21, 1874	Prescott.....	84	9	67	60	151	113	25	160	30	11	52	22	26	810	
29	20	Dunn, Arthur.....	Dec. 20, 1873	Hamilton.....	112	16	51	64	150	48	25	111	12	51	56	43	66	803	
30	32	Davies, John L.....	Jan. 6, 1874	Toronto.....	88	8	64	65	83	85	21	159	41	43	67	36	31	731	
31	21	Jones, C. A.....	Dec. 20, 1873	Hamilton.....	72	9	61	62	133	74	26	111	9	59	54	45	56	771	
32	30	Borradaile, R.....	Jan. 6, 1874	Toronto.....	56	25	82	85	105	43	34	100	61	43	62	43	27	768	
33	7	Mason, F.....	Dec. 10, 1873	Windsor.....	8	116	69	109	78	48	122	33	42	50	23	50	748		
34	24	Powell, B. J.....	Dec. 20, 1873	Hamilton.....	7	96	79	120	75	27	104	14	45	56	49	68	740		
35	69	Blanchard, B. H.....	Feb. 21, 1874	Halifax, N.S.....	4	115	96	79	123	41	117	31	24	53	40	8	731		
36	43	Battle, M.....	Jan. 21, 1874	Prescott.....	88	7	82	27	99	73	33	142	24	34	61	32	20	722	
37	26	Jagoe, John J.....	Dec. 20, 1873	Hamilton.....	88	9	44	49	147	81	51	112	11	25	39	35	31	721	
38	54	Macdonald, D.....	Jan. 28, 1874	Montreal.....	60	5	92	51	120	72	45	67	49	35	52	45	24	717	
39	25	Taylor, J. F.....	Dec. 20, 1873	Hamilton.....	9	41	102	110	63	30	133	16	47	52	45	59	707		
40	48	Boivin, C. A.....	Jan. 28, 1874	Montreal.....	120	11	69	54	108	105	35	76	33	15	53	25	704		
41	5	Dunlop, C.....	Dec. 10, 1873	Windsor.....	40	16	89	33	107	87	60	118	36	33	45	6	28	698	
42	61	Frederickson, J.....	Feb. 13, 1874	St. John, N.B.....	70	27	108	49	43	147	63	66	50	38	20	681			
43	35	McAllister.....	Jan. 6, 1874	Toronto.....	76	16	64	29	104	26	43	119	46	29	52	49	12	695	
44	53	Leclaire C. J.....	Jan. 28, 1874	Montreal.....	36	7	65	27	101	56	31	96	48	41	55	56	39	658	
45	4	Gill, W.....	Dec. 10, 1873	Windsor.....	48	3	94	52	86	56	68	88	47	61	39	9	651		
46	23	Nichols, J. S.....	Dec. 20, 1873	Hamilton.....	6	53	61	107	82	26	100	11	42	56	44	60	648		
47	59	Bernard, A.....	Feb. 4, 1874	Quebec.....	30	7	109	90	91	34	22	112	35	14	36	24	26	630	
48	60	McNamara, M.....	Feb. 4, 1874	Quebec.....	50	3	65	16	102	89	12	112	37	45	49	48	.....	628	
49	27	Weyms, Ch.....	Dec. 20, 1873	Hamilton.....	8	44	46	104	77	30	105	9	51	48	49	57	.....	629	
<i>Unsuccessful Candidates.</i>																			
50	34	.....	1874	.....	11	85	35	63	69	24	129	43	32	41	45	10	.....	587	
51	52	.....	.....	.....	82	6	48	26	93	78	26	98	31	15	53	25	.....	581	
52	58	.....	.....	.....	58	18	61	29	75	90	29	85	34	15	58	24	.....	576	
53	51	.....	.....	.....	3	63	21	97	84	34	88	40	39	41	46	15	.....	571	
54	49	.....	.....	.....	4	71	40	33	65	39	122	30	47	51	38	25	.....	565	
55	17	.....	1873	.....	.....	39	55	53	77	40	100	18	41	60	41	39	.....	563	
56	56	.....	.....	.....	5	65	35	38	58	41	94	29	46	46	43	32	.....	532	
57	9	.....	.....	.....	20	11	91	12	89	37	29	74	22	42	6	56	.....	531	
58	18	.....	.....	.....	46	13	50	51	96	39	31	62	13	37	36	23	.....	521	
59	57	.....	.....	.....	74	4	32	26	50	115	15	76	34	15	56	21	.....	519	
60	50	.....	.....	.....	.....	52	24	102	67	24	91	26	29	39	51	5	.....	510	
61	1	.....	.....	.....	2	50	42	110	44	32	62	17	25	41	7	64	.....	496	
62	55	.....	.....	.....	3	68	22	16	47	29	103	31	46	50	42	25	.....	482	
63	47	.....	.....	.....	6	41	54	63	53	24	47	21	31	38	58	37	.....	473	
64	3	.....	.....	.....	2	53	24	65	39	45	75	18	61	50	.....	.....	.....	433	
65	2	.....	.....	.....	9	69	19	86	35	27	41	14	7	28	6	32	.....	373	
66	16	.....	.....	.....	9	45	65	50	45	22	34	10	.....	42	.....	26	.....	348	
67	6	.....	.....	.....	20	2	39	.....	77	18	8	27	24	29	24	8	.....	286	
68	62	Retired before Examination was closed.																	
69	63	Retired before Examination was closed.																	
70	64	Retired before Examination was closed.																	



## APPENDIX E.

STATEMENT shewing the Names and Standing of the Officers of the Inland Revenue Department, who have passed the Excise Examination, and indicating the Position held by them at this date.

Names.	Present Position.	No. of Marks.
<b>FIRST CLASS.</b>		
Spence, John .....	Deputy Collector .....	1,416
Robins, Paul M .....	Chief Accountant.....	1,358
Davis, Thos. G.....	Exciseman .....	1,354
Vincent, J. L .....	do .....	1,338
Gouin, W. F.....	District Inspector.....	1,314
Stratton, W. C.....	Deputy Collector .....	1,310
Patterson, Archibald .....	District Inspector.....	1,292
Tupper, Samuel.....	Collector .....	1,292
Godson, Hy.....	Chief Inspector .....	1,290
Kendall, J. P.....	Resigned.....	1,279
* Fortier, J. E.....	Collector.....	1,272
McPherson, A. F.....	Exciseman .....	1,272
Stevens, H. T.....	do .....	1,267
Romain, C. E.....	District Inspector.....	1,260
Davis, John.....	do .....	1,260
Rowland, F.....	Deputy Collector .....	1,260
Hamilton, W. L.....	do .....	1,254
Dodd, John.....	Accountant.....	1,241
Dickson, G. P.....	District Inspector .....	1,237
Corrie, W. M.....	Accountant .....	1,237
* Longley, G. C.....	Resigned .....	1,219
<b>SECOND CLASS.</b>		
Dickson, C. T.....	Exciseman .....	1,179
Whyte, R. L.....	Resigned .....	1,174
Brunel, Troilus.....	Deceased .....	1,163
Ross, S. F.....	Deputy Collector .....	1,162
Griney, F. G.....	Resigned .....	1,155
Gerald, W. J.....	Book-keeper .....	1,151
Dixon, R. B.....	Exciseman .....	1,151
Gow, J.....	Collector .....	1,136
Thompson, W.....	Absconded .....	1,125
Kennedy, L. D.....	Exciseman .....	1,121
White, John.....	Deceased .....	1,116
Striker, A. N.....	do .....	1,110
Blair, J. B.....	Exciseman .....	1,110
Jennings, W. T.....	Resigned .....	1,107
McNamara, P. B.....	Exciseman .....	1,104
Merrill, S. B.....	Collector .....	1,099
Alexander, Thos.....	Exciseman .....	1,099
Dupont, C. T.....	Inspector .....	1,092
Shaw, James.....	Deputy Collector .....	1,091
Rennie, Geo.....	Exciseman .....	1,065
Metcalfe, W. F.....	do .....	1,062
Crawford, T.....	Resigned .....	1,056
Hartley, R. A.....	Deputy Collector .....	1,054
Campbell, J. McD.....	Exciseman .....	1,054
Macdonnell, Angus.....	do .....	1,050
Oueletta, Theo. P.....	do .....	1,050
Caven, A.....	Collector .....	1,045
Earl, R. H.....	Exciseman .....	1,032
Donaghy, W.....	do .....	1,032

## APPENDIX E.

STATEMENT shewing the Names and Standing of the Officers of the Inland Revenue Department, &c.—Continued.

Names.	Present Position.	No. of Marks.
Rose, John.....	Left the Service .....	1,027
Browne, G. W .....	do .....	1,008
Cameron, D. M .....	Exciseman .....	1,007
Stewart, John.....	do .....	1,005
Sanford, S. M .....	do .....	1,002
Morrow, Jno.....	Collector .....	990
Ellwood, G. V.....	Exciseman .....	990
McLeod, Angus .....	Deputy Collector .....	986
Rogerson, J. M.....	Exciseman .....	982
Barrett, J. K.....	do .....	977
Sommerville, R. B .....	Left the Service .....	972
Miller, W. T.....	Exciseman .....	971
Whitten, W. J.....	Resigned .....	956
Graham, W. J.....	Collector .....	943
Racey, T. C.....	Left the Service .....	948
Benjamin, E. R .....	Collector .....	945
Ardagh, A. W .....	Deceased .....	945
Leroux, C. H .....	Exciseman .....	945
Ford, Jno.....	do .....	942
McLean, N.....	Collector.....	941
Bennett, James .....	Exciseman .....	933
Seymour, James.....	Collector.....	930
Kinnear, Jno.....	Not appointed.....	926
Knowlson, J. B .....	Deputy Collector .....	926
Jardine, W .....	Left the Service.....	924
Irwin, Jas .....	do .....	921
Shields, Jno .....	Resigned .....	900
Defoy, E.....	Exciseman .....	Papers lost
Cahil, M.....	Book-keeper .....	do
Bellemare, R .....	District Inspector.....	do
Lemoine, J. M.....	do .....	do
THIRD CLASS.		
Wilson, D.....	Exciseman .....	894
Reddan, W .....	do .....	889
Merrick, Geo.....	do .....	872
Patton, W .....	Collector.....	862
Travis, Geo.....	Deputy Collector .....	868
Kellook, D.....	Collector.....	855
Deltor, S. H.....	Exciseman .....	849
Walker, C. W .....	do .....	846
Fortier, C. G .....	Deputy Collector .....	844
Remon, P.....	Exciseman .....	831
Duquette, F.....	do .....	831
Downey, Jno.....	Left the Service .....	821
Moore, Wm .....	Exciseman .....	819
Hanvey, D.....	Superannuated .....	817
O'Brien, G. S .....	Exciseman .....	810
Brough, J. S.....	do .....	810
Hunter, H.....	Deputy Collector.....	804
Dunn, Arthur.....	Exciseman .....	803
Patton, J.....	do .....	795
Davis, J. L.....	do .....	791
Scott, W. H.....	Left the Service .....	787
Measam, F.....	Departmental Clerk.....	784

## APPENDIX E.

STATEMENT shewing the Names and Standing of the Officers of the Inland Revenue Department, &c.—*Continued.*

Names.	Present Position.	No. of Marks.
Kenning, G. H.	Exciseman	784
Henry, J. M. B.	Deputy Collector	772
Jones, C. A.	Exciseman	771
Borradaile, R.	District Inspector	766
Woodsworth, R.	Deceased	765
McLean, D.	Deputy Collector	762
Nellis, R. F.	do	761
Low, Fred	Exciseman	759
Carleton, W. J.	Not appointed	750
Mason, F.	Exciseman	748
Gaban, E. F.	Not appointed	746
Kinnear, Jas.	Exciseman	742
Powell, B. J.	do	740
McCord, Maxwell	do	735
Blanchard, B.	do	731
McWhinnie, J.	do	723
Battle, M.	Collector	722
Jagoe, J. F.	Exciseman	721
Macdonald, D.	do	717
Taylor, J. F.	do	707
Boivin, C. A.	Collector	704
Crawford, W. P.	Exciseman	702
Dunlop, Chas.	do	698
White, T.	Superannuated	694
Rouleau, Jos.	Exciseman	684
Frederickson, J.	do	681
Conway, J. G.	Deputy Collector	667
Smith, G. E.	Left the Service	667
McAllister, A.	Exciseman	665
Leclaire, C. J.	Collector	658
Widder, Charles.	Deceased	652
McWhirter, G.	Left the Service	657
Gill, W.	Exciseman	651
Dunlop, A.	Left the Service	656
Nichols, J. S.	Exciseman	648
Burns, Jas.	Resigned	637
Greay, Sam.	Exciseman	630
Bernard, A.	do	630
McNamara, M.	do	628
Weyms, Charles.	do	628
.....	Collector	.....
.....	Exciseman	.....
.....	Left the Service	.....
.....	Resigned	596
.....	Exciseman	587
.....	Collector	581
.....	Exciseman	576
.....	do	571
.....	do	561
.....	do	563
.....	Left the Service	562
.....	Collector	559
.....	Exciseman	540
.....	Deceased	540
.....	Exciseman	536
.....	do	533

APPENDIX E.

STATEMENT shewing the Names and Standing of the Officers of the Inland Revenue Department, &c.—*Concluded.*

Names.	Present Position.	No. of Marks.
	Deputy Collector.....	532
	Collector.....	529
	do.....	523
	do.....	518
	do.....	510
	Exciseman.....	510
	Resigned.....	496
	Not appointed.....	491
	Deceased.....	482
	Exciseman.....	473
	Deceased.....	472
	Exciseman.....	469
	do.....	465
	Left the Service.....	461
	do.....	461
	Exciseman.....	432
	do.....	409
	Superannuated.....	379
	Exciseman.....	373
	dc.....	348
	Collector.....	311
	Inside Service.....	285
	Not appointed.....	206
<i>Retired before examination was completed.</i>		
J. T. Griffin.....		
H. Hutton.....		
Jas. Mason.....		

## APPENDIX F.

ANALYSIS of Excise Examinations held previous to 1873.

Place of Examination.	Date.	No. of Candidates examined.	No. entitled to First Class Certificates; over 1,200 marks out of 1,500.	No. entitled to Second Class Certificates; over 900 marks out of 1,500.	No. entitled to Third Class Certificates; over 600 marks out of 1,500.	Unsuccessful; less than 600 marks.
1866						
Ottawa.....	Oct. 25...	3	2	1		
Toronto.....	Nov. 24...	4		3	1	
Ottawa.....	Nov. 27...	2			2	
1867						
Ottawa.....	Feb. 25...	1			1	
London.....	April 23...	17		3	9	5
Kingston.....	May 6...	9		3	1	5
Toronto.....	May 14...	39	6	15	10	8
1868						
Toronto.....	Feb. 27...	5		4	1	
1869						
Montreal.....	Feb. 22...	2		2		
Toronto.....	Sept 15...	9	3	5	1	
Montreal.....	Oct. 12...	1	1			
Kingston.....	Oct. 26...	8	2	3	3	
London.....	Nov. 2...	7		4	3	
Montreal.....	Dec. 8...	4		2	2	
Quebec.....		4	1	1	2	
Total to Dec., 1873.....		115	15	46	36	18
Total during 1873, 1874 <i>Vide Appendix B.</i> .....		70	6	14	29	21
		185	21	60	65	39

## APPENDIX G.

STATEMENT showing the names of Officers of Inland Revenue who had not undergone Examination up to the 1st January, 1875.

The undermentioned having had opportunity of examination, have failed to present themselves.		The undermentioned up to the above date have not had the opportunity of being examined.	
Names.	Residences.	Names.	Residences.
Stuart, Andrew .....	Hamilton.	<i>Ironside, G. A.</i> .....	Algoma.
Smith, H. A. ....	London.	<i>Browne, D.</i> .....	Montreal.
Campbell, J. ....	Pictou.	<i>Robertson, L.</i> .....	Cape Breton.
Hall, J. J. ....	Peterboro'.	<i>Bingou, T. V. B.</i> .....	Yarmouth.
Fauteaux, S. F. ....	Montreal.	<i>Mulvey, S.</i> .....	Winnipeg.
Hastie, W. ....	do	Good, H. B. ....	Victoria.
Villeneuve, F. ....	do	Lindsay, D. ....	do
Burrowes, T. ....	do	Thompson, J. ....	Toronto.
Garault, M. ....	do		
Delisle, A. ....	do		
McEachren, A. ....	Beauharnois.	<i>Appointed on Probation.</i>	
Griffith, J. ....	Sherbrooke.	Porteous, T. M. ....	Pictou.
Bourassa .....	Quebec.	Dana, A. C. ....	Prescott.
Courtney, J. A. ....	do	Thomson, J. ....	St. John, N. B.
Gregoire .....	do	Striker, E. H. ....	Toronto.
Neilan, J. ....	do	Rafferty, Jas. ....	do
Belanger, C. ....	do	Miliken, E. ....	do
<i>Perkins, D. C.</i> .....	St. John, N. B.	Manning, Jas. ....	Montreal.
Ganong, J. ....	do	St. Marie, A. L. E. ....	do
<i>Hanford, T.</i> .....	do	Malo, T. ....	do
Marter, W. P. ....	Simcoe.	Schram, B. ....	London.
Nash, S. C. ....	Charlottetown.	Clark, A. F. ....	Sarnia.
Moore, Thos. ....	do	Bruce, G. A. ....	Guelph.
McDonald, J. A. ....	do	Maisonville, F. H. ....	Windsor.
Hagarty, P. ....	Halifax.	Waddell, J. ....	Sarnia.

SECOND REPORT

OF

THE COMMISSIONER OF INLAND REVENUE

ON

THE INSPECTION OF

WEIGHTS, MEASURES AND GAS.

---

MAY 1, 1875.

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OTTAWA :

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1875.

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## REPORT.

To the Honorable the  
**MINISTER OF INLAND REVENUE.**

SIR,—I have now the honor to submit my second report respecting the INSPECTION OF WEIGHTS AND MEASURES AND GAS, and the progress made in obtaining the standards and apparatus necessary for giving effect to the laws in relation thereto.

1. In my first report on this subject I gave a detailed account of the arrangements I had made with the respective manufacturers, and the time at which they had promised delivery. I stated—see p. xxv., § 30—that they had made a somewhat reluctant promise to have the DOMINION STANDARDS delivered at the Standards Department, Westminster, sufficiently early to permit of their being verified and thereafter delivered here some time in June, 1874. The Warden of Standards cautioned me that we must be prepared for a good deal of delay, as the makers of instruments of precision usually met with unforeseen difficulties in the execution of work which demands so much nicety in its manipulation, and for the performance of which only a limited number of operatives possess the requisite skill.

Reference to  
 first Report.

2. The apprehensions thus raised have been fully justified by the result. There has been so much delay that all calculations as to the time for putting the Inspection laws in force were defeated, and a postponement to six months beyond the time originally proposed became inevitable.

Delay in deli-  
 very of Stand-  
 ards caused  
 delay in issue  
 of proclama-  
 tion.

I had no intimation of the impending disappointments, and up to the end of May, 1874, assumed that the parties were making such progress with their work as would insure an approximate fulfilment of their engagements, but not then hearing of the delivery of any of the Standards, I communicated with the WARDEN on the subject, and also with the makers who had the work in hand.

More anxiety was felt respecting the lineal Standards than the others as being the most important and most difficult to construct, and in order to facilitate their completion it became necessary to assent to some modification of the terms of the order given to Messrs. TROUGHTON & SIMS, as stated in my first report.

3. In a letter written by the Warden of Standards, under date the 8th of June, 1874, he informed me that several unsuccessful attempts had been made to construct the bars of Baily's metal of the "Tresca" Section. Immediately on receipt of this letter I enquired by cablegram whether the

Explanations  
 as to abandon-  
 ment of Tresca  
 section for  
 Lineal Stand-  
 ards.

use of Platinum would expedite the delivery, and received an answer in the negative. In another letter written on the 26th June, the Warden informed me that the bars could be made of Bailey's metal if the "*Tresca*" section was abandoned, and that he thought this would be the best decision to arrive at.

The Imperial lineal Standards are plain square bars of the above-mentioned metal. The "*Tresca*" section had been selected for the Dominion Standards upon the recommendation of the WARDEN and other scientific gentlemen, as an improvement in the form of the Imperial Standards, no one at the time supposing that the adoption of this form would involve any practical difficulty.

The reasoning upon which this conclusion was arrived at is very fully given in Appendix C to this report, which is a translation of M. Tresca's paper referred to in the account of the proceedings of the Metric Commission at Paris.

Inasmuch as the anticipated advantages did not appear to be of such importance as to justify delay, and as bars made identical with the Imperial Standards would fully meet the requirements of the law, and since bars of the improved section can be substituted if deemed advisable at a future time, a telegram was sent to the WARDEN OF STANDARDS on the 6th July, the day on which I received his letter, as follows:—

"Abandon *Tresca* section if that will expedite delivery."

That form of Standard was therefore abandoned, and under date 16th July the WARDEN wrote that he had given instructions that the lineal Standards should be "made of Baily's metal, similar in quality and form to the "Imperial Standard Yards."

Further de-  
lays.

4. But notwithstanding the change above mentioned, there were still many disappointments. It was not until the 30th September that the delivery of two of the Standard Yards was announced, and on the 21st of October the WARDEN wrote informing me that he had sent back the two bars **A** & **B** first delivered, to be re-cut, but that he had verified the third Standard **C**. The verification of this third Standard **C** was not, however, completed till the 28th of October, and it did not arrive in Ottawa until the 12th October, while the **A** & **B** Standards did not arrive until the third of December.

In the mean time unexpected delays occurred in the delivery of the other primary Standards, and notably so as to the primary cubic foot Standard for Gas measures, as to the verification of which there has been some unexplained difficulty. It was not despatched from London till the 12th of November, and did not arrive in Ottawa until the tenth of December.

5. The following statement shows the date of delivery of each of the Dominion Standards :—

October 8.—Three Platinum-iridium Avoirdupois lbs., **A B C**, and three Platinum-iridium Troy Ounces, **A B C**.

November 12.—Three Standard Gallons of Gun Metal, respectively marked **A B C**.

November 12.—The Standard Yard **C**.

December 3.—The Standard Yards **A & B**

Statement of dates at which the Standards were delivered

Delivery of Gas Standards

The Gas Standards were delivered as follows :—

July 27.—The Model Photometer and Testing Apparatus.

October 25.—The Standard ten and five feet Gas-Holders, and two Standard Meters, one for one hundred and one for twenty lights.

December 10.—The Standard Cubic Foot Measure.

7. The requirements of the law respecting the deposit of the primary Standards were complied with immediately after the completion of their delivery and the receipts of the Speaker of the Senate, and of the Speaker of the House of Commons, for the Standards placed in their custody have been filed in this Department.

8. So soon as the delivery of the primary Standards had been completed, steps were taken for the issue of the proclamations mentioned in the Acts which were published on the 18th of December. All the papers in connection therewith, will be found in Appendix "A" to this report. Under the proclamations so issued the laws take effect on and after the first day of July, 1875.

9. A very full account of the verification of the primary Standards by the WARDEN OF STANDARDS will be found in Appendix "B." The following general description will serve for their identification.

(a) LINEAL STANDARDS.

These consist of three bars of Baily's metal; each bar is about 38 inches in length, the section being a square the side of which is about one inch.

Each bar when it arrived in the Department was contained in a mahogany case lined with green cloth, secured by an ordinary lock, and by seals bearing the impress of the official seal of the Standards Department at Westminster.

In addition to the designating letters **A B C** engraved respectively on each bar, there is also engraved on each in capital letters the following :—

**MR. BAILY'S METAL. STANDARD YARD. TROUGHTON & SIMS, LONDON.**

Lineal Standards: their relation to their Imperial prototypes.

The designating letter is placed in the same line with and to the right of the word "*Standard*," and at a distance of about one inch therefrom; that part of the inscription being near the midlength of the bar; the words "*Mr. Bailey's metal*," being near the left end, and the words "*Troughton and Sims*," near the right end of the bar.

At a distance of one inch from each end of each bar, a circular well is sunk in midbreadth of the side of the bar which bears the inscription; the wells are 36 inches from centre to centre. At the bottom of each of these wells there is inserted a gold stud, the surface of which is in the axis of the bar, and upon the surface of the studs the lines are cut, which define the length of the STANDARD YARD. These lines consist of two longitudinal lines and one transverse line; the latter defining the length, the exact place on this line at which the length is to be measured, lies between the two longitudinal lines.

The following are the relations which these bars bear to the Imperial Standard, No. 6, which is known as the "Accessible Representative of the National Standard." It will be understood that these computations are based upon the dilation to which it has been ascertained the metal of which the bars are made is subject under change of temperature. This as determined by Mr. Sheepshank, whose determinations have been adopted by the Standards Department, is equal to 0.000009453 for each degree of Fahr.,\* when the temperature does not vary very much from 62°. Thus determined the Dominion Standard:

- A—At temperature 61.91° Fahr., is identical with Imperial Standard at temperature - - - - - 62°
- B—At temperature 62.16° Fahr., is identical with Imperial Standard at temperature - - - - - 62°
- C—At temperature 61.45° Fahr., is identical with Imperial Standard at temperature - - - - - 62°

Or both bars being at a temperature of 62° Fahr.:—

- A=Imperial Standard + 0.0002941 Inch.
- B= " " —0.0005419 "
- C= " " —0.0018668 "

The exact length of these Standards in terms of the Imperial Standard may be stated as follows:—

- A=36.00002841 Inches.
- B=35.99994581 "
- C=35.99981332 "

\* In Appendix XII to the Fifth Report of the Standards Commission, page 194, this coefficient is given as 0.00009453. The Warden has made it 0.00009476. See page 29, Appendix B.

*(b.) STANDARDS OF WEIGHT.*

These consist of three Standard avoirdupois pounds and three Standard troy ounces, all of platinum-iridium. They are contained in three bronze boxes, the covers of which are secured by four screws with countersunk heads, and in the centre of each cover there is a key for removing the screws. In each box there is a Standard pound and a Standard ounce. These three boxes with their contents arrived at this Department in an outer case, well secured and sealed with seals bearing the impress of the official seal of the Standards Department at Westminster.

Standards of Weight: their relation to their Imperial prototypes.

The Standard pounds are respectively designated by the letters **A B C** and the Standard ounces are similarly designated; each is contained in an inner casket of silver, gilt. The ounce and pound **A** being in one box, **B** in another and **C** in the third. These Standards were made by Mr. Oertling, London, but they do not bear any inscription except the letters above given.

The following are the relations which these Standards bear to the Imperial

Standard made of platinum and known as P. S. :—

The density of the Imperial Standard P. S., is stated to be 21·15722.

The mean density of the Dominion Standards has been ascertained at the Standards Department to be 21·4148.

Weighed in vacuum\* :—

**A** = P. S. — 0·02306 Grains.

**B** = P. S. — 0·01688 „

**C** = P. S. — 0·01643 „

The weight of the Dominion Standards weighed in vacuum in terms of P. S., is as follows :—

**A** = 6999·97694 Grains.

**B** = 6999·98312 „

**C** = 6999·98357 „

Or in terms of the Imperial Commercial Brass Standard known as W, weighed in Standard air :—

**A** = W + 0·62611 Grains.

**B** = W + 0·63243 „

**C** = W + 0·63284 „

And their weight in Standard air in terms of the Imperial Commercial Standard W is as follows :—

**A** = 7000·62611 Grains.

**B** = 7000·63243 „

**C** = 7000·63284 „

\* See Summary, page 55, Appendix B.

In terms of the Imperial Standards the Troy ounces weigh in terms of P. S.:—In vacuum.

**A** = 479·99197 grains.

**B** = 479·99234 do

**C** = 479·99129 do

And in terms of W.:—In Standard Air.

**A** = 480·03648 grains.

**B** = 480·03685 do

**C** = 480·03580 do

In addition to the above a Standard Kilogram has been obtained and placed in the strong box in this Department with the Dominion Standards of weight and lineal measures.

This Standard was received in an ordinary packing case, but it was also inclosed in a mahogany box which was sealed with the official seal of the Standards' Department.

The STANDARD KILOGRAM was verified by comparison with a Standard kilogram whose value in terms of the French Standard is accurately known. The result, as stated by the WARDEN, is that the kilogram delivered to this Department is equal to the French Commercial Standard, plus 5·21 mgr., which is sufficiently near for all practical purposes.

#### (c.) STANDARDS OF CAPACITY.

Standards  
of Capacity:  
their relation  
to their Im-  
perial proto-  
types.

These consist of three Standard Gallons.

They were received from the Express Company packed in two wood cases, within one of which was found a strong iron fire-proof box, and in the other, two sheet iron japanned boxes. The former was sealed with two wax seals, bearing the impress of the official seal of the Standards Department. The latter were each similarly sealed with four seals. Each of these boxes has on its lid a brass plate bearing the following inscription—on the fire-proof box :—

DOMINION OF CANADA.  STANDARD GALLON.  A. 1874. L. OERTLING - - LONDON.
---

And on the other two boxes a similar inscription, the designating letters being changed to B and C respectively.

These Standards are of gun metal. They are cylindrical in form, having an internal diameter of about 7.5 inches, and a depth of about 6.25 inches. They are made with two handles cast solid with the measure. On the edge of **A** there is engraved at one extremity of a diameter drawn, nearly at right angles to the handles, the verification mark of the Standards Department (a portcullis) and at the other the letters **V R** surmounted by a crown. Under the crowned initials and on the outside of the measure, there is the following inscription :—

**A.**

IMPERIAL STANDARD GALLON.  
DOMINION OF CANADA.  
A. D. 1874.  
L. OERTLING, LONDON.

Each of the Standards is furnished with a disc of thick glass.

The strong box in which **A** is contained is lined with wood and green baize, and is secured by a *Chubb* lock of superior quality.

Inside each of the iron cases which contain **B** and **C** there is an inner box of mahogany, properly lined, in which the Standards, with the glass discs, are placed. Both outer and inner cases are secured by good locks.

**B** has engraved on the edge the same verification marks as there are on **A**.

Under the the crowned initials and on the outside of the measure there is the following inscription :—

**B.**

IMPERIAL GALLON.  
DOMINION OF CANADA.  
A.D. 1874.  
L. OERTLING, LONDON.

**C** has no verification marks on its edge, but on the outside of the measure between the handles there is the following inscription :—

**C.**

IMPERIAL STANDARD GALLON. 1  
DOMINION OF CANADA.  
A.D. 1874.  
L. OERTLING, LONDON.



The Standard Gallons have the following relations to the Imperial Standard :—

		Grains. Asser'tnd Errors.
<b>A</b> contains of Standard Water, the corrections for temperature and barometer pressure being made. - - - - -	69981.03	—18.97
<b>B</b> contains of Standard Water - - - - -	69961.71	—38.29
<b>C</b> contains of Standard Water - - - - -	69972.26	—27.74
The true Standard contains of Standard Water, 70000.		

(d) GAS STANDARDS.

Gas Standards their relation to their Imperial proto-types.

These Standards arrived in ordinary packing cases, and their verification is attested by the Official Seal of the Standards Department attached to each of them. They consist of :

(1.) A Model Photometer, combined with an apparatus for testing for Sulphuretted Hydrogen.

(2.) A set of Chemical Apparatus for testing for Ammonia and Sulphur.

(3.) A cubic foot bottle. This is in the form shown in Appendix B (page 55,) the official seal being at the lower aperture d'. This bottle as marked has *no error*. Its use is to test the accuracy of gas-holders or meters by passing through them such number of *cubic feet* of air as may be deemed expedient. The arrangement by which this is accomplished is shown in the drawing opposite page ....

(4.) A ten foot gas-holder It is shown in the drawing at page ... The total error of this instrument is stated by the WARDEN as follows :

	Cubic Feet.
Ascertained capacity.....	9.992
Total error of scale from 0 to 10 feet.....	0.008

(5.) A five foot gas-holder of similar construction as No. 4. The error of the instrument is stated as follows :

	Cubic Feet.
Ascertained capacity.....	4.996
Total error of scales from 0 to 5 ft.....	0.004

(6.) Test meters for 100 lights, and for 20 lights. These have practically *no error*.

Standards deposited.

10. The Standards described above have been deposited as follows :—

Those designated **A** in the Department. The Lineal Standard and the Standards of Weight in a strong fire-proof box, secured by two of Chubb's locks. The Gallon is in the strong box above described.

Those designated **B** were delivered to the Honorable the Speaker of the Senate.

Those designated C were delivered to the Honorable the Speaker of the House of Commons.

The Gas Standards and Models are deposited in this Department, as required by the 36th Vic., Cap. 48, Sec. 4.

11. The particulars given of the construction and verification of the Dominion Standards, of the results arrived at by the Warden of Standards, and the processes by which he arrived at them will be found in full in Appendix B to this report. It will be seen that the Warden's measurements and weighings are of a highly scientific character, and give with the utmost precision attainable the true relation which these Standards bear to their prototypes—the Imperial Standards.

Account of construction and verification of Standards given by the Warden.

12. In defining the exact length of the Lineal Standard, refinements in the methods of measurement were used which are neither necessary nor practicable in testing the measures in common use. Such refinements are however necessary when dealing with primary Standards, for if avoidable errors were tolerated at the fountain head it is difficult to say what magnitude they might assume by the time the instruments in practical use were reached.

Care exercised in verification of Primary Standards.

13. But while it is apparent that refined scientific verifications cannot be applied to measures in common use, it is desirable to insure as much accuracy as is possible, and the errors tolerated should be within specified limits. In order that the Inspector may know whether those limits have been overstepped it is essential that the errors of his Standard should be carefully ascertained and truly stated for his information.

Most refined methods of measurement necessary in such verifications.

14. In scientific weighings the true weight of a Standard or other body is its weight in *vacuum*, for it is obvious that when weighed in any fluid whether air or water, the weight of the fluid displaced by the body weighed, is an apparent reduction of its weight, and that this reduction is in proportion to the size of the body weighed. A true result could not therefore be obtained in comparing a Platinum Standard with a brass or iron weight in air, unless the weight of air displaced by each were taken into account.

Primary Standards of weight must be compared in vacuum.

15. The Platinum-Iridium Standards, therefore, are only to be used for the verification or restoration of the Departmental bronze Standards, and since these approximate very nearly to the average density of the material commonly used for commercial weights, they may be used for verifications without regard to the displacement of air, which would cause no appreciable error. The Imperial Standard W., to which reference has been made, is a brass weight of a density approaching very nearly to that of the Departmental and Inspection Standards of the Dominion, and is considered equivalent to 7000 grains, weighed in air at a temperature of 62° Fahrenheit, the barometer being at 30 inches.

Platinum-Iridium Standards to be used only for verification and restoration of Departmental Standards.

Standards of Capacity should be verified by the weight of Standard Water they will hold.

16. The Imperial Standard for the gallon is a weight of 70000 grains, *i.e.*, ten pounds avoirdupois, which is the weight of standard water the measure should contain, and for all accurate comparisons it is more convenient to verify such measures by weighing than by comparing them with standard measures. There may be some difficulty in obtaining distilled water of absolute purity, but any error arising from that source will be less than errors due to the waste of water in changing from one measure to another, the loss by moisture remaining in the vessel and other similar causes. Clean rain water at a temperature of 60° to 65° will give results very near the truth.

General statement of Standards delivered.

17. Below I give a general statement of all the Dominion Departmental and Inspection Standards which have been received up to the date of this report.

Dominion Standards.

I.—DOMINION STANDARDS as mentioned in the Act, and which have been disposed of in the manner prescribed therein namely:—

- |   |   |
|---|---|
| <p><b>A</b> 1—STANDARD YARD of Baily's metal, line measure, lines traced on Gold studs.</p> <p><b>A</b> 1—STANDARD AVOIRDUPOIS pound of Platinum-Iridium.</p> <p><b>A</b> 1—STANDARD TROY OUNCE of Platinum-Iridium.</p>  | <p>} Fitted in a strong iron box and to be kept for important official verifications.</p>   |
| <p><b>A</b> 1—STANDARD GALLON of Gun metal, cylindrical in form, and of equal height and diameter. This is fitted in a fire-proof box, and will only be used for important official comparison.</p>   |   |
| <p><b>B C</b> 2—STANDARD YARDS of Baily's metal, line measure, lines traced on Gold studs.</p> <p><b>B C</b> 2—STANDARD AVOIRDUPOIS pounds of Platinum-Iridium.</p> <p><b>B C</b> 2—STANDARD TROY Ounces of Platinum-Iridium.</p> <p><b>B C</b> 2—STANDARD Gallons of Gun metal, cylindrical in form, and of equal height and diameter.</p> | <p>} Each of these two sets has been placed in a suitable box cased with metal ready for sealing. <b>B</b> has been delivered to the Speaker of the Senate, <b>C</b> to the Speaker of the House of Commons, in compliance with terms of the Act.</p> |

Standard Metre.

STANDARD METRE, and STANDARD KILOGRAM.—These are fitted in the strong box with the **A** set of Dominion Standards of weight and lineal measure.

II.—DEPARTMENTAL or Secondary STANDARDS in conformity with Sec. 9 Departmental of the Act. or Secondary Standards.

(a) & (b) Ten feet bed and two rods.

(a) 1 six feet bed and one rod.

(a) & (b) 2 Sets each of 20 Avoirdupois weights, viz :—

50lbs.	30lbs.	20lbs.	10lbs.
5	3	2	1
0.5	0.3	0.2	0.1
0.05	0.03	0.02	0.01
0.005	0.003	0.002	0.001

also :—

(a) & (b) 2 Sets of 10 Avoirdupois weights, viz :

8oz.	4oz.	2oz.	1oz.
8drams.	4drams.	2drams.	1dram.
$\frac{1}{2}$ dram.	$\frac{1}{2}$ dram.		

(a) & (b) 2 Decimal Sets of Grain weights, each set consisting of :

1000gr.	600gr.	300gr.	200gr.
100 "	60 "	30 "	20 "
10	6	3	2
1	0.6	0.3	0.2
0.1	0.06	0.03	0.02
0.01	0.006	0.003	0.002
.001			

(a) & (b) 2 Sets of Decimal Troy weights, each set consisting of 24 weights, viz :

500oz.	300oz.	200oz.	100oz.
50 "	30 "	20 "	10 "
5 "	3 "	2 "	1 "
0.5	0.3	0.2	0.1
0.05	0.03	0.02	0.01
0.005	0.003	0.002	0.001

(a) 1 Set of Metric weights, viz :

20kilos.	10kilos.	5kilos.
.2 "	1 "	0.5
0.2	0.1	0.05
0.02	0.01	0.005
0.002	0.001	0.0005
.0002	0.0001	

(a) & (b) 2 Sets of Measures of Capacity, each set consisting of :

Bushel.	Half Bushel.	Peck.
Gallon.	Half Gallon.	Quart.
Pint.	Half Pint.	Gill.
Half Gill.	Half Gill.	

With suitable glass Discs.

The following instruments for this part of the equipment are still under construction :

- (a) & (b) 2 Yard Standards divided into sixteenths and into feet,  
each foot into inches.  
One inch divided into 12ths.  
One inch divided into 10ths.  
One inch divided into 16ths.
- (a) & (b) 2 One Foot Standards divided on one side into inches.  
One inch into 16ths.  
One inch into 10ths.  
On the other side divided into 10ths and 100th.
- (a) & (b) 2 chains 100 feet divided into feet.
- (a) & (b) 2 chains 66 feet divided into 100 links.
- (a) 1 Standard Meter sub-divided.  
One inch divided into 100ths for testing micrometers.

Gas Standards III.—STANDARDS for measurement and testing quality of Gas in conformity with the "Gas Inspection Act," section 4.

*Primary Standards for Departmental use.*

- 1 Apparatus complete for testing the purity of Gas.  
1 Photometer complete with Gas holder, Meter, minute Clock,  
and all necessary appliances.  
1 Ten feet gas holder.  
1 Five feet do  
1 Cubic foot test bottle with transferring apparatus.  
1 Gas meter for 100 lights.  
1 do for 20 do.

Thermometers IV.—STANDARD THERMOMETERS and BAROMETERS.  
& Barometers.

- 6 Standard Thermometers with cylindrical bulbs, Fahrenheit  
scale.  
6 do do Centigrade scale.  
3 Short do Fahrenheit scale.  
3 do do Centigrade scale.  
1 Standard Barometer graduated on Glass.  
1 do do do Brass.

Weighing and V.—WEIGHING and COMPARING Apparatus.  
Comparing  
Apparatus.

- 1 Balance to carry 60 lbs. in each pan and to turn with .1 grain.  
1 do 20 lbs. do do do .05 grain.  
1 do 5 lbs. do do do .02 grain.  
1 do 2 lbs. (or a kilogram) in each pan and to turn  
with .001 grain.

- 1 Balance to carry 1000 grains in each pan and to turn with .001 grain.
- 1 Engraving machine for marking Standards and for engraving stamps on such articles as would be injured by a punch.
- 3 Callipers for measuring diameters in Metric and in English measures.
- 1 Comparing apparatus for line or end measures.

The following instruments belonging to this part of the equipment have not yet been delivered :—

- 1 Comparing apparatus for line or end measures, for use with the long Departmental Standards.
- 1 Cathetometer.

#### VI.—OFFICIAL STANDARDS for DISTRICT INSPECTORS.

As it is proposed, to delay the appointment of District Inspectors until there has been some opportunity for training those appointed as Deputies, and from among whom it may be found expedient to select some of the higher officers, the construction of the Official Standards has not been urged forward. The following instruments have, however, been delivered, and will be available for use at the places where the District Inspectors will ultimately be stationed, viz. :—

#### 14 Sets of Avoirdupois Standard Weights designated by letters from A to N, each consisting of:—

50lbs.	30lbs.	20lbs.	10lbs.
5	3	2	1
8oz.	4oz.	2oz.	1oz.
8drams.	4drams.	2drams.	1drams.
$\frac{1}{2}$	$\frac{1}{4}$		

#### 14 Balances to carry 50 lbs. in each pan and turn with .5 grains.

14	do	5 lbs.	do	do	do	.2	do.
14	do	1 pound	do	do	do	.1	do.

The undermentioned instruments are still required for completing the part of the equipment, and are under construction:—

#### 14 Sets Measures of Length.

- 1 Divided yard line measure.
- 1 10 feet end measure bed and 2 rods.
- 1 Chain 100 feet divided in feet.
- 1 do 66 do do 100 links.

#### 14 Sets Weights for decimal division of the pound.

0.5lbs.	0.3lbs	0.2lbs	0.1lbs.
.05	.03	.02	.01
.005	.003	.002	.001

Troy Weights.

500oz.	300oz.	200oz.	100oz.
50	30	2	10
5	3	2	1
0.5	0.3	0.2	0.1
.05	.03	.02	.01
.005	.003	.002	.001

14 Boxes of Grain weights from 1000 grains down to 0.1 grain.

14 Sets Measures of Capacity.

	1 Half Bushel	1 Peck
1 Gallon	1 Half Gallon	1 Quart
1 Pint	1 Half Pint	1 Gill.

*Comparing and Weighing Apparatus.*

1 Comparing apparatus for end or line measures.

VII.—INSPECTION STANDARDS AND APPARATUS FOR THE USE OF THE DEPUTY INSPECTORS.

Inspection Standards.

The orders for the equipment necessary for the local offices were not given until the vote for this service included in the estimates for the current fiscal year had been approved by Parliament. So soon as the estimates were passed, communication was held with the makers and orders were given late in the month of June, 1874. Up to the present time the undermentioned articles have been delivered.

24 Standard yards with comparing apparatus.

30 Complete sets gun metal weights.

30 Sets gun metal measures of capacity, from one gallon down to one half gill.

30 Balances to carry 5 lbs in each pan and turn with 0.2 grains.

60 do 8 ozs. do 0.1 grain.

The whole of the comparing apparatus are I am informed completed, but in consequence of considerable damage having been done to the first lot sent out—due to faulty packing—I delayed the forwarding of the remainder until instructions could be given to insure more satisfactory packing.

I am in receipt of a statement from the Standards Department under date 18th March, showing the number of Local or Inspection Standards that had been submitted for verification up to that date. It is as follows:—

<i>Weights and Measures.</i>		Number.
Standard yards and comparing apparatus	- - -	42
Avoidupois weights, sets from 50 lbs. downwards	- - -	30
Measures of capacity from one gallon down to one half gill	- - -	30
Balances. { For 50 lbs. } And under	- - - -	30
{ do 5 lbs. }		
{ do 8 ozs. }		

<i>Gas Inspection Apparatus.</i>		Sets.
Photometers, &c.	- - - - -	8
Gas measures	- - - - -	5

18. The following are the orders that have been given for Inspection Standards :—

Orders given for Inspection Standards.

June 25th, 1784. To Mr. OERTLING, London.

To Mr. Oertling.

One hundred sets of Standard weights, and measures of capacity, together with one hundred sets of the requisite balances.

These instruments were, by the conditions of the order, to have been delivered as follows :—

Thirty sets on or before the 1st November, 1874.

Thirty sets on or before the 1st April, 1875.

The remainder on or before the 30th June, 1875.

Mr. Oertling was also requested to make proposals for constructing the 'Portable Kits' necessary for the Deputy Inspectors. He was requested to take the French *Portable Kit* as the basis of his calculations, but to make some modifications necessary for adapting it to our service. A specimen set was made and submitted to me last January. I carefully considered and tested its suitability and found that it would be necessary to make some further alteration. Early in February I wrote to Mr. Oertling explaining my views and desiring him to proceed at once with the construction of thirty such *Kits* as modified, which should be delivered by the end of May next. I do not propose to order any further supply of these until we have had some experience with the first lot.

To Messrs. TROUGHTON & SIMS,

To Troughton and Sims.

One hundred sets of sub-divided Standard yards with comparing apparatus. The whole were to have been delivered before the 1st January, 1875, but for reasons above stated only twenty-four have been as yet received.

#### GAS STANDARDS AND TESTING APPARATUS.

25th June, 1874. To Messrs. ALEXANDER WRIGHT & Co., Westminster:

To Alexander Wright & Co.

Twenty sets of Standard Gas-holders and Meters.

25th June, 1874. Mr. W. SUGG, Westminster :

To Wm. Sugg.

Twenty Photometers and testing apparatus.

Three additional sets were ordered on the 22nd January.

19. It will be understood that the instruments ordered as above stated, will not nearly complete the equipment necessary for the whole Dominion, but it was necessary to confine the orders within the limits drawn by the amount voted in the estimates. A further amount has been placed in the estimates for the ensuing year and additional orders will be given.

The orders will not complete the equipment for the whole Dominion.



Amendments  
to Gas Inspec-  
tion Act last  
session.

20. I may here explain that under the Gas Inspection Act of 1873, the Gas Companies were bound to provide and maintain the testing apparatus at their own expense, in accordance with the models placed in the Department. It is obvious that more perfect uniformity will be secured if the instruments are all made by the same persons and from the same designs. I therefore addressed a circular to the several Companies asking whether they would purchase the apparatus themselves or obtain them through the Department. With some few exceptions the replies were in favor of the latter alternative. Some of the Companies have not yet made any reply. Uncertainty as to how many of the Companies would consent to obtain the apparatus through this Department was the controlling reason for limiting the order to twenty sets, the whole number required being THIRTY.

Gas Inspec-  
tion Act of  
1875.

21. The Act passed during the recent Session of Parliament, relieves the Gas Companies of the cost of the Photometer and testing apparatus, instructions will therefore be given for the construction of the additional number required, but it will hardly be possible to obtain them before the First of July, and there will be some unavoidable delay in supplying the less important places.

Want of  
Equipment  
necessitates  
large Inspec-  
tion districts  
at the outset.

22. Since for the reasons previously stated, the equipment necessary for all the inspection districts which it may ultimately be found necessary to establish will not be available before the law comes into operation, it will be necessary to make the first appointment of inspectors, chiefly with reference to the Inland Revenue Divisions as already constituted. In this way the whole Dominion will be brought under the operation of the law. These Divisions will subsequently be sub-divided so as to embrace areas of more manageable dimensions. This subdivision may be carried out as rapidly as circumstances will permit, and it is hoped that with the sums already placed at the disposal of the Department, a complete system of inspection will be established at all places of importance by the First of January, 1876.

Penalties  
should not be  
imposed for  
use of un-  
stamped  
weights and  
measures until  
parties have  
had the oppor-  
tunity of hav-  
ing them  
stamped.

23. In the meantime, and until this has been effected, it will be unreasonable to impose penalties for the use of unstamped weights and measures, in cases where the parties using them have in consequence of the insufficient number of inspectors appointed been unable to have their weights, &c., verified.

Verification of  
all the weights  
and measures  
in Canada will  
require con-  
siderable time.

24. To verify and stamp all the weights and measures used in the trade and commerce of Canada, is a work involving a large amount of labour, and scattered as they are over an immense territory, a corresponding amount of time will be necessary for its accomplishment. Considerable time will therefore necessarily elapse before weights and measures in complete accordance with the law will be in universal use.

25. Some anxiety has been expressed by a few individuals as to the inconvenience that may be occasioned by the introduction of the Imperial measures of capacity in place of those now in use, and there is also an impression that the changes will affect lineal measures and weights as well as measures of capacity. There is no real foundation for such anxiety. There will be no change in the value either of weights or lineal measures, and in so far as the change relates to measures of capacity, it is a much less serious affair than may be imagined.

Anxiety as to effects of adopting Imperial Gallon.

26. The change in the bushel, half-bushel and peck has hardly any significance, because all articles of commercial importance, such as wheat, corn and other grain, as also seeds, are and have long been bought and sold by weight, the bushel being nothing more than a name signifying a number of pounds determined by law as far back as 1859, and giving no accurate notion of the capacity of the measure named. Goods sold by dry measures of capacity are comparatively of small value. Generally the custom is to *heap* the measure, and the difference between the quantity *heaped* on such measures by one dealer and the quantity heaped on them by another, or the quantity that should be heaped on, is frequently greater than the difference between the Imperial and the Winchester bushel, which is only 67.772 cubic inches—that is, the Imperial bushel exceeds the Winchester bushel by a little more than 3 %.

Change of Bushel Standard has little significance.

27. The change from the old wine gallon to the Imperial gallon has more importance, but it is believed that no serious inconvenience will be felt—certainly none that should outweigh the advantages that will ultimately result from the change.

Change of Gallon more important.

28. The change is not compulsory until 1880. Up to that time the old wine gallon may be used by those who desire to do so, upon the condition that in all bargains affected by it, it shall be specifically mentioned. Without discussing the expediency of this delay, it may be mentioned that it has been allowed in order that the parties interested may be able to accommodate themselves to the change, and choose their own time within the limit stated for purchasing new measures.

Change not compulsory till 1880.

29. It fortunately happens that the one measure may be converted into the other by the addition of a fifth or the deduction of a sixth. The relation, therefore, which the wine gallon bears to the new Standard is for all practical purposes—and as defined by law—so easily stated that there is little doubt but traders will rapidly acquire the habit of thinking and dealing in the more convenient measure.

The relation of one measure to the other understood.

30. It is more convenient because there is an increasing tendency among traders to determine quantities of fluids by weight rather than by measure.

Greater convenience of the

**Imperial Standard.** This is especially the case with reference to spirits and petroleum, and it is certain that quantities may be so determined with much greater accuracy than by any system of measuring or gauging whatever. The wholesale business in petroleum has long been regulated by weight, and the large distillers have for several years past put up their spirits by weight. In practice the only accurate method of determining the capacity of vessels used for the delivery of fluids is by weighing them when empty, and when full of standard water. The difference being the weight of water they will contain.

Now the Imperial gallon offers this advantage : It holds exactly ten pounds avoirdupois of standard water, and as clean rain water approximates when at the ordinary temperature, very nearly to standard water, we have a convenient link, decimally expressed, connecting weight with volume, and therefore a ready means of determining the exact capacity of any vessel without any arithmetical computation. Similarly the quantity of any fluid in Imperial gallons may be determined with the greatest exactness by determining its specific gravity. This is very readily done by the use of a gravity hydrometer which can be read by any person of ordinary intelligence, and gives at once the weight per gallon in pounds, avoirdupois, of the fluid in which it is immersed. For the specific gravity of any fluid represents the weight per gallon by removing the decimal point one place to the right.

**The Wine Gallon not so convenient.** 31. The capacity of a vessel in wine gallons or the quantity of any fluid in wine gallons may, it is true, be computed from specific gravities, but to do this either a troublesome arithmetical computation is necessary or a reference to tables.

**Relation of the Wine Gallon to the Winchester Bushel very inconvenient.** 32. For reasons already given but little value is attached to the relation of the gallon to the bushel, but as the bushel has been legalized and is sometimes used or referred to it is obviously more convenient that the gallon should be an aliquot part of it. With the old system this is not the case, for the Winchester bushel contained 9.30918 + wine gallons. The Imperial gallon is the exact eighth part of the Imperial bushel. Heretofore we have had two different systems of measures of capacity—the Winchester for dry measures, and the wine measure for liquids.

**The United States the only country that retains the Wine Gallon and Winchester Bushel as Standards.** 33. Except Newfoundland, the United States is the only country in which the wine gallon is now retained as the legal Standard for liquid measures of capacity, and the Winchester bushel as the Standard for dry measure. In so far, therefore, as the adoption of the Imperial gallon as our standard of capacity affects the external trade of the Dominion the temporary inconvenience that may be felt in our trade with the United States will be more than compensated by the convenience gained in carrying on our trade with other countries.

34. On reference to the Trade and Navigation returns it will be found that in 1872—excluding exports of Petroleum which as already stated are regulated by weight—of the whole trade in fluids measured by the gallon only 20 % was with the United States, while 37·4 % was with Great Britain, and the remainder 42·6 % was with France and other countries, where the Standard is neither the Imperial nor the wine gallon, but in most cases the *Litre* of the metric system.

Our trade with Great Britain compared with our trade with other countries.

In 1874—when the exclusion of petroleum from the computation has but little significance because the exports of that article had almost ceased—the trade in liquids with Great Britain amounted to 40·45% of the whole, with the United States 31·23% and the remainder, 28·32%, was with France and other countries.

35. I have included the West India Islands and Demarara among the countries that have adopted the Imperial Standards, because on reference to the transactions of the Standards Department at Westminster, I find that, from 1851 to 1864, thirty-seven sets of Imperial Primary Standards have been verified for those colonies. But it is, of course, quite possible that the old measures may still be tolerated in some cases much as they will be tolerated here for some time to come.

West Indies have adopted Imperial Standards.

36. No other Standards but those of the Empire are known or tolerated in Australia or New Zealand, and they were adopted in Vancouver's Island when that Colony was organized. The adoption of the Imperial Standard by Canada very nearly effects complete uniformity throughout the English speaking portions of the British Empire, embracing a population approaching 50,000,000.

Imperial Standards prevail in Australia and New Zealand.

37. Although the use of the French or metric system of weights and measures has been permissive in Canada since April, 1871, this Department is not aware that they have been used by any one. Only one communication has been received on the subject, and there does not appear to be much probability of the system being carried into general use. It has been adopted to some extent by scientific men who desire to record the results of their researches in terms that will at once compare with the terms used for similar purposes by the leaders of science in Europe.

The permission to use this metric system not yet availed of in Canada.

38. For sufficient reasons the metric system has been legalized in Germany, Italy and in some other states, and there is little doubt but it will be thoroughly established at an early day in such States as are composed of an aggregation of small states which had previously their own separate systems each differing from every other. Under such circumstances it was easier to adopt a uniform system differing from them all than to adopt any one of those previously in use, especially when the system adopted had simplicity and perfect symmetry to recommend it.

Metric system adopted in Germany and some other states.

No similar reasons for its adoption in Canada.

39. But no such reasons exist for adopting the metric system in Canada. We have already standards of length and weight which are and have long been common to the whole Empire, and by which the greater part of the international trade of the world is regulated.

The metric system will probably become *International*.

40. Although there does not appear to be any probability of the French or metric system coming into common use in Canada in the near future, there are reasons for believing that among civilized nations it will, within a comparatively short time, become the *International system*, and that there will be but two systems, the *French* and the *British*. In my first report (*vide* page vi) I referred to the International Metric Commission sitting at Paris, and to the proposition for the establishment of a permanent International Bureaux that should be charged with the verification and preservation of the International Standards. A diplomatic conference on this subject has been sitting at Paris during the past winter, and several of the Nations Represented have agreed to the proposition, the terms of which will be found in Appendix C. For the present, however, Great Britain and Holland have declined to sign the convention.

English foot the standard of lineal measures in Russia.

41. In Russia the English foot of twelve inches—the inch divided into tenths—has been the lineal standard since 1831. The Russian *Arsheen* is exactly twenty-eight inches and several of the Russian units of weight are evenly divided by the avoirdupois pound; for instance the Pood is 36 pounds. There are therefore reasons for believing that the English system is as likely to make its way in Russia as the metric.

The standards of the United States are practically the same as those of Canada.

42. The United States has practically the same standards as Canada, the only difference in details being the gallon. These standards, therefore, prevail as to lineal measures among a population of nearly one hundred and seventy millions, and as to weight, among an English speaking population of about eighty-five millions.

The permission to use metric weights and measures makes it necessary to provide metric standards.

43. It is, however, obviously necessary to provide for any requirements that may arise under the provisions of the law which *permits* the use of the metric system here. To that end a standard metre and kilogram have been procured, as also a complete set of the metric weights, measures and apparatus used by the local inspectors in France, all of which have been deposited in this Department for reference. This I submit is all that is necessary, for it would be inexpedient to place a double set of standards in the hands of the local inspectors, so near each other as to be easily confounded, and yet sufficiently wide apart to make a material difference in prices.

For commercial transactions reference to tables of equivalents

44. Whatever commercial transactions may be based on the metric system, whether they relate to our domestic trade or to our foreign commerce, can very well be adjusted without direct reference to a material metric standard

by the much easier reference to a table of equivalents in English weights or measures which will certainly find a place wherever it is likely to be needed.

more convenient than reference to material standards.

45. Without changing the existing laws it is possible to make the multiples and sub-multiples of existing standards approximate very closely to a decimal system. The bushel as a measure of grain, seeds and some other articles, ceased to be a legal term on the first of January, 1874. From that time the "Cental" of 100 lbs., has been the only legal unit for expressing quantities of grain and other articles specified in the Act 36 Vic., Cap. 47. The "Cental" is identical with the hundred weight as established by law in 1859, and may be considered as taking the place of the old hundred weight of 112 lbs.

Possibility of devising a decimal system of weights under existing laws.

46. From 1858 up to 1874, grain and seeds had practically been bought and sold by weight, for the Act 16 Vic., Cap. 193, defines the bushel as equal to so many pounds of each of the varieties of grain and seeds mentioned. In weighing grain its weight is first ascertained and stated in pounds, and it is obviously much easier to convert it into centals than to convert it into bushels of 60 lbs., 56 lbs., 48 lbs., 34 lbs., &c., according to the kind of grain weighed. Nevertheless the trade has been slow to accept the change, and may almost be said to have opposed to it a passive resistance, for we find that nearly all the newspapers, claiming to give especial prominence to matters of commercial interest, still use the term bushel in the market quotations, and the Board of Trade at our chief commercial centre has recently asked for the inspection of weights of 60 lbs to be used in the wheat trade.

The cental of grain.

47. Although special agreements are sometimes made with reference to the old ton of 2,240 lbs. (the "long ton" as it is commonly called) two thousand pounds is the legal ton and has been since 1859. It would be convenient if some popular name were assigned to the half ton, expressing a decimal multiple of the cental, and then a decimal subdivision of the pound would effect a complete decimal system of weights. As a step in this direction, standard decimal sub-multiples of the pound have been obtained, and it remains to be determined whether their use shall be legalized.

The ton of 2,240 lbs still used.

48. The Act past last session requiring that the capacity of casks, used for the delivery of certain fluids, shall be inscribed on them and imposing on inspectors of weights and measures the duty of determining the contents of such casks in cases of dispute justifies a consideration of the expediency of assigning distinctive names to casks of various sizes. Malt liquor is usually sold—when not bottled—by the hogshead, barrel, half barrel, &c., but more valuable liquids are sold by the gallon, and are delivered in casks nominally known as puncheons or barrels, but no particular attention appears to have been given to obtaining uniformity of size. A hogshead of beer is commonly understood to be 64 wine gallons, a barrel 32 wine gallons, and a half barrel

The Act 38 Vict., cap. 36 as to casks.

16 wine gallons, but a puncheon of spirits varies from 100 to 120 wine gallons, and the barrel from 32 to 42 wine gallons ; sometimes it contains 45 wine gallons. A great number of brewers casks have been tested, and it has been found that when no capacity is inscribed on them, the hogshead holds about 60 wine gallons, the barrel about 29 wine gallons, and the half barrel from 14 to 15 wine gallons, and it has been ascertained that very few brewers inscribe the reputed capacity on their casks.

Denominations of casks to be legalized.

49. It is probable that when the Act above referred to, comes into operation —1st July next—the capacity of all casks not marked by officers of the Excise, will be correctly marked by those using them, and practically it may not then be of much consequence whether a so called barrel contains thirty, or any other number of gallons, but as the denominations of casks have a place in commercial language, it will be convenient to have some definite meaning attached to the name, and if this can be made to express some convenient multiple of the gallon so much the better.

A puncheon, as I have stated, varies from 100 to 120 wine gallons ; 100 gallons would therefore be a reasonable, and at the same time a most convenient quantity to be signified by that term.

A hogshead is now understood to hold 64 wine gallons, but does not usually hold more than 60 wine gallons. This is exactly 50 gallons, which is a very convenient quantity for expressing the capacity of this kind of cask.

A barrel now implies 32 gallons, but the brewers' barrel very rarely holds more than 30 wine gallons, or exactly 25 gallons, which may be adopted as its proper capacity

The half barrel which now holds from 14 to 16 wine gallons is not a convenient term, and the term RUNLET might be substituted, its capacity being fixed as 10 gallons.

A keg may be understood as meaning five gallons.

Decimal arrangement suggested.

50. We should then have

	Gallons.	Kegs.	Runlets.	Barrels.	Hogsheads.	Puncheon.
50 lbs. water =	5	= 1				
100     "     =	10	= 2	= 1			
250     "     =	25	= 5	= 2.5	= 1		
500     "     =	50	= 10	= 5	= 2	= 1	
1000   "     =	100	= 20	= 10	= 4	= 2	= 1

Decimal sub-multiples of the gallon desirable but difficult to introduce.

51. A decimal division of the gallon would add to the convenience of the scale, but it would be more difficult to adopt, for the quart and pint have a very wide application: such a subdivision has obtained some favour in England under the denominations of *decigallon* and *centigallon*; but it would hardly be desirable to take any steps in that direction until the Imperial authorities have legalized the change, and whenever a suggestion for a decimal division

is entertained it may be found convenient to make the pint the tenth part of the gallon, and such a pint would be very nearly identical with that heretofore used which contained 1.042 pounds of water, while the tenth of a gallon would be exactly one pound of water. Five quarts—almost identical with the quart of the old wine measure—would then be a gallon.

52. A decimal division of lineal measures is not so easy; the FOOT and the INCH have obtained so strong a hold in the minds of the people, and enter so fully into all mechanical calculations, that a decimal division, either of the yard or foot, appears to be almost hopeless. A decimal division of the inch is steadily making its way and has so far been adopted that almost all good lineal measures divided into inches have the decimal divisions of the inch on one side as conspicuously marked as the binary divisions.

Decimal division of lineal standards more difficult.

53. The measurement of spirits and alcoholic mixtures takes into account their strength as well as their bulk. Their measurement therefore requires the use of a gravity instrument commonly known as a hydrometer, which may be considered as having an intimate connection with weights and measures; as being the connecting link between weight and measure.

Measurement of alcohol.

54. Sykes' hydrometer is the only legalized instrument for this purpose in Canada, and under certain conditions it gives results sufficiently accurate. But the instrument was designed and constructed for use in climates where the temperature has a comparatively limited range, and errors due to changes of temperature which assume considerable magnitude here, were deemed to be of little consequence. In Canada a very large proportion of the whole of the spirits charged with duty is produced during the winter, and moved under removal bonds. It is no uncommon occurrence to charge the duty on spirits when at a temperature of 65° and to remove, warehouse, or ex-warehouse, the same spirits at a temperature of from ten to fifteen degrees below zero.

Sykes' hydrometer reliable only within a narrow range of temperature.

55. The attention of the Department was directed to this matter during the extreme cold weather of the past winter when it was stated that the discrepancy in the quantity of spirits removed from Toronto to Montreal as between the measure determined in Toronto and the measure determined in Montreal frequently amounted to four per cent. This on a single car load of 50 o.p. alcohol represents nearly one hundred dollars of duty.

Serious discrepancies in quantities caused by changes of temperature.

These allegations induced the Department to take measures for definitely ascertaining the magnitude of the alleged errors with a view to finding a remedy, and a number of experiments were made from which it was ascertained that Sykes' hydrometer is only reliable within very narrow ranges of temperate, and that the tables used with it for corrections for temperature take no account of the contraction of liquids by cold. Now the contraction of alcohol is in this climate an element of considerable importance, and no instrument can do justice between parties that does not take this element into account.



Experiments have been instituted by the Department which show that the revenue may be seriously affected by this question.

56. The experiments instituted by this Department are not yet so far advanced as to justify a definite statement as to the result, but I am warranted in saying that the errors in estimating quantities under extreme changes of temperature, such as I have above indicated, may affect the revenue to the extent of from \$61,000 to \$70,000, and that the trade transactions of the country may be affected by them to many times that amount.

It is proposed to follow up the enquiries already instituted, and for that purpose some instruments have been designed for measuring with the greatest degree of accuracy attainable the dilation and contraction of alcohol and spirits generally due to changes of temperature. This will occupy a good deal of time, but it is believed that in view of the high duties now charged on spirits and of the extremes of temperature to which our climate is liable, a thorough investigation of the subject is desirable.

Mural Standards.

57. In my first report (page xii) I referred to the laying down of *Mural Standards*. It is believed that such standards would be of considerable value to engineers, architects, surveyors and builders. The ten feet and six feet standards, of which a description will be found at page 39, Appendix B, are mainly for the purpose of enabling the Department to have such Mural Standards accurately laid down.

They will consist of a standard of one hundred feet divided into ten parts, one of such parts being subdivided into feet and one of the feet into inches; and a standard of sixty-six feet divided into ten parts, and one of such parts will be subdivided into ten links. The first mentioned standard will be available for verifying the ordinary builders' chain or tape; the latter for verifying the surveyors' chain.

Proposal to open communication with municipal authorities in relation to laying down Mural Standards.

58. Such standards should be placed where they will not be worn out by excessive traffic, and where they will be free from disturbance by frost, and should, of course, be sheltered from the weather. It is suggested that communication may be opened with the municipal authorities of the cities and towns of the Dominion inviting them to co-operate with this Department by providing suitable places for laying down these standards.

Considerations that have influenced the selection of instruments.

59. In closing this report I beg to state that in arranging the equipment of the Standards' branch of the Department I have anxiously avoided incurring any expense for instruments not necessary for carrying out the intentions of Parliament as indicated by the Statutes. But while acting on this principle I have been influenced by a desire to select the instruments necessary for the ordinary work of the service, with a view to forming the nucleus of a scientific establishment which, in course of time, may be developed into a department that will be competent to undertake such work of a scientific nature as has relation to the branches of science applied to the establish-

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ment and maintenance of the Standards. The Department would thus ultimately become to Canada what the *Conservatoire des Arts et des Meters* at Paris and the *Standard's Department* at Westminster are to France and Great Britain.

The documents that have been printed as Appendices to my reports and the character of the instruments used will show that the construction, préservation and use of the primary standards require the application of some of the highest branches of science. I make no pretensions to more than the rudiments of such knowledge and am conscious that if the object I have suggested is attained at all it will be attained under more competent direction than my own. Nevertheless I have thought it desirable, when incurring the expenditure necessary for carrying on the Inspection of Weights and Measures, to keep the greater object in view and I feel assured that if this course is persevered in our Standards' Department may be made a valuable branch of the public service and worthy of the growing consequence of the Dominion. It is for you to determine how far I shall be permitted to go in the direction indicated.

I have the honor to be, sir,

Your most obedient servant,

A. BRUNEL,

*Commissioner.*

Department of Inland Revenue,

May 1st, 1875.

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## APPENDIX A.

INLAND REVENUE DEPARTMENT,  
OTTAWA, 15th December, 1874.

The undersigned has the honor to report that by an Act passed in the 36th year of Her Majesty's reign, chaptered 47, and intituled: "An Act respecting Weights and Measures," it is amongst other things in effect enacted that the Minister of Inland Revenue shall cause to be prepared three sets of primary standards of length and weight, each set consisting of:—

1. A Standard Yard,
2. A Standard Pound, Avoirdupois, and
3. A Standard Ounce, Troy,
4. A Standard Gallon,

1. Report to Privy Council by the Minister of Inland Revenue, that Dominion Standards of weights and measures have been received.

And shall cause the same to be verified and authenticated in such manner as he shall deem best; and it is further enacted that the Governor, upon being satisfied of the accuracy of the primary standards, may, by Order in Council, declare the same to be the legal and only primary standards of length and weight for Canada, under the name of "The Dominion Standards," and as such the units or standards of weights and measures from which all other weights and measures defined by that Act shall be computed and ascertained; and from and after the date of such Order in Council all primary standards of weights and measures theretofore established and legalized by the Legislature of the late Province of Canada, or by the Legislatures of Nova Scotia, New Brunswick and British Columbia, shall be transferred to, and remain in the possession of, the Department of Inland Revenue; and it is further enacted, that the Minister of Inland Revenue shall also cause to be prepared two sets of secondary standards of the weights and measures defined and established by this Act, and of the requisite multiples and proportions thereof; and the Governor in Council, upon the report of the Minister that the same have been duly verified and authenticated by comparison with the Dominion Standards, may declare such secondary standards to be legal secondary standards of length, weight and capacity, under the name of the "Departmental Standards."

And it is further enacted, that as soon as the Dominion and Departmental Standards have been received, legalized by the Governor in Council, and deposited as above provided, and the necessary apparatus for use in connection therewith has been obtained by the Minister of Inland Revenue, the Governor may, by proclamation, fix a day, giving not less than six months previous notice, upon, from and after which all contracts, bargains, sales or dealings, made or had in any part of Canada, for work to be done, or goods, wares or merchandise, or other things to be sold, delivered or agreed for by weight or measure, where no special agreement is made to the contrary, shall be deemed and taken to be made and had according to the standard weights and measures fixed and defined by the said Act.

The undersigned further reports that he has caused to be prepared, in accordance with the said in part recited Act, three sets of primary standards of length and weight, each set consisting of—

1. One Standard Yard,
2. A Standard Pound Avoirdupois,
3. A Standard Ounce Troy,
4. A Standard Gallon,

Which have been respectively duly verified and authenticated in the manner deemed best, being as follows:—

By careful verification and comparison of the said standards, by the Warden of Standards, with the Imperial Standards in his custody at Westminster, England, an account of which verification and comparison duly attested by the said Warden's hand and seal of office, is lodged in the Department of Inland Revenue.

He recommends that your Excellency in Council, being now satisfied of the accuracy of such primary standards, may declare the same to be the legal and only primary standards of length and weight for Canada under the name of "The Dominion Standards," and as such the units or standards of weights and measures, from which all other weights and measures defined by the said in part recited Act shall be computed and ascertained.

The undersigned further reports that he has also caused to be prepared two sets of secondary standards of the weights and measures defined and established by the said in part recited Act, and of the requisite multiples and proportions thereof, and that the same have been duly verified and authenticated by comparison with the Dominion Standards.

He recommends, therefore, that Your Excellency in Council may declare such secondary standards to be legal secondary standards of length, weight and capacity, under the name of "The Departmental Standards."

(Signed,) F. GEOFFRION.

DEPARTMENT OF INLAND REVENUE,  
OTTAWA, December 15th, 1874.

2. Report to Privy Council by the Minister of Inland Revenue, that models of Gas Standards and apparatus have been received.

The undersigned has the honor to report, That by an Act passed in the 36th year of Her Majesty's reign chaptered 48 and intitled :

" An Act to provide for the Inspection of Gas and Gas Meters."

It is amongst other things in effect enacted : That after the date fixed by the proclamation to be issued under this Act the only standard or unit of measure for the sale of Gas by Meter, "shall be by the cubic foot, containing sixty-two pounds and three hundred and twenty-one thousandths of a pound, avoirdupois weight, of distilled water weighed in air at the temperature of sixty-two degrees of Fahrenheit thermometer, the barometer being at thirty inches ; except as relates to contracts made before the passing of this Act, and in which a different unit of measure is adopted, which contracts, if renewed, shall adopt the unit of measure above prescribed."

And it is further enacted :

" That within so short a period as may be after the passing of that Act, models of gas holders measuring the said cubic foot, and such multiples and decimal parts of the said cubic foot as the Minister of Inland Revenue shall deem expedient, and from time to time models of such further multiples and decimal parts of the said cubic foot as the Minister of Inland Revenue shall from time to time think necessary, shall be carefully made with proper balances, indices and apparatus for testing the measurement and registration of meters ; and such models shall be verified under the direction of the Minister of Inland Revenue, and when so made and verified, shall be adopted in the Department of

"Inland Revenue; and copies of the models so deposited, verified as  
 "aforesaid, shall be used under such regulations as may be approved by  
 "the Governor in Council for testing and verifying all meters used  
 "within the Dominion," and,

"That models of the apparatus described in schedule 'A' of that Act  
 "for testing the illuminating power and purity of Gas, shall also be  
 "procured, and, after having been approved by the Minister of Inland  
 "Revenue, shall be deposited in the Department of Inland Revenue;  
 "and copies of the said models shall be used in the manner described in  
 "part two of the schedule 'A,' and in such further instructions, not  
 "inconsistent therewith, as may be from time to time directed by Depart-  
 "mental Regulations, for testing the illuminating power and purity of  
 "Gas," and

"That so soon as the models and apparatus therein mentioned have  
 "been obtained and approved, the Governor in Council may issue a  
 "proclamation fixing a day not less than six months from the date of  
 "such proclamation, upon which the provisions of this Act respecting  
 "inspection shall go into operation."

That in accordance with the above mentioned provisions, models of  
 Gas holders measuring the said cubic foot, and such multiples and decimal  
 parts of the said cubic foot, as the Minister of Inland Revenue has  
 deemed expedient, have been carefully made with proper balances,  
 indices, and apparatus for testing the measurement and registration of  
 meters, and that such models have been verified under the direction of  
 the undersigned, and have been deposited in the Department of Inland  
 Revenue, and further, that the models of the apparatus described in  
 schedule "A" of the said Act for testing the illuminating power and  
 purity of Gas have also been procured, and having been approved by  
 the undersigned have been deposited in the Department of Inland  
 Revenue.

The undersigned, therefore, recommends that in pursuance of the said  
 Act a proclamation may issue fixing the first day of July one thousand  
 eight hundred and seventy-five as the day upon which the provisions of  
 the said Act respecting inspection shall come into operation.

(Signed,) F. GEOFFRION.

DEPARTMENT OF INLAND REVENUE,  
 OTTAWA, December 15th, 1874.

The undersigned has the honor to bring under the consideration of  
 Your Excellency in Council, the Order in Council bearing date 15th  
 December, instant., by which, in pursuance of the 36th Vic., Cap. 47,  
 intituled: "An Act respecting Weights and Measures," the Dominion  
 and Departmental Standards therein mentioned have been received and  
 legalized.

3. Report by  
 the Minister  
 of Inland  
 Revenue to  
 Privy Council  
 recommend-  
 ing issue of  
 Proclamation.

He further reports that in pursuance of the 8th Section of the said  
 Act, one set of the Dominion Standards has been placed in the custody  
 of the Speaker of the Senate, one set in the custody of the Speaker of  
 the House of Commons, and one set in the custody of the Minister of  
 Inland Revenue, under such regulations as to precautions against injury  
 and deterioration as have been determined by order of Your Excellency  
 in Council.

The undersigned therefore recommends that in pursuance of the  
 authority contained in the said Act, Sec. 12, a proclamation may be  
 issued fixing the first day of July, one thousand eight hundred and

seventy-five, upon, from, and after which all contracts, bargains, sales or dealings made or had in any part of Canada, other than Prince Edward Island, for work to be done, or goods, wares or merchandize or other things to be sold, delivered or agreed, for weight or measure, when no special agreement is made to the contrary, shall be deemed and taken to be made and had according to the standard weights and measures fixed and defined by the said Act.

(Signed,) F. GEOFFRION.

*Copy of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council on the 18th January, 1874.*

4. O. C. making regulations as to the protection of the Standards.

On the recommendation of the Honorable the Minister of Inland Revenue the Committee advise that in pursuance of the Act 36 Vic. Chap. 47, intituled, "An Act respecting Weights and Measures," and Section 8 thereof, the following Regulations as to precautions against injury and deterioration be determined and adopted in respect to the sets of the Dominion Standards in the custody respectively of the Speaker of the Senate, of the Speaker of the House of Commons and of the Minister of Inland Revenue, under the said Act.

Certified,

W. A. HIMSWORTH,  
*Clerk Privy Council.*

#### REGULATIONS :

1st. As to the Standards deposited in the custody of the Speaker of the Senate and the Speaker of the House of Commons.

The cases containing the Standards so deposited shall be sealed with the seal of the Speaker, and shall be placed in a strong box or boxes each secured by two good locks neither of which can be opened by the key of the other ; one of the keys of each box shall be retained by the Speaker and the other by the Minister of Inland Revenue. The strong box or boxes so secured shall be placed in a fire proof vault to which access can only be had by the Speaker or his nominee for that purpose.

2nd. As to the Standards remaining in the custody of the Minister of Inland Revenue.

The cases containing such Standards shall be placed in a strong fire proof box or boxes secured by a lock or locks of the best description, the keys whereof shall be kept by the Minister of Inland Revenue or his Deputy, and the said fire proof boxes shall be placed in a secure room in the Department of Inland Revenue, the keys of which shall be kept by the Minister of Inland Revenue or his Deputy.

#### ORDER IN COUNCIL.

GOVERNMENT HOUSE, OTTAWA,  
FRIDAY, 18th day of December, 1874.

Present : His Excellency the Governor General in Council.

5. O. C. declaring legality of Standards.

WHEREAS, by an Act passed in the 36th year of Her Majesty's reign, chaptered 47, and intituled : "An Act respecting Weights and Measures," it is amongst other things in effect enacted ; that the



Minister of Inland Revenue shall cause to be prepared three sets of primary standards of length and weight, each set consisting of—

1. A Standard Yard,
2. A Standard Pound, avoirdupois, and
3. A Standard Ounce, Troy,
4. A Standard Gallon,

and shall cause the same to be verified and authenticated in such manner as he shall deem best; and it is further enacted that the Governor, upon being satisfied of the accuracy of primary Standards, may, by Order in Council, declare the same to be the legal and only primary Standards of length and weight for Canada, under the name of "The Dominion Standards," and as such the Units or Standards of weights and measures from which all other weights and measures defined by that Act shall be computed and ascertained; and from and after the date of such Order in Council, all primary Standards of weights and measures heretofore established and legalized by the Legislature of the late Province of Canada, or by the Legislatures of Nova Scotia, New Brunswick and British Columbia, shall be transferred to and remain in the possession of the Department of Inland Revenue; and it is further enacted, that the Minister of Inland Revenue shall also cause to be prepared two sets of Secondary Standards of the weights and measures defined and established by this Act, and of the requisite multiples and proportions thereof; and the Governor in Council, upon the report of the Minister, that the same have been duly verified and authenticated by comparison with the Dominion Standards, may declare such Secondary Standards to be legal Secondary Standards of length, weight and capacity, under the name of "The Departmental Standards;" and it is further enacted that, as soon as the "Dominion" and Departmental Standards have been received, legalized by the Governor in Council, and deposited as above provided, and the necessary apparatus for use in connection therewith has been obtained by the Minister of Inland Revenue, the Governor may, by Proclamation, fix a day, giving not less than six months previous notice, upon, from and after which all contracts, bargains, sales or dealings made or had in any part of Canada for work to be done, or goods, wares or merchandise, or other things to be sold, delivered or agreed for by weight or measure, where no special agreement is made to the contrary, shall be deemed and taken to be made and had according to the Standard weights and measures fixed and defined by the said Act.

And whereas the Hon. the Minister of Inland Revenue has caused to be prepared, in accordance with the said in part recited Act, three sets of primary Standards of length and weight, each set consisting of—

1. One Standard Yard,
2. Standard Pound, avoirdupois,
3. A Standard Ounce, Troy,
4. A Standard Gallon,

which have been respectively duly verified and authenticated in the manner deemed best, being as follows:—

By careful verification and comparison of the said Standards by the Warden of Standards with the Imperial Standards in his custody at Westminster, England, an account of which verification and comparison duly attested by the said Warden's hand and Seal of Office, is lodged in the Department of Inland Revenue.

And whereas the said Minister of Inland Revenue has recommended that His Excellency in Council, being satisfied of the accuracy of such primary Standards, may declare the same to be the legal and only primary Standards of length and weight for Canada, under the name of "The

Dominion Standards," and as such the Units or Standards of weights and measures defined by the said in part recited Act shall be computed and ascertained.

His Excellency the Governor General in Council, on the recommendation of the said Minister of Inland Revenue, has been pleased to declare, and doth hereby declare such primary Standards to be the legal and only primary Standards of length and weight for Canada, under the name of "The Dominion Standards," and as such the Units or Standards of weights and measures from which all other weights and measures defined by the said in part recited Act shall be computed and ascertained.

And whereas the said Minister of Inland Revenue has further reported that he has also caused to be prepared two sets of secondary Standards of the weights and measures defined and established by the said in part recited Act, and of the requisite multiples and proportions thereof, and that the same have been duly verified and authenticated by comparison with the Dominion Standards.

His Excellency the Governor General in Council, on the recommendation of the said Minister of Inland Revenue, has been pleased to declare, and doth hereby declare, such Secondary Standards to be legal Secondary Standards of length, weight and capacity, under the name of "The Departmental Standards."

W. A. HIMSWORTH,  
*Clerk, Privy Council.*

DUFFERIN.

[L.S.]

CANADA.

6 Proclamation of date at which Acts respecting weights and measures shall take effect.

VICTORIA, by the grace of God, of the United Kingdom of Great Britain and Ireland, Queen, Defender of the Faith, &c, &c., &c.  
To all to whom these presents shall come, or whom the same may in any wise concern—GREETING :

A PROCLAMATION.

T. FOURNIER,  
Attorney General,  
Canada. } WHEREAS in and by an Act of the Parliament of Canada, passed in the thirty-sixth year of Our Reign, chaptered 47, and intituled: "An Act respecting Weights and Measures," it is amongst other things in effect enacted: That the Minister of Inland Revenue shall cause to be prepared three sets of primary standards of length and weights, each set consisting of—

1. A Standard Yard,
2. A Standard Pound, Avoirdupois,
3. A Standard Ounce Troy,
4. A Standard Gallon,

and shall cause the same to be duly verified and authenticated in such manner as he shall deem best; and it is further enacted that the Governor, upon being satisfied of the accuracy of the primary Standards, may, by Order in Council, declare the same to be the legal and only primary standard of length and weights for Canada under the name of "The Dominion Standards," and as such the units or standards of weights and measures from which all other weights and measures defined by that Act shall be computed and ascertained; and from and after the date of such proclamation all primary standards of weights and measures theretofore established and legalized by the legislation of the late Province of Canada, or by the Legislatures of Nova Scotia, New Brunswick and British

Columbia, shall be transferred to and remain in the possession of the Department of Inland Revenue ; and it is further enacted that one set of Dominion Standards shall be placed in the custody of the Speaker of the Senate, one set in the custody of the Speaker of the House of Commons, and one set in the custody of the Minister of Inland Revenue under such regulations as to precautions against injury and deterioration as may be determined by order of the Governor in Council ; and it is further enacted that the Minister of Inland Revenue shall also cause to be prepared two sets of secondary standards of the weights and measures defined and established by the said Act, and of the requisite multiples and proportions thereof ; and the Governor in Council, upon the report of the Minister that the same have been duly verified and authenticated by comparison with the Dominion Standards, may declare such secondary standards to be legal secondary standards of length, weight and capacity under the name of " the Departmental Standards ; " and it is further enacted, that as soon as the Dominion and Departmental Standards have been received, legalized by the Governor in Council, and deposited as above provided, and the necessary apparatus for use in connection therewith has been obtained by the Minister of Inland Revenue, the Governor may by Proclamation, fix a day, giving not less than six months previous notice, upon, from and after which all contracts, bargains, sales or dealings made or had in any part of Canada for work to be done, or goods, wares or merchandize, or other things to be sold, delivered or agreed for, by weight or measure, where no special agreement is made to the contrary, shall be deemed and taken to be made and had according to the standard weights and measures fixed and defined by the said Act :

And whereas the Minister of Inland Revenue, in accordance with the above in part recited act caused to be prepared three sets of primary standards of length and weight, each set consisting of

1. A Standard Yard,
2. A Standard Pound Avoirdupois,
3. A Standard Ounce Troy,
4. A Standard Gallon,

and caused the same to be duly verified and authenticated in such manner as he deemed best, that is to say : By careful verification and comparison of the said Standards by the Warden of Standards with the Imperial Standards in his custody at Westminster, England, an account of which verification and comparison duly tested by the said Warden's Hand and Seal of Office is lodged in the Department of Inland Revenue :

And whereas the Governor upon being satisfied of the accuracy of the primary standards was pleased by Order of His Excellency in Council on the Eighteenth day of December instant to declare the same to be the legal and only primary standards of length and weight for Canada under the name of " The Dominion Standards " and such the units or standards of weights and measures from which all other weights and measures defined by the Act now in recital shall be computed and ascertained :

And whereas in further accordance with the provisions of the said in part recited Act one set of Dominion Standards has been placed in the custody of the Speaker of the Senate, one set in the custody of the Speaker of the House of Commons, and one set in the custody of the Minister of Inland Revenue under such regulations as to precautions against injury and deterioration as have been determined by order of the Governor in Council :

And whereas in further pursuance of the said in part recited Act the

Minister of Inland Revenue has also caused to be prepared two sets of secondary standards of the Weights and Measures defined and established by the said in part recited Act and of the requisite multiples and proportions thereof :

And whereas the Governor in Council was pleased on the Eighteenth day of December, instant, upon the report of the said Minister that the same had been duly verified and authenticated by comparison with Dominion Standards to declare such secondary standards to be legal secondary standards of length, weight and capacity under the name of "The Departmental Standards."

And whereas the Dominion and Departmental Standards hereinbefore mentioned, have been received legalized by the Governor in Council and deposited as provided and required by the said hereinbefore in part recited Act :

NOW KNOW YE, and we do by this Our Royal Proclamation, in pursuance of the said in part recited Act, and by and with the advice of Our Privy Council for Canada, proclaim, declare and fix the first day of July, which will be in the year one thousand eight hundred and seventy-five, as the day upon, from and after which all contracts, bargains, sales or dealings made or had in any part of Canada, other than Prince Edward Island, for work to be done, or goods, wares or merchandise, or other things to be sold, delivered or agreed for by weight or measure, where no special agreement is made to the contrary, shall be deemed and taken to be made and had according to the Standard weights and measures, fixed and defined by the said hereinbefore in part recited Act, intituled, "An Act respecting Weights and Measures."

Of all which Our loving subjects and all others to whom these presents shall come, or whom the same may in any wise concern, are hereby required to take notice and govern themselves accordingly.

IN TESTIMONY WHEREOF, We have caused these Our Letters to be made Patent, and the Great Seal of Canada to be hereunto affixed, WITNESS, Our Right Trusty and Well Beloved Cousin and Councillor the Right Honorable Sir FREDERIC TEMPLE, Earl of Dufferin. Viscount and Baron Clandeboye of Clandeboye, in the County Down, in the Peerage of the United Kingdom, Baron Dufferin and Clandeboye of Ballyleidy and Killeleagh, in the County Down, in the Peerage of Ireland, and a Baronet, Knight of Our Most Illustrious Order of Saint Patrick and Knight Commander of Our Most Honorable Order of the Bath, Governor General of Canada, and Vice Admiral of the same :

At Our Government House, in Our CITY of OTTAWA, this EIGHTEENTH day of DECEMBER, in the year of Our Lord, one thousand eight hundred and seventy-four, and in the Thirty Eighth year of Our Reign.

By Command,

R. W. SCOTT,

Secretary of State.

DUFFERIN,

[L.S.]

CANADA.

VICTORIA, by the Grace of God, of the United Kingdom of Great Britain and Ireland, Queen, Defender of the Faith, &c., &c., &c.

To all to whom these presents shall come, or whom the same may in any wise concern—GREETING :

## A PROCLAMATION.

T. FOURNIER,  
Attorney General,  
Canada.

WHEREAS in and by an Act of the Parliament of Canada, passed in the 36th year of Our Reign, chaptered 48, intitled: "An Act to provide for the Inspection of Gas and Gas Meters," it is amongst other things in effect enacted, that after the date fixed by the Proclamation to be issued under the said Act, the only standard or unit of measure for the sale of Gas by meter, shall be the cubic foot containing sixty-two pounds and three hundred and twenty-one thousandths of a pound *avoir-du-poids* weight, of distilled water weighed in air at the temperature of sixty-two degrees of Fahrenheit's thermometer, the barometer being at thirty inches, except as relates to contracts made before the passing of the said Act now in recital, and in which a different unit of measure is adopted; which contracts, if renewed, shall adopt the unit of measure above proscribed; and it is further enacted, that within as short a period as may be after the passing of the said Act, models of gas-holders measuring the said cubic foot and such multiples and decimal parts of the said cubic foot as the Minister of Inland Revenue shall deem expedient, and from time to time models of such further multiples and decimal parts of the said cubic foot as the Minister of Inland Revenue shall from time to time think necessary, shall be carefully made with proper balances, indices and apparatus for testing the measurement and registration of meters; and such models shall be verified under the direction of the Minister of Inland Revenue, and when so made and verified shall be deposited in the Department of Inland Revenue; and copies of the models so deposited, verified as aforesaid, shall be used under such regulations as may be approved by the Governor in Council, for testing and verifying all meters used within the Dominion: And that models of the apparatus described in Schedule A of the said Act for testing the illuminating power and purity of Gas shall also be procured, and, after having been approved by the Minister of Inland Revenue, shall be deposited in the Department of Inland Revenue, and copies of the same models shall be used in the manner described in part two of the said Schedule A, and in such further instructions not inconsistent therewith, as may be, from time to time, directed by Departmental regulations for testing the illuminating power and purity of Gas: And it is further enacted that so soon as the models and apparatus therein mentioned have been obtained and approved, the Governor in Council may issue a Proclamation fixing a day, not less than six months from the date of such Proclamation, upon which the provisions of the Act now in part recited respecting inspection shall go into operation:

And whereas in accordance with the above in part recited Act, models of gas holders measuring the said cubic foot, and such multiples and decimal parts of the said cubic foot, as the Minister of Inland Revenue has deemed expedient, have been carefully made with proper balances,

indices and apparatus for testing the measurement and registration of meters, and such models have been verified under the direction of the Minister of Inland Revenue, and have been deposited in the Department of Inland Revenue :

And whereas models of the apparatus described in Schedule A of the above in part recited Act, for testing the illuminating power and purity of Gas have also been procured, and having been approved by the Minister of Inland Revenue, have been deposited in the Department of Inland Revenue :

And whereas the models and apparatus herein mentioned have been obtained and approved as required by the hereinbefore in part recited Act :—

NOW KNOW YE, that we do by this our Royal Proclamation, and by and with the authority of the above in part recited Act, and by and with the advice of our Privy Council for Canada, proclaim, declare and fix the first day of July, which will be in the year one thousand eight hundred and seventy-five, as the day upon which the provisions of the above in part recited Act, intituled, "An Act to provide for the Inspection of Gas and Gas Meters," respecting inspection shall come into operation, except in the Province of Prince Edward Island.

Of all which our loving subjects and all others to whom these presents may come, or whom the same may concern, are hereby required to take notice and to govern themselves accordingly.

IN TESTIMONY WHEREOF, We have caused these Our Letters to be made Patent, and the Great Seal of Canada to be hereunto affixed. WITNESS, Our Right Trusty and Well Beloved Cousin and Councillor the Right Honorable Sir FREDERIC TEMPLE, Earl of Dufferin, Viscount and Baron Clandeboye of Clandeboye, in the County Down, in the Peerage of the United Kingdom, Baron Dufferin and Clandeboye of Ballysiddy and Killeleagh, in the County Down, in the Peerage of Ireland, and a Baronet, Knight of Our Most Illustrious Order of Saint Patrick, and Knight Commander of Our Most Honorable Order of the Bath, Governor General of Canada, and Vice-Admiral of the same :

At Our Government House, in Our CITY of OTTAWA, this EIGHTEENTH day of DECEMBER, in the Year of Our Lord, One Thousand Eight Hundred and Seventy-four, and in the Thirty-Eighth year of Our Reign.

By Command,

R. W. SCOTT,

Secretary of State.

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## APPENDIX B.

VERIFICATION OF WOODEN MEASURING RODS  
FOR THE GOVERNMENT OF CANADA.

1. These measuring rods have been constructed by Messrs. Troughton and Simms, and are intended to be used for surveying purposes in Canada. They consist of

- 50 yard end measures, divided into feet.
- 10 ten-foot end measures, also divided into feet.

They are made of pine wood with very straight grain, and as free as possible from knots. They are of rectangular form. The ends are protected by plates of brass, about 0·1 inch thick, squared and continued for about 1·25 inch along the upper and lower surfaces, where they are secured to each surface by four brass screws, the heads of which are levelled flush with the surface of the rods. Other rectangular plates of brass are similarly screwed on the upper surface, and are engraved with transverse lines showing the divisions into feet, and marked "1 ft.," "2 ft.," &c. All the rods have a thin coating of French polish upon them, to protect them from dirt and damp.

2. The yard rods are about 1·25 inch wide and 1 inch thick. They are engraved "1 yard" on the brass plates upon the upper surface of the rod at the right-hand side, immediately below which they have been numbered 1 to 50 with the engraving apparatus of the Standards Department. They are also engraved T & S on the brass plates upon the under surface of the rods at the left-hand side. Each yard measure may thus be identified.

3. The whole series of yard measures has been tested as to their length with the commercial standard of length of the Standards Department, described at page 104 of the Appendix to the Fifth Report of the Standards Commission. The comparisons were begun on 4th February, 1874, and were completed on 23rd February. Each yard measure has been compared by placing it upon the steel roller supports with its surface marked "1 yard" uppermost, and bringing the projecting rectangular contact pieces of the standard against the two ends of the measure. As these ends are about twice the thickness of the rectangular contact pieces, it has been thought necessary to take one reading in each of the following positions :—

1. With the comparing surface of the contact pieces at the upper part of the defining ends of the yard measure.
2. With the comparing surface of the contact pieces at the middle part of the defining ends of the yard measure.
3. With the comparing surface of the contact pieces at the lower part of the defining ends of the yard measure.

Three additional readings were taken according to the ordinary method of reversing the ends of the yard measure compared. Six readings of each yard measure have thus been taken, and the mean error has been determined from the mean of the six readings. The mean results are as follows :—

1. Description of these measuring rods.

2. The yard measures.

3. Method of comparing them.

4. Mean results of comparisons of yard measures

4. Mean results of Comparisons of Yard End Measures

Ascertained Error.		Ascertained Error.	
Yard No.	inches.	Yard No.	inches.
1	- +0'003	26	- +0'002
2	- +0'005	27	- +0'003
3	- +0'004	28	- +0'007
4	- +0'008	29	- +0'006
5	+0'007	30	- +0'006
6	- +0'008	31	- +0'001
7	- +0'008	32	- +0'003
8	- +0'008	33	- +0'001
9	- +0'007	34	- +0'004
10	- +0'009	35	- +0'006
11	- +0'007	36	- +0'003
12	- +0'004	37	- +0'003
13	- +0'003	38	- +0'005
14	- +0'005	39	- +0'004
15	- +0'001	40	- +0'002
16	- +0'003	41	- +0'002
17	- +0'001	42	- +0'005
18	- +0'005	43	- +0'004
19	- +0'005	44	- +0'001
20	- +0'004	45	- +0'003
21	- +0'004	46	- +0'001
22	- +0'003	47	- +0'004
23	- +0'006	48	- +0'006
24	- +0'003	49	- +0'005
25	- +0'002	50	- +0'002

As the limit of error allowed for the verification of end measures of 1 yard in 0.01 inch in excess or deficiency, it is here shown that every one of these yard measures is correct in standard length far within the allowed error. It should also be stated that there was not a single instance of the maximum error allowed being found in any one of the six separate readings.

In order to check these results, a further comparison of some of these yard measures has been made with Mr. Sheepshank's comparing apparatus for end measures, by placing the yard measure and an end standard yard successively upon Vs between a fixed brass stud 0.5 inch in diameter, and a smaller stud pressed forward by a very fine screw having a micrometer head, marked with divisions each equal to 0.0001 inch. The result of thus testing a smaller measuring surface has been to show an error of only about one half of that stated in the preceding table.

5. Test of the straightness.

5. These yard rods were also tested as to their straightness by placing them upon a true plane of gun metal. Almost every one was found to be slightly twisted or warped, notwithstanding the greatest care had been taken by Messrs. Troughton and Simms to procure the most perfectly seasoned wood in the first instance, and afterwards to select the straightest rods out of a considerable number roughly prepared. Mr. Simms is of opinion that no further warping or twisting will occur.

6. As to allowance for difference of temperature of the deal measures and bronze standard.

6. It was deemed necessary to ascertain how far the excess in length of the deal measures might be attributable to their temperature being somewhat higher than that of the bronze standard with which they were compared, or to any difference from standard temperature in either the bronze standard or the deal measures.

For the purpose of more accurately determining the temperature of the measuring axis of the wooden rods and of the bronze standard bar,

three standard thermometers were placed close to them and upon the same level. The bulb of one (a) was inserted in the middle of a rectangular piece of pine wood of the same section as the wooden measure; the bulb of a second (b) was inserted in a rectangular piece of bronze similar to the standard bar; and the bulb of the third (c) was left exposed to the air of the room. All being placed in position over night, it was found that early in the morning the three thermometers read alike. But when the room became warm after the fire was lighted, the temperature of the metal was raised more slowly than that of the air or the wood, and its thermometer read from  $1^{\circ}$  to  $2^{\circ}$  C. less. A still greater amount of difference was found as the observations proceeded, when the effect of the heat of the observer also acted upon the three thermometers. Thus, on February 23, on beginning the observations, the three thermometers read as follows:

(a)  $16^{\circ}8$  C.      (b)  $15^{\circ}1$  C.      (c)  $17^{\circ}7$  C.

The greatest difference was found after seven yards had been compared, when the thermometers read—

(a)  $17^{\circ}2$  C.      (b)  $15^{\circ}5$  C.      (c)  $18^{\circ}2$  C.

At the end of the observations, when 30 more yards had been compared, the thermometers read more nearly alike, viz.:

(a)  $17^{\circ}6$  C.      (b)  $16^{\circ}6$  C.      (c)  $17^{\circ}9$  C.

It was next to be considered what effect such difference of temperature produced upon the difference in length of the wooden measures and the bronze bar.

According to Kater (as quoted in *Annuaire du Bureau des Longitudes*, 1872, p. 405), the coefficient of linear expansion of pine wood for  $1^{\circ}$  C. between  $0^{\circ}$  and  $100^{\circ}$  is 0.00004959, which is equal to an increase in length of 0.000178 inches in a deal yard for every additional  $1^{\circ}$  C. According to Mr. Sheepshanks, the bronze of which Baily's metal consists dilates 0.000341 inches in the yard for  $1^{\circ}$  C. Whence it is seen that for every  $1^{\circ}$  C. a pine wood yard dilates 0.000163 inches less than a bronze yard, or only about half as much; and that it requires a difference of temperature between the two yards of not less than  $6^{\circ}$  C. to cause a difference in length between them amounting to 0.001 inches, assuming them to be equal in length when both are at the same standard temperature. It follows that as the differences of temperature actually found in the comparisons of the Canadian deal measures with the bronze standard were less than  $6^{\circ}$ , and that the mean temperature during the observations did not differ to this extent from the standard temperature of  $62^{\circ}$  F., any such differences of temperature may be entirely disregarded in the results of the comparisons.

7. The verification of the lines marking the foot measures on the brass plates of the deal yard measures was made by means of the comparing apparatus constructed for the use of inspectors, each foot being thus compared. The legal allowance for errors in both end and line measures of 1 foot is 0.005 inches in excess or in deficiency. As, however, the thickness of the lines by which the foot measure is defined is itself about 0.01 inches, a very accurate comparison was found to be impracticable. But in no single instance was an error of 0.005 in. found outside of the defining line of the foot measure. All the foot measures may, therefore, be deemed to be correct standard measures within the limit allowed by the law.

7. Verification of foot divisions of the yard measures.

8. The 10-foot deal measuring rods are somewhat larger in section than the yard measures, being about  $1\frac{1}{2}$  inch in breadth and rather more than an inch thick. In other respects they are similar in con-

8. Description of 10-foot measuring rods.

struction to the yard measures, except that they are engraved T & S on the brass plate on the *upper* surface at the left hand end of the rod. They have been numbered 1 to 10 with the official engraving apparatus, immediately below the engraved "10 ft." at the right hand end of the rod.

9. Their verification.

9. The verification of the ten 10-foot measures was effected by comparing them with the 10-foot standard, not only as to the total length, but also as to the ten separate feet marked both upon the brass plates of the deal rods, and upon the standard bar.

The 10-foot standard is both a bed measure and a line measure. (See its description, Appendix XX. to Fifth Report of Standards Commission, 1870, p. 229.) As the length of the wooden measures was found to be generally in excess, they could not be placed in the bed measure, that is to say, between the upright terminations, and were, therefore, compared with the defining lines of the standard. Each measuring rod was placed upon the standard, with its left-hand termination adjusted to the 0 line of the standard bar, and when in this position was viewed vertically through a lens. The other termination was then similarly viewed, and any difference in length was measured by means of the vernier of a small square steel measuring bar with finely graduated divisions, placed as near as possible.

Four observations were made with each 10-foot measure; two of them when the measure was placed upon the standard with the graduations uppermost, the second of these being made with the terminations reversed, and two more with the graduations underneath the rod. The mean of the four observations was taken to determine the ascertained error of each measure of 10 feet. The mean results were as follows:—

MEAN RESULTS OF COMPARISONS OF 10-foot End Measures.

Ascertained Error.		Ascertained Error.	
	inches.		inches.
10 Feet No. 1	- +0·012	10 Feet No. 6	- +0·008
" 2	- +0·018	" 7	- +0·014
" 3	- +0·016	" 8	- +0·009
" 4	- +0·016	" 9	- +0·000
" 5	- +0·010	" 10	- -0·004

As the legal allowance for error in the verification of a 10-foot end measure is 0·05 inch in excess or in deficiency, it will be seen that all these 10-foot measures are correct according to the standard within the limit of error allowed. The maximum deviation in any one comparison of these measures (No. 2) was found to be 0·025 inches.

Similar unavoidable deviations from straightness were found in these 10-foot measures to those observed in the yard measures; but the greatest deviation of the measuring surface from the straight line did not exceed 0·15 inch.

In the comparisons of the separate line measures of a foot marked on these 10-foot measures, no deviations from the standard were found to exceed 0·01 inch.

10. Official verification marks placed on the measuring rods.

10. Upon the completion of the verification of all the wooden measures, the official mark of verification, consisting of the Crown with V R and a portcullis underneath, was cut with the engraving apparatus on the brass plate upon the upper surface of each rod and on the left-hand side very near the end.

H. W. CHISHOLM,  
Warden of the Standards.

Standards Office,  
28th February, 1874.

POSTSCRIPT TO ACCOUNT OF VERIFICATION OF  
WOODEN MEASURING RODS FOR CANADA.

1. Since the account of the verification of the deal measuring rods for Canada was written, my attention has been directed to "General Roy's Account of the Measurement of a Base on Hounslow Heath" (Phil. Trans. 1785, Part 2), when deal measuring rods were employed. It is stated that extraordinary care and pains were bestowed in the construction of these deal rods, in order to render them the best that had ever been made. With the view of procuring well-seasoned pine wood of sufficient length and perfectly free from knots, a New England mast, and one of Riga wood, were obtained from the stock of old wood at Deptford dockyard, and were cut up for the purpose of constructing the measuring rods. Although the New England white pine had the advantage of being lighter, less liable to warp, and less affected by moisture, it was found to be faulty in some parts and knotty in others, and the Riga red wood was selected, as being extremely smooth and perfectly straight-grained.

1. Deal measuring rods used in 1784, for measurement of base on Hounslow Heath. Phil. Trans. 1785, p. 425.

2. It was at first contemplated to make the measuring rods 25 or 30 feet in length, and one of 25 feet was actually constructed; but being found unweildy, it was finally determined to construct the rods 20 feet in length.

2. Mode of their construction.

Different opinions were entertained as to the best mode of construction for the practical use of the rods in measurements; either by contacts or butting the end of one rod against another, or by the adjustment of coincident lines. Both methods were tried, a sufficient number of rods being constructed to admit of experiments being made. It was found, however, that the adjustment of coinciding lines required such extreme care in manipulation, and such nicety of apparatus, and also took so much time, that this mode of measurement was given up, and the method of contacts was adopted as the only practical alternative.

For the actual measurement, three measuring contact rods were constructed, together with a standard rod, with which the others were from time to time compared. The deal rods were 20 feet 3 inches in length, reckoning from the extremities of their bell metal tipplings. They were about 2 inches deep and  $1\frac{1}{4}$  inch broad. Being trussed both laterally and vertically, they were rendered perfectly inflexible, at least so far as could be observed. The standard rod was trussed laterally only.

Two narrow pieces of ivory, each fastened with two screws, were inlaid into the upper surface of the rods, so that their rectangular extremities reached within  $1\frac{1}{2}$  inch of the extremities of the tipplings, and thus accurately determined the required intermediate distance of 20 feet.

Each of the lips of the bell metal tipplings extended exactly  $1\frac{1}{2}$  inch beyond, and terminated in flat curves of  $3\frac{1}{2}$  inch radius. Thus, when any two of the rods lying in the same plane and in the same line were brought in contact, the space between the ivory rectangular extremities must be exactly 3 inches.

3. The length of 20 feet upon these rods was determined from a compared and identical copy of the brass standard scale of the Royal Society, 42 inches in length, by marking off 40 inches of this scale six times successively by means of a beam compass. This was effected by taking, in the first instance, a large plank, cut from the New England mast,

3. Verification of their length from the Royal Society's standard brass scale.

upwards of 30 feet long, 9 inches broad, and 3 inches thick, which was set edgewise on stands, and in that position planed perfectly smooth and straight. A silver wire was then stretched very tight along the middle of the plank from one end to the other, and six spaces of 40 inches each were marked off close to the side of the wire. Seven brass pins about 0.1 inch in diameter were then driven into the wood at the several points marked, when their heads were levelled with the surface of the plank and polished. During the whole of this operation and that which followed, the thermometer, lying by the side of the brass scale, continued steady at or very near  $63^{\circ}$  Fahr.

A fine dot was then made on one of the extreme pins, and the silver wire was stretched over the dot and as nearly as possible over the middle of the other pins, and made fast. The measure of 40 inches, taken with the utmost care from the brass scale, was then marked off by placing one point of the beam compass in the dot, and describing a short faint arc with the other point on the surface of the second pin. The beam was then moved, and one point placed in the intersection of the arc and wire, when a dot was made with the other point on the third pin, under the middle of the wire. In this manner, the six times 40 inches, were marked off, alternately with dots and arcs; a method found in practice by Mr. Ramsden to be more accurate than using dots only.

By means of a beam compass, sufficiently large to take in 20 feet, which was constructed by Mr. Ramsden, and trussed laterally like the measuring rods, the exact length of 20 feet thus obtained was transferred to two strong bell metal cocks firmly screwed into the stand of the standard rod, and close to one side of it, with their upper surfaces in the same plane with the surface of the measuring rods, when they were placed upon the stand. The distance of 20 feet was then transferred from the bell metal cocks to the inlaid ivory pieces on the measuring rods, and fine transverse lines were afterwards cut on the ivory, coinciding with marks accurately made for that purpose.

The bell metal tipplings were subsequently adjusted so as each to extend  $1\frac{1}{2}$  inch beyond the lines on the ivory pieces, and any two of the rods, lying in the same plane and also in the same straight line, when brought in contact with each other, comprehended in the space between the two lines on the inlaid ivory pieces, a space of exactly three inches. Each of the deal rods thus formed a line-measure of 240 inches, and an end-measure of 243 inches.

The three measuring rods were numbered by a cypher on the surface of the metal tipplings at each end, 1, 2; 3, 4; 5, 6; and that being the order in which they were to be applied in actual measurement, they were adjusted in this order. Each rod, when finished, was found to weigh about 24 lbs.

4. Supports of deal measuring rods.

4. For the purpose of measurement, the rods were supported upon tripods of white deal, with legs extending about three feet apart, braced diagonally, and surmounted with a table or platform  $11\frac{1}{2}$  inches square. Their total height above the level of the Heath was about  $\frac{1}{2}$  feet, but the height of the platform was adjustable by means of a screw. One of these stands supported the two ends of the rods in contact.

Further details of the apparatus for levelling and adjusting the height of the measuring rods, and the mode of using them for measurements, are contained in General Roy's account.

5. Injurious effects of moisture on their length.

5. The deal measuring rods, on their completion in London, were compared and found to agree with the standard. When brought to the camp at Hounslow Heath, the weather became rainy after the first measurements, and the measuring rods being taken back to the camp,



on 19th July, 1784, were found each to exceed the standard by  $\frac{1}{30}$  inch. They were again measured on the morning of 23rd July, at the temperature of 61° F., and were found still in excess  $\frac{1}{30}$  inch; and also in the evening after the measurements, when their mean excess was  $\frac{1}{87}$  inch, the temperature being then 54° F.

After further use of these measuring rods and many other comparisons, the disappointment was great to find that notwithstanding the pains taken to obtain the best deal measuring rods, their length was liable to alteration according to either the humid or dry state of the atmosphere. But as so much progress had been made in the measurement of the base with these rods, it was determined to proceed with them in their existing state, and afterwards to have them carefully painted or varnished before again using them. The measurement with the rods was continued until August 3, and during this period their excess was not more at any time found than  $\frac{1}{40}$ th inch. At the conclusion of the measurements the rods were compared and found to agree with the Standard, the temperature then being 75° F.

6. For the purpose of comparing the measuring rods, which were constantly exposed to the open air during the day, as well as to the moisture of the air during the night, when lying under an oil-cloth canopy, the standard rod was kept closely shut up in its chest, and was thus considered to be free from the effects of atmospheric changes. But subsequent experiments led to the belief that its length was also increased by moisture, thus augmenting the observed expansion of the measuring rods. A computation was made that for the whole apparent length of 1,370 rod measurements of the length of the base, amounting to 27404.31 feet, the total error by expansion from humidity was not less than 24.223 inches, or 2.02 feet, at the mean temperature of 63° F. The obvious conclusion drawn was that deal measuring rods were unfit for very accurate measurements.

7. No experiments appear to have been made for determining the rate or expansion by heat of these deal measuring rods, as the mean temperature of the air during the measurements with the deal rods on Hounslow Heath was considered to differ very little from that at which the length of the deal measuring rods was laid off, viz. 63° F. The comparisons of expansion were made only between the damp measuring rods and the dry standard rod. That the expansion was due to moisture was shown by the facts that not only was the observed expansion less when the temperature of the air was higher (16th July, morning t. 48° F., expansion  $\frac{1}{30}$  inch; evening t. 62° F., expansion 0), but also that on the morning and evening of the same day, July 17th, when the temperature was the same, 62° F., the expansion was found to vary from  $\frac{1}{30}$  to 0 inch.

The mean temperature on each day when measurements were made was as follows:—

Date.	Number of Rods measured.	Mean Temperature.
1784, July 16	105	55° F.
" 17	195	62
" 23	240	57.5
" 24	270	63.6
Aug. 2	270	66.7
" 3	290	65.5
	1,370	63°

8. Subsequent construction of tubular glass measuring rods.

8. The alterations in the length of the deal measuring rods led to the suggestion that glass rods should be substituted for them in the final measurement of the base. It was found impossible to make solid glass rods of the length required, and after some experiments it was determined to construct glass tubular rods, and use them for measuring the base.

The glass tubes, like the deal measuring rods, were 20 feet in length. Their external diameter was nearly an inch, the thickness of the glass being about  $\frac{1}{8}$  inch, and they were made quite straight. They were kept from bending by being placed in cases of white deal, and supported at the end, and at intervals of 5 feet, in grooves fitted to receive them. These grooves were made in transverse pieces of wood, which strengthened the box, being firmly fastened by screws to its top and bottom. The middle of the tube was made fast to the middle of the box by means of pack-thread, immersed in liquid glue, wound round the tube and forced into a mahogany collar.

9. Construction of 100 feet steel measuring chain.

9. The preliminary rough measurements of the base line on Hounslow Heath were made with a 100 feet chain, constructed to measure as accurately as possible. It was made of steel, and on the principle of a watch chain, each link being a foot in length, and connected with the adjoining links by two cast-steel pins. The handles at each end of the chain were of brass, the termination forming a straight line at right angles to the length of the chain, and having a small semicircular cavity in the middle of the line.

10. Mode of using the chain.

10. Five persons were employed in using this chain; two at each end for its adjustment and one in the middle. The zero or rear end of the chain being strained back so as to coincide with the point of commencement, the length of the first chain was measured and marked by a steel arrow placed in a semicircular cavity at the other end. The chain was then drawn on till the cavity at the rear end could be applied to the first arrow; and so on until the required number of chains was measured.

In making these measurements, the rear end of the chain was fastened to the steel arrow placed in the semicircular cavity, by means of an iron plate with projecting prongs for embracing the brass handle, and of a hold-fast forced into the ground. The other end of the chain was brought over a wooden frame carrying a pulley, over which a rope passed, having a 14 lbs. weight suspended at one end, whilst a forked iron hook at the other end grasped the straight part of the brass handle of the chain. By these means the chain was always kept at the same degree of tension during the measurements.

11. Double measurement of base with glass rods and steel chain finally adopted

11. A resolution having been taken entirely to reject the results of the measurements with the deal rods, it was finally agreed to determine the length of the base by a double measurement with the glass rods and the chain, carried out by both at once. The number of stands and other parts of the apparatus were, therefore, augmented, so as to allow of the chains being placed two lengths in advance, and the glass rods to follow in succession on the same stands. The operation of the double measurement commenced on 18th August, when the length of 10 chains or 1,000 feet was measured, and was completed on 30th August, 1784.

12. Verification of glass rods and steel chain.

12. The standard length of the glass rods, as well as of the steel chain, was verified by comparison with the brass standard scale. The mean temperature during the verification of the glass rods was 68° F., and that of the steel chain 66° 5' F. They agreed with each other, therefore, only at these temperatures.

13. Construction of microscope pyrometer for determining rates of expansion.

13. Their respective rates of expansion were determined by experiments made upon two 5-foot rods of the same steel and glass as were employed in the rods used for the actual measurement of the base. The expansion

apparatus, a microscope pyrometer constructed by Ramsden, consisted of two micrometer microscopes fixed to a strong deal frame, to which two deal troughs, upwards of 5 feet in length, were firmly screwed. A third trough of copper was placed between the two deal troughs, to be used as a boiler. The heads of the micrometers were divided into fifty divisions. There were 71·27 threads of the screw in an inch, and the 100th part of a revolution, or half a division, answered to a movement of a little more than 0·00014 inch.

14. The experiments with the pyrometer were intended to show the expansion answering to 60°, 120°, and 180° above 32° Fahr., or freezing point. But as no sensible difference was found between the expansion at the lower and the upper part of the scale, it was resolved to take the mean rate of expansion between 32° and 212° F. by observations of the rods when surrounded first by pounded ice, and then by boiling water.

14. Expansion experiments made.

15. The coefficients of expansion for 1° F. and the total expansion for 1° F. of 27,400 feet, were found to be as follows :—

15. Coefficients of expansions found.

	Coefficients of Expansion.	Total Expansion of 27,400 Feet.
Standard brass scale .....	0·000010383	inches. 3·38938
(Supposed of Hamburgh plate brass)		
5-foot brass rod, of English plate brass...	0·000010518	3·45788
5-foot brass trough do .....	0·000010525	3·46062
5-foot steel rod .....	0·000006358	2·09062
5-foot cast iron prism .....	0·000006183	2·02760
(Used with pyrometer.)		
5-foot glass tube, 0·93 inch diameter.....	0·000004308	1·41658
3·37 feet solid glass rod, 0·6 inch diameter.	0·000004491	14·7686

16. After allowing for the reductions for temperature of the measuring rods, and for corrections of the inequalities of the ground reduced to the mean level of the sea, (which was taken to be the mean between the high and low spring tides in the Thames at the Nore), the ultimate determination of the length of the base at Hounslow Heath was determined to be 27404·7219 feet of the standard brass scale, at the temperature of 62° Fahrenheit.

16. Ultimate determination of length of base.

17. The difference between the actual measurement of the base with the deal measuring rods, and that by the glass rods as compared with the steel chain measurements, was finally stated as follows :—

17. Difference between measurements with glass and deal rods.

Length of 1,370 deal rods of 20 feet each = 27,400 feet.		
Excess for expansion of standard brass scale, from 62° to 63° F. - - - - -	inch.	= 3·389
Computed expansion of deal rods from humidity -		24·223
Total excess - - - - -		27·612
Length of 1,370 glass rods of 20 feet each = 27,400 feet.		
Excess for expansion of standard brass scale, from 62° to 68° F. - - - - -	inch.	= 20·336
Computed expansion by heat of glass rods - above 62° =	inch.	5·989
Deduct for contractions - below 62° =		1·802
		4·187
		24·523
From which deduct space by which the 1,370th glass rod overshot the 1,370th deal rod - -		17·875
Total excess - - - - -		6·648

18. Unsatisfactory explanation of this difference.

18. It thus appeared that instead of an excess of 27,612 inches attributable to expansion, as first computed, the total excess of measurement with the deal measuring rods was finally found not to exceed 6.648 inches; and deducting the expansion of the brass scale, and allowing for the expansion of the deal rods by their temperature being increased from 62° to 63°, amounting to 0.005 inch (taking Kater's coefficient of expansion of deal, see p. 5, to be 0.00004959 for 1° C., or 0.00002755 for 1° F.), the expansion of the deal rods from humidity must have been only 4.164 inches, and not 24.223, as was first computed. The causes of the difference were not closely investigated by the Ordnance survey officers in 1784, although it was suggested that it might have arisen from the shortening of the deal rods by constantly being butted against each other. Upon the whole, and considering that no allowance was made for the variations in length of the deal rods from alterations in temperature, these experiments in the use of deal measuring rods for survey purposes were not brought to so satisfactory a result as might be wished, nor can be deemed so conclusive against their use as was then thought. In the case of the deal measuring rods now constructed for Canada, the slight coating of French polish upon them will tend to prevent their length being affected by the humidity of the air, as was found to be the case with the Ordnance deal measuring rods. Nor are they intended to be used for so important a purpose as the measurement of the primary base of a trigonometrical survey for the whole country.

7, Old Palace Yard,  
10th July, 1874.

H. W. CHISHOLM,  
Warden of the Standards.

## AN ACCOUNT

OF THE

CONSTRUCTION AND VERIFICATION OF STANDARD  
WEIGHTS AND MEASURES FOR THE GOVERNMENT  
OF CANADA.

1. The Standard Weights and Measures ordered to be constructed for the Government of Canada, in order to provide in the first instance for the practical inspection and verification of weights and measures in general use, under the Canadian Acts 36 Vict. cap. 47 and 48, are described at p. 23 of the First Report of the Commissioner of Inland Revenue on the Inspection of Weights, Measures and Gas, dated 20th January, 1874, as follows, each Standard bearing the stated distinguishing letter, viz. :—

1. Number and denominations of Canada Standards.

## PART I.—STANDARDS OF LENGTH.

*Dominion Standards.*—Three Standard yards (A) (B) (C).  
A Standard metre.

*Departmental Standards.*—(a). A subdivided yard and metre line measure, on the same bar.

(a) (b). A sub-divided 10-foot bed and line measure and two 10-foot end-measuring bars.

(a). A six-foot subdivided bed and line measure and a 6-foot end-measuring bar.

(a). A 100-foot chain divided into feet.

(a). A 66-foot chain divided into 100 links.

*Comparing Apparatus.*—A new micrometrical comparing apparatus for Standards of length.  
A comparing apparatus with eye-piece for bed or line measures.

## PART II.—STANDARDS OF WEIGHT.

*Dominion Standards.*—Three Imperial Standard pounds avoirdupois, of platinum-iridium, (A) (B) (C).

Three Standard troy ounces, of platinum-iridium, (A) (B) (C).

A Standard kilogram of gun-metal  $\mathcal{K}$ .

*Departmental Standards.* — (b). A set of Avoirdupois Standards, from 50 lb. to 0·001 lb., and from 8 oz. to  $\frac{1}{2}$  dr., all of gun-metal.

(Note.—A similar set (a) is already provided).

(a) (b). Two sets of troy Standards, from 500 oz., to 0·001 oz., all of gun-metal.

(a). A set of Metric Standard weights, from 20 kilograms to 1 mgr. of gun-metal.

And two sets of decimal grain weights, from 1000 grains to 0·01 grain, (series 8, 3, 2, 1).

*Official Standards.*—Fourteen sets of avoirdupois Standards, similar to the Departmental Standards (A to N).

#### PART III.—STANDARDS OF CAPACITY.

*Dominion Standards.*—Three Standard gallons, of gun-metal, (A) (B) (C).

*Departmental Standards* —(a) (b). Two sets of Standard measures of Capacity, from 1 bushel to  $\frac{1}{2}$  gill, of gun-metal.

#### PART IV.—STANDARD GAS MEASURES.

A cubic foot bottle.

A 10-feet gasholder.

A 5-feet ditto.

A test gasmeter of 100 lights.

A " " 20 "

Apparatus for testing the illuminating power and purity of gas. Standard Photometer, &c.

#### PART I.—STANDARDS OF LENGTH.

##### I.—DOMINION STANDARDS.

2. Bronze Standard yards, A, B and C. Their construction.

2. The three Dominion Standard yards A, B, and C, have been constructed by Messrs. Troughton and Simms, and are in every respect similar to the series of Imperial Standard yards, constructed by the Commission for restoring the Imperial Standards, as described by the Astronomer Royal in his account of the construction of the new National Standard of length (Phil. Trans. 1857, Part III). The Imperial Standard yards are made of bronze, known as Baily's metal, composed of copper 16 parts, tin  $2\frac{1}{2}$  parts, zinc 1 part, their form being that of a solid square bar 38 inches long, and 1 inch square in transverse section. Near to each

end a cylindrical hole is sunk to the mid-depth of the bar, the distance between the centres of the two holes being 36 inches. At the bottom of each hole, is inserted a gold plug or pin about 0.1 inch in diameter, and upon the surface of this pin, in these Standard yards, three fine lines are cut at intervals of about 0.01 inch transverse to the axis of the bar, and two lines at nearly the same interval parallel to the axis of the bar. The measure of length is given by that portion of the middle transverse line which is between the two longitudinal lines, and more exactly the point midway between them. In the Canada yards, a single transverse line only is cut.

The three Canada Standard yards are distinguished by the letters A, B, and C, engraved on them severally in the middle of the upper surface of the bar. They are also engraved, in smaller capitals :—

Mr. Baily's Metal.

Standard Yard.

Troughton & Simms,  
London.

3. The Government of Canada already possesses a similar bronze Standard, one of the copies of the Imperial Standard yard, made by the Standards Commission, and transmitted to Canada in 1857 by the Astronomer Royal. It is distinguished as "Bronze 16." Its standard temperature is 61°.94 F. at which temperature it was determined to be of the length of the Imperial Standard at the normal temperature of 62° F.

3. Bronze Standard yard No. 16 now in Canada.

4. The coefficient of expansion of Baily's metal for 1° F. at ordinary atmospheric temperatures, was first determined in 1850, by Mr. Sheepshanks, a member of the Standards Commission, to be 0.00000947, and this determination was accepted by the Commission. This coefficient is equivalent to the absolute expansion of 36 inches of bronze for 1° F. = 0.00034102 inch. It was obtained from nine comparisons at different temperatures, ranging from 36°.06 to 70°.46 F. (the actual mean temperature being 56°.55 F.) of the two Standard yards distinguished as Bronze 12 and Brass 2; from which comparisons also the coefficient of expansion of brass for 1° F. was determined to be 0.00000956,\* equivalent to an absolute expansion of 36 inches of brass for 1° F. = 0.00034439 inch.

4. Determinations of rate of expansion of Baily's metal hitherto made Airy, p. 49. Clarke, p. 212.

A later determination of the rate of expansion of one of these bronze Standard yards was made in 1865 at Southampton, by Captain Clarke, of the Ordnance Survey Department, and is described by him in the published book, entitled "Comparisons of Standards of Length. London 1866."

Captain Clarke made a series of comparisons between the Ordnance

\* The results of the several comparisons by Mr. Sheepshanks may be stated as follows :—

Comparisons.	Temperature, Fahr.			Coefficient of expansion for 1° F.
	Extremes.	Difference.	Mean.	
(1) (2)	36.06. 67.82	31.76	51.94	0.000009553
(3)	70.14. 45.85	24.29	58.00	9528
(4)	41.95. 70.46	28.51	56.21	9501
(5)	54.23. 65.87	11.64	60.05	9416
	Mean . . . . .		56.55	0.000009476

bronze Standard yard No. 27, and the Swedish iron yard No. 55, the result being found as follows:—

	Coefficient of Expansion for 1° F.
Mean result of 50 comparisons from 38°·69 to 99°·16 F. or mean <i>t.</i> 68°·93	0·0000098870
Mean result of 27 comparisons from 54°·18 to 96°·20 or mean <i>t.</i> 75·19	0·0000098277
Mean <i>t.</i> 72°·06	0·0000098574

A still more recent determination of the rate of expansion of this alloy has been made in 1874 at Paris by M. Fizeau with his expansion measuring apparatus. Two small pieces of Baily's metal similar to the metal of the Standard yards, were furnished to him by Messrs. Troughton and Simms, and their expansion was observed by M. Fizeau, beginning in each case from the lowest temperature of about 10° C. (50° F.) up to higher temperatures varying from 35° C. (95° F.) to 64° C. (147° F.) The results were found to be as follows:—

	Number of experiments.	Mean <i>t.</i>	Resulting Mean coefficient of expansion for 1° C.	Variation of coefficient for 1° C.	Coefficient of dilatation for 1° C. Mean <i>t.</i> 16°·6 C.
1st piece	4	34·750 C.	0·00001790,325	} 1,350	0·00001765,91
	3	26·577	1779,287		
2nd do	4	34·767	1789,727	} 1,395	1765,19
	3	25·390	1776,640		
Mean . . . . .				1,37	0·0000176,55

Or when reduced to Fahrenheit's scale, a coefficient of expansion at the mean temperature of 62° F. of 0·00000980,83, with a variation of 0·76 for 1° F. mean temperature.

It will here be seen that M. Fizeau's determination agrees very nearly with that of Capt. Clarke, and that both assign a higher rate of expansion to Baily's metal than was found by Mr. Sheepshanks. As, however, each of the three determinations were made with very great care and by experienced observers, but with different portions of the bronze alloy, the conclusion to be drawn is that each Standard bar of this alloy may have its own rate of expansion, differing more or less from the mean rate, and that the exact rate should be determined for each bar separately in all cases where great accuracy is required. It will also be desirable to determine a mean rate for ordinary temperatures, when the expansion of a sufficient number of bars of this alloy has been authoritatively determined. This mode will also afford the means of determining the mean variation of the rate of expansion of Baily's metal at other ordinary temperatures of the atmospheric air, higher or lower than the temperature fixed upon as normal, say 62° Fahr. or 16°·6 C. at which its mean rate of expansion shall have been ascertained.

5. Mode of verifying A, B, C.

5. Each of the Standard yards A, B, and C has been carefully compared under the microscopes of the Standards Department with the Standard yard No. 6, known as the Generator, which is of the exact length of the Imperial Standard, and was at first intended to be made the Standard, all the other copies having been compared with it. The Standard yard No. 6 is described in the Astronomer Royal's account as

Airy, p. 80.



"accessible representative of the National Standard." It was re-compared with the Imperial Standard in 1869, and the two standards were found to be still identical in length.

5th Rep. Stand. Comm. App. VII. p. 103.

6. With the view also of observing the rate of expansion of the three Canada Standard yards, they have been compared with No. 6 at three temperatures, differing considerably from each other, first at an ordinary temperature, or about 57° F., and afterwards at temperatures less than 40° F., and exceeding 80° F.

6. And of observing their rate of expansion.

For this purpose the stone shelf upon which the microscopes rest, together with the microscopic apparatus, were kept as nearly as possible at a constant temperature of 57° F., which was about the temperature of the air in the comparing room, by coverings of woollen cloth and cotton wool. The temperature of the microscopes was ascertained from a Standard thermometer, having its bulb enclosed in a bronze case and placed in contact with each microscope; whilst the temperature of the stone shelf was in like manner determined by a Standard thermometer having its bulb enclosed in a stone case. During the comparisons, the greatest variation in the temperature; thus ascertained did not exceed 0°·2 Fahr. for a whole week.

The comparisons were made in the comparing room in the old Norman tower, which has double windows. The two microscopes used rest upon a stone shelf 20 feet long, 1½ feet broad, and 3 inches thick, which is fixed to the stone wall of the room 4 feet in thickness; it was consequently considered that there could be no risk of alteration of the distance between the microscopes during the experiments, which lasted about three hours on each day.

7. The Standard bars were placed on the usual rollers and lever frames, so that the friction of longitudinal movement was reduced to a minimum. No alteration of the relative position of the two bars was made during their comparisons, except for any slight focal adjustment that was found requisite. In every case the Canada yard was next the observer. It was found that as the bars were compared in water there was not the same necessity of changing their relative positions as is generally done when the bars are compared in air.

7. Position of Standard bars during the comparison.

8. In these comparisons the greatest precautions were taken for ascertaining the exact temperature of the bars. Thermometers constructed by three different makers were used in order to avoid as far as possible the risk of any mechanical error in the construction of these instruments. All these thermometers were verified at the Royal Observatory, Greenwich, and their errors most accurately determined. Amongst them were four very sensitive thermometers, made by Negretti and Zambra (16111, 16112, 16113, 16126), of the same form and graduation as those recently supplied to Canada by this firm; two made by Troughton and Simms, valuable from their age and constancy; and four Standard thermometers made by Mr. Hicks. Each of the thermometers, 16112 and 16113, had their bulbs encased in a short bar of bronze of the same section as the Standard bars, and they were placed in the same horizontal plane as the measuring axis of the Standard bars. The other thermometers had their bulbs covered with bronze shields, and were placed upon the Standard bars. All the comparisons were made with the Standard bars in water undisturbed for 24 hours, and contained in a metallic trough. This trough lay in a second and larger trough, also filled with water; and both troughs were covered with thick plate glass, in which small holes were made for the purpose of reading the defining lines with the microscopes. In order to keep the water from the defining lines, and from

8. Mode of observing the temperature.

interfering with their view through the microscopes, small lead tubes were fixed in the wells, so as to be water-tight.

Owing to the uncertainty which always exists in different mercurial thermometers as to the relative rates of expansion of the glass tube, and of the mercury, which to some extent affects the truth of their indications; it was thought better to assume both bars to be of the same temperature, when any very small difference was indicated by the thermometers; more particularly considering that the bars had lain side by side in water, and in the inner comparing trough during the previous night, and that the temperature of the air in the comparing room had not varied more than 0°·2 Fahr.

9. Comparisons of A with Standard yard

9. The following are the results of the comparisons of A with the official Standard yard No. 6, each result on the several days being the mean of three comparisons, and each of these comparisons the result of three separate readings of each defining line:

COMPARISONS OF STANDARD YARD A with No. 6.

Number.	Date.	t. of air.	Mean t. of bars.	Mean Results of Comparisons.	Probable Error of Mean Results.
(1)	1874, Nov. 2	57·2	57·2 F.	A = No. 6 + 0·00005616	+0·00001268
(2)	" 3	57·2	57·6	+0·00001604	+0·00000880
(3)	" 5	57·0	82·5	-0·00000437	+0·00000989
(4)	" 6	57·0	36·9	-0·00007435	+0·00001690

The result of comparison (3) shows that the rate of expansion of A is less than that of No. 6. The result of comparison (4) when ice was placed in the outer trough, and iced water in the inner trough, appears to show a contrary result, although the difference is really very small indeed. But it will be seen from further experiments with the Standard bar C that, after being exposed to a higher temperature, the rate of cooling of these new bronze bars is found to differ considerably from that of the older bars, and serves to explain the apparent anomaly.

As the probable error of comparison (2) is almost half that of (1), double weight should be given to (2). The mean result of both comparisons is therefore at t. 57° 5 A = No. 6 - 0·00002941 in. Comparing this result with that of (3) the relative increased length of No. 6, t. 82° 5 is 0·00003378 in. or an absolute increase of 0·00000125 in. for 1° F., equivalent to 0·00000608 for 4°·5, the difference between 57°·5 and 62° F. As this difference is very small, and 0·00000608 in. within the probable error of the result of the comparisons of A with No. 6, it may here be disregarded. The result of comparisons (1) (2) is therefore

$$\therefore A \text{ at } 62^\circ \text{ F.} = \text{Imperial Standard yard} + 0\cdot00002941 \pm 0\cdot00001009 \text{ in.}$$

Or, according to Mr. Sheepshank's determined rate of expansion of bronze.

$$A \text{ at } 61\cdot91 = \text{Imperial Standard yard at } 62^\circ \text{ F.}$$

10. Experiments for observing the relative expansion of the two bars.

10. Some further comparisons were made on Nov. 4 with a special view of observing the relative rate of expansion of the two bars, it being assumed that during the experiments which occupied about three hours, no change took place in the distance of the two microscopes, as is explained on p. 11, and was indeed proved by the constancy of the

bronze and stone-cased thermometers placed in contact with the microscopes and stone shelf.

in.  
MEAN value of div. of MICROMETER = 0.00003190.

	Readings from Middle of Field.	
	No. 1. Microscope.	No. 2 Microscope.
1874, Nov. 4, 12.30 P.M. <i>t.</i> of bars = 56° 80 F.		
A . . . . .	Div. -173.6	Div. -140.3
No. 6 . . . . .	-358.0	+ 43.6

Three readings only of each defining line were taken, it being of importance to make the comparisons as rapidly as possible in order to escape any variation of temperature. The figures give the means of the three readings.

By arrangements previously made, the water was then removed from the troughs, and warm water substituted, without in any way disturbing the bars which remained on their rollers, and three hours were allowed to elapse, when the following second comparison was made :

	Microscope No. 1.	Microscope No. 2.
Nov. 4, 3.30 P.M. <i>t.</i> of bars = 83° 80.		
A . . . . .	Div. - 64.0	Div. + 29.3
No. 6 . . . . .	- 276.0	+303.3

Here, for a difference in temperature of 27° F. (83° 8—56° 8).

	d.		d.		in.
A expands 279.0	or for 1° F.	10.33	=	0.00032984	
No. 6 „ 341.6	„	11.54	=	0.00036812	

Whence mean absolute expansion of 36 inches of bronze for 1° F. = 0.00034898  
 Coefficient of expansion of bronze A = 0.00000916  
 „ „ bronze No. 6 = 0.00001022  
mean = 0.00000969

As, however, this is the result of only a single comparison of the relative rates of expansion of the two bars, no great reliance can be placed upon it, as indicating the exact difference of their expansion, but it appears to be conclusive as to the rate of expansion of the older bar No. 6 being greater than that of the new bar A.

Had time allowed, a series of exhaustive experiments on the relative expansion of these bars could have been made, but it was of great importance to verify and despatch these new Standard yards to Canada as soon as possible. A further determination of the rate of expansion of these bronze bars will, however, be made during the comparison of the Canada bronze metre, which was cast at the same time as the yards. It will also be very desirable that some future determinations of the rate of expansion of each of them should be made from time to time, with the view of ascertaining whether there is any or what variation in their coefficients of expansion.

11. Comparisons of B with Standard yard No. 6. 11.—COMPARISONS OF CANADA STANDARD YARD B with STANDARD YARD No. 6.

Number.	Date.	t. of Air.	Mean t. of Bars	Mean Results of Comparisons.	Probable Error of Mean Results.
	1874.	°	°	in.	
(1)	Oct. 29	59° 0 F.	58° 4 F.	B = No. 6—0·00005713	0·00001349
(2)	" 30	60° 0	58° 8	—0·00005103	1658
(3)	" 31	61° 0	81° 5	—0·00017990	0603
(4)	" 31	61° 0	B = 35° 0, No. 6 = 34°	—0·00006454	0966

The last comparison was made with the bars in melting ice, and allowance is made for the greater contraction of No. 6 for 1° F., assumed according to Mr. Sheepshanks' determination to be equal to 0·00034102 inch.

It would here appear from comparison (3) that the rate of expansion of B is less than that of No. 6, an increase of temperature in the two bars of 22°·7 F., showing an increase in No. 6 of 0·00012865 in., or 0·0000567 in. for 1° F. This is equal to a difference of the coefficients of expansion of the bars of only 0·00000016 for 1° F.

The difference of the rate of cooling of the two bars, as proved by the comparisons of C, render the results of comparison (4) unsatisfactory.

The determination of the Standard length of B is taken from the mean of comparisons (1) and (2).

∴ Canada yard B at 62° = Imperial Standard yard—0·00005419 in.; ÷ 0·00001520; whence at the temperature of 62°·16 F. B = Imperial Standard yard at 62° F.

12. Comparisons of C with Standard yard No. 6.

12.—COMPARISONS of C with STANDARD YARD No. 6.

Number.	Date.	t. of Air.	Mean t. of Bars.	Mean Results of Comparisons.	Probable Errors of Mean Results.
	1874.	°	°	in.	
(1)	Oct. 12	62 F.	61° 73 F.	C. = No. 6 + 0·00018668	0·00001335
(2)	" 13	62	38° 85	+ 0·00020986	1972
(3)	" 14	65	88° 03	+ 0·00014625	1323
(4)	" 15	65	66° 37	— 0·00293459	1043
(5)	" 16	62	61° 85	— 0·00004334	1342
(6)	" 19	65	60° 20	+ 0·00010324	0104

Of these comparisons, (2) was made on October 13, when the bars had been kept in water cooled with ice after the conclusion of the comparisons on the previous day. Comparison (3) was made at 5 p.m. on October 14, after the bars had been kept in warm water as nearly as possible of the temperature of 90° C, from 10 p.m. on October 13. After the conclusion of comparison (3) the bars were left undisturbed in the water, which was left to take its own temperature for comparisons (4), (5), and (6). The three last comparisons have been made only for the purpose of observing the rate of cooling of the water, and its effect on the relative length of the two bars. They tend to show that the

newly cast bar C expands by heat a little less than the older bar, the greatest excess of C being at the lowest temperature. They show also that the newly cast bar C cools much more rapidly than the old bar after being heated, and that at least four days appear to be required to restore the equilibrium of temperature.

The determination of the Standard length of C is to be based on comparison (1), and is as follows :—

∴ Canada yard C, at 62° F. = Imperial Standard yard at 62° F.—0·00018668 in., +0·0000133 ; whence Canada yard C, at 61°·45 = Imperial Standard yard at 62° F.

*Standard Metre.*

13. This Standard metre has been constructed for the Government of Canada by Messrs. Troughton and Simms. It is made of bronze, and is in every respect similar to the Standard yards constructed for Canada, except that the total length of the bar is 42 inches (1·0665 metre), and that the total length of a metre is shown by its defining lines. It bears the following engraved marks upon its upper surface :—

Mr. Baily's metal. Standard Metre. Troughton & Simms, London.

14. The Canada bronze line Standard metre, here designated as BM, has been verified by comparison with the length of a metre at 0°C marked by defining lines upon the bronze subdivided metre of the Standards Department, SS. An account of the verification of SS by comparison with the platinum line Standard metre of the Royal Society, is contained in Appendix XII. to the Fifth Report of the Standards Commission, 1870, p. 185, where it is shown to have been found at 0°C = 1·00000313 metre, or 0·00313 mm. in excess of the primary Mètre des Archives, denoted as A.

COMPARISONS OF CANADA BRONZE METRE BM WITH BRONZE STANDARD METRE SS.

Number	Date.	t. of Compared Bars.	Results of Comparisons.	Bar next Observer.
(1)	1874, Nov. 11, 12.30 p.m.	54°·6 F.	mm. BM - SS - 0·01138	BM
(2)	" " 4.30 p.m.	37°·5	-0·00632	SS
(3)	" 13, 12 noon.	52°·6	-0·01240	SS
(4)	" 14,	52°·1	-0·01174	SS
(5)	" 17,	51°·3	-0·01213	BM
(6)	" "	37°·5	-0·00678	BM

Whence, at mean t. 52°·6 BM = SS - 0·01191

" " t. 37°·5 " = " - 0·00655

Here the rate of expansion of BM is evidently less than that of SS as SS is relatively longer than BM at 52°·6 than at 37°·5, its increased relative length being 0·00537 mm. when at a temperature higher by 15°·1. This is equivalent to a relative increase of length of 0·000035mm. for 1°F., or of a difference in their coefficients of expansion of 0·00000035. It will presently be shown that the results of further experiments of the rates of expansion of these two bronze bars show a very nearly equivalent difference, viz., 0·00000032.

The normal temperature of Metric Standards of length being  $0^{\circ}$  C. or  $32^{\circ}$  F., the relative increase in length of  $\mathfrak{SS}$  from  $32^{\circ}$  to  $37^{\circ}\cdot 5$  F., or for  $5^{\circ}\cdot 5$ , would consequently be  $0\cdot 00195$  mm. ; whence—

$$\begin{aligned} & \text{at } t = 32^{\circ} \text{ F. } \mathfrak{M}\mathfrak{M} = \mathfrak{SS} - 0\cdot 00460 \\ \text{and as } & \text{,, } \mathfrak{SS} = \mathfrak{A} \quad \div 0\cdot 00313 \\ & \text{,, } \mathfrak{M}\mathfrak{M} = \mathfrak{A} \quad - 0\cdot 00147 \end{aligned}$$

15. Further comparisons of the expansion of the two bronze bars.

15. A considerable number of further observations were made of the relative lengths of  $\mathfrak{M}\mathfrak{M}$  and  $\mathfrak{SS}$  at different temperatures, in order to determinate the rate of expansion of each of these bronze bars in a more satisfactory manner than could be effected with the experiments on the rate of expansion of the Canada Standard yard **A**, as compared with the Standard yard No. 6 ; the experiments were conducted in the mode and with all the precautions already described in § 10.

In experiments on the rate of expansion of metallic bars, it is very difficult to obtain a number of results agreeing nearly with each. The experiments now made were the first attempted here, and discordances appeared in the separate results which could not well be explained. Four series of observations were made with the two bars on Nov. 11, 13, 14, and 17, the observed temperatures ranging from  $54^{\circ}\cdot 6$  F. to  $37^{\circ}$  F. each with lowered temperature ; and four series on Nov. 18, 19, 20, 23, with extreme temperatures from  $49^{\circ}\cdot 2$  to  $99^{\circ}\cdot 5$ , each with raised temperature.

The mean results of the experiments are as follows :—

Coefficient of expansion of

$$\begin{aligned} \text{Bronze bar } \mathfrak{M}\mathfrak{M} \text{ for } 1^{\circ} \text{ F} &= 0\cdot 000009205 \text{ at mean } t. 56^{\circ}\cdot 9 \text{ F} \\ \text{,, } \mathfrak{SS} \text{ ,, } &= 0\cdot 000009520 \text{ ,, } 53^{\circ}\cdot 8 \text{ F.} \end{aligned}$$

The last determination agrees very nearly with the results of Mr. Sheepshanks' experiments on the rate of expansion of the bronze bars constructed for the Commission for restoring the Standards ; and it is to be observed that the bronze bar  $\mathfrak{SS}$  is one of the bars which remained in the hands of Messrs. Troughton and Simms out of those bars from which the Imperial Standard yard was selected. But although the general results of both series of experiments tend to show that the rate of expansion of these bronze bars increases at a higher temperature, neither of the sets of experiments, or those by Captain Clarke tend to establish, so far as they extend, any normal mean difference of the coefficient of expansion for every variation of temperature of  $1^{\circ}$ , as found by M. Fizeau.

II.—DEPARTMENTAL STANDARDS.

Subdivided Yard and Metre on the same Bronze Bar.

16. This measuring bar is now being constructed similar in every respect to the subdivided yard and metre bar of the Standards Department, described at p. 34 of the Appendix to the Second Report of the Standards Commission, 1869, where it is thus described :—The bar upon which the yard and the metre are marked is of Baily's metal,  $42\frac{1}{2}$  inches long and 1 inch high and wide. It is engraved "Troughton and Simms, London, 1867." The yard is divided into 3 feet 16 nails and 36 inches; 4 additional inches are marked, making 40 inches in all, the first of these being divided into hundredths of an inch, the second into twelfths, and the third into sixteenths. The metre is divided into decimetres, and the last decimetre into centimetres, an additional centimetre is divided into millimetres. The divisions up to 36 inches are marked upon gold studs let into and made level with the upper surface of the bar, and by very fine lines cut across two other lines, the gold studs being in the middle of the breadth of the bar, and in a trench depressed about  $\frac{1}{32}$  inch below its upper surface. There is a slip of gold let into the bar extending beyond each line defining 36 and 40 inches, and upon which both the measure of a yard and metre and of the smaller subdivisions are marked.

16. Subdivided yard and metre bar.

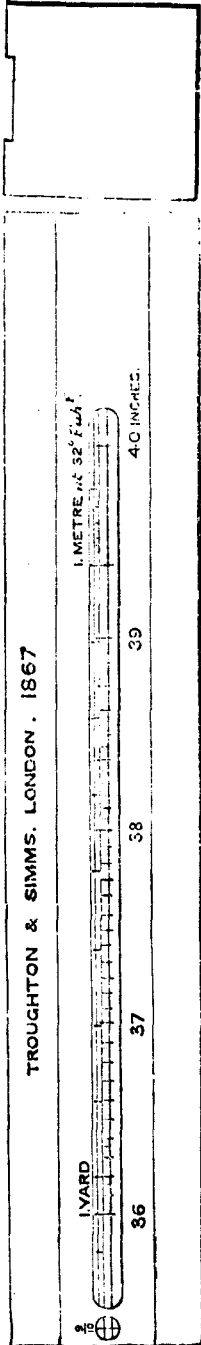


Fig. 2. TRANSVERSE SECTION OF THE BAR.

Fig. 1.—RIGHT-HAND END OF UPPER SURFACE OF BRONZE BAR, WITH YARD AND METRE SUBDIVISIONS.

Figures 1 and 2 show a portion of this bronze bar full size.

17. The verification of the Canada bronze sub-divided bar will be effected by comparing it under the microscopes with this bronze subdivided bar of the Standard Department, which is designated as SS (old English letters,  $\text{SS}$ , being used where the metric measures marked upon it are referred to, as has already been shown in the account of the verification of the Canada bronze metre). Since the original construction in 1869, as before described, the lines marked on SS, defining the tenths of inch 36–37, twelfths of inch 37–38, and eighths of inch 38–9, have been engraved with small figures 1, 2, 3, &c., in order more readily to distinguish them when seen under the microscopes. Inch 39–40 has also been divided into tenths, similarly numbered, and the tenth 3–4, opposite to the defining line of the metre, has been subdivided into tenths, in order to facilitate the comparison of the length of the metre with its equivalent in Imperial length.

17. Its comparison with  $\text{SS}$ .

The value of every Imperial Measure defined upon SS has been determined with the greatest possible precision, in terms of the Imperial Standard yard at  $62^\circ \text{ F.}$ , as shown in Appendix VII.

of the Fifth Report of the Standards Commission, 1870 (pp. 102, 106, &c). In like manner, the value of every Metric measure defined upon **SS** has been determined in terms of the primary Mètre des Archives at 0° C, as shown in Appendix XII. of the same Report (p. 186, &c.) In the verification of the Canada subdivided bronze bar **BMI**, it is not proposed now to verify every sub-division, but to limit the requisite comparisons to the principal unit measures, viz, the Imperial yard, 3 feet, and the first inch, and to the metre with the first decimetre, centimetre, and millimetre.

The results of these comparisons will be stated in a supplementary paper.

*Auxiliary Standard Bronze Slider Bar.*

18. Auxiliary Standard bronze slider bar.

18. Although not mentioned in Mr. Brunel's first Report, I have thought it necessary that his Department should be furnished with an auxiliary Standard bronze bar, to be constructed by Troughton & Simms, and containing the Imperial measure of a foot and additional inch with subdivisions, and the metric measure of a decimetre, and additional centimetre with sub-divisions, marked with very fine lines upon it. This bar is about 16 inches long,  $\frac{1}{2}$  inch broad, and  $\frac{1}{4}$  inch thick, and is made to slide in a groove cut along the whole length of the upper surface of a bronze bar similar in form to the Standard yards. Such a sliding bar measure was found to be indispensable for verifying the absolute length of the several subdivisions of the principal standards of Imperial and Metric length, by ascertaining first the relative length of these subdivisions, and then their entire length, as compared with that of the principal unit of length. It is fully described, and an illustrated drawing of it given, in the before-mentioned Appendix VII. to the Fifth Report of the Standards Commission, p. 107.

The Imperial scale, marked by fine lines upon the slider bar, consists of 1 foot divided into 12 inches, and each inch into tenths, with an additional inch divided into tenths and hundredths.

The Metric Scale consists of 1 decimetre divided into 10 centimetres, with an additional centimetre 1-0 divided into millimetres.

The several subdivisions are distinguished by small figures 1, 2, 3, &c., engraved on the bar.

The measures marked upon the slider bar do not require verification, as this scale is to be used only for the purpose of comparing the relative lengths of two similar measures on another measuring bar. It will, however, be carefully examined as to graduation and workmanship.

*Standard Subdivided Inch.*

19. Standard subdivided inch.

19. For the purpose of verifying the divisions of micrometers, it has been found at the Standards Department very convenient to be furnished with a small bar of bronze, having a slip of silver let into its upper surface, upon which very fine lines are cut, defining the Standard length of an inch; with divisions into tenths numbered 1, 2, 3, &c., and the first tenth being subdivided into hundredths of an inch. The bar is about 2 inches long, 1 inch wide, and  $\frac{1}{2}$  inch deep. I have therefore ordered a similar bar to be constructed by Messrs. Troughton and Simms for the Canadian Department.

See Appendix VII. Fifth Report Standards Commission, p. 98.

20. Its verification

20. It is proposed that the whole length of the inch and the first tenth and first hundredth of an inch on this small bar should be verified in the same manner as the previously described Standard subdivided bar **SS**.



Standard 10-foot Measuring Bars.

21. The subdivided Standard 10-foot measuring bar, constructed by Messrs. Troughton and Simms for the Canadian Government, is similar to the Standard 10-foot measure of the Standards Department, described in Appendix XX. to the Fifth Report of the Standards Commission (p. 229), where the form of this Standard bar is shown, as here seen in Fig. 3:—

It is made of steel, and is a 10-foot bed measure, as well as a line measure of 10 feet divided into feet, and the first foot into tenths, by lines engraved on the upper surface of the steel bar. Very fine lines are also engraved upon gold studs on the upper surface of the bar at 0 foot

- 1 "
- 4 "
- 5 "
- 7 "
- 10 "

for microscopic measurements in cases where great precision is required. These studs are not shown in the Figure, having been added since it was engraved.

The 10-foot measuring bar for Canada is marked *a*.

22. The measures defined by the engraved lines on the steel bar, and the bed measure, were verified by comparison with the Official Standard 10-foot measure. The comparison was made in the same manner as that of the Official Standard, described in the before-mentioned Appendix XX., the two measures being placed under the microscopes, upon steel roller frames, supported upon a strong deal frame. In order to secure the two bars being at the same temperature, they were placed in position 48 hours before the comparisons were made, and were surrounded throughout their length with a thick coating of cotton wool. Both the bars being made of similar metal, no reduction for temperature was requisite, and indeed the precise coefficients of dilatation of the bars have not been determined.

According to Mr. Sheepshanks, the coefficient of linear expansion of cast-steel for 1° Fahr. at ordinary atmospheric temperatures, is 0.0000575, and the absolute expansion of 1 foot of cast-steel, for 1° F., = 0.000069 inch.

23. In comparing the defining lines of the two measuring bars under the microscopes, the breadth of the lines on the Canada bar, was found to be 0.0019 inch, being considerably less than the lines on the Official Standard. It was, therefore, necessary to compare the *middle* of each line by bisecting it as nearly as possible, as well as by taking readings from the outsides of each line, and thus to ascertain the middle of the defining line. That portion of the length of each line was taken for comparison which was nearest to the angle of the bed measure. The result of each of four comparisons is shown in the following table, each result, being the mean of 12 readings of each defining line, stated

21. Standard 10-foot bed and line measure.

22. Mode of verification of lines engraved on steel bar.

23. Comparison of 10-foot line measure with the Official Standard.

FIG. 3.—STANDARD SUBDIVIDED 10-FOOT BED AND LINE MEASURE.



in parts of an inch, and computed from one division of the micrometers being equal to 0.0000319 inch :—

Date of Comparison.	Results of Comparisons.	t.	Part of line measured
1874, Aug. 12	(1) Canada 10 feet. $a =$ Official Standard 10 ft.	in +0.00163	19.0 C. Middle.
" "	(2) " "	+0.00142	19.0 Apparent left.
" " 14	(3) " "	+0.00177	18.9 Middle.
" " "	(4) " "	+0.00186	18.9 Apparent right.
	Mean	+0.00167	

The true length of the Official Standard, when at the Standard temperature of 62° Fahr., has been found to be 0.00191 inch in excess of 10 feet of the Imperial Standard yard, and it follows that the Canada 10-foot measure at 62° F., is 0.00358 inch in excess of the true measure.

∴ Canada 10-foot bar at 62° Fahr. = 120.00358 inches of the Imperial Standard yard; when measured from the middle of the defining lines engraved on the steel bar. It is also, when thus measured, of the true length of 10 feet at the temperature of 56°.81 Fahr. But when measured from nearly the outside of each defining line, it is of the true length of 10 Imperial Standard feet, when at the normal temperature of 62° Fahr.

24. And of defining lines on gold studs with SS.

24. Since the original verification of the Official Standard 10-foot measure in October, 1870, very fine lines have been cut by Messrs. Troughton and Simms upon gold studs on the upper surface of the bar, at 0, 3, 5, 6, 9, 10 feet. It will be seen that these distances differ from those similarly marked on the Canada 10-foot bar, and as they have not yet been accurately verified, it was necessary to verify the several distances marked on the gold studs of the Canada bar by comparison with the subdivided Standard bronze yard S. S.

In these comparisons, the actual temperature of each bar was determined from a Standard thermometer having its mercurial bulb inserted in a case of similar metal to that of the bar, according to the method shown at p. 68 of the Appendix to my Seventh Annual Report for 1872-3. The two thermometers were placed between the two bars, the mercurial line being in the same horizontal plane as the measuring axes of the bars, and the metallic case being in contact with the bar of similar metal.

The following table shows the results of the several comparisons, the mean of 20 observations being stated in each case :—

Date of Comparison.	Serial Number	Canada bar $a =$ Official Standard bar.	Canada bar next Observer.	Official bar next Observer.	Temperature.	
					Canada Steel bar	Official Bronze S. S.
1874 Sept. 1	(1)	10.7 feet $\underline{\underline{36.0}}$ in.	in. -0.00104	—	19.35 C.	19.35 C.
" 14	(10)	" "	—	-0.00141	18.80	19.10
" 3	(2)	7...4 feet $\underline{\underline{36.0}}$ "	-0.00016	—	19.72	19.80
" 13	(9)	" "	—	-0.00015	17.30	17.30
" 4	(3)	5.4 feet $\underline{\underline{36.24}}$ in.	-0.00030	—	19.82	20.00
" 10	(8)	" "	—	-0.00069	18.40	18.50
" 4	(4)	4.1 feet $\underline{\underline{36.0}}$ in.	-0.00128	—	19.80	20.00
" 14	(7)	" "	—	-0.00134	18.60	18.20
" 4	(5)	1.0 foot $\underline{\underline{36.24}}$ in.	+0.00029	—	19.80	20.00
" 14	(6)	" "	—	+0.00033	18.69	18.69

Here, after converting the Centigrade to the Fahrenheit scale,

From (5) (6), Canada 0..1 foot ( $t = 66^{\circ} \cdot 65 \text{ F.}$ ) = Bronze SS 24..36in. ( $t = 66^{\circ} 83 \text{ F.}$ )  $\cdot 1 \cdot 0 \cdot 00031$  in. Taking as before the expansion of 1 foot of the steel bar for  $1^{\circ} \text{ F.}$  to be  $0 \cdot 000069$ in., and that of bronze to be  $0 \cdot 0001136$  in., according to Mr. Sheepshanks' determination, there should be deducted from the length of the two bars in order to determine their true length at the Standard temperature of  $62^{\circ} \text{ F.}$  viz. :—

From the bronze bar, expansion for  $4^{\circ} 83 \text{ F.} = 0 \cdot 00055$ in.  
 From the steel bar, expansion for  $4^{\circ} \cdot 65 \text{ F.} = 0 \cdot 00032$

Difference to be added to steel bar + 0.00023

Whence at  $62^{\circ} \text{ F.}$  Canada foot 0..1 = Bronze SS. 24.36 in. + 0.00054  
in.  
 error of „ at  $62^{\circ} \text{ F.}$  — 0.00004

$\therefore$  Canada foot 0..1 at  $62^{\circ} \text{ F.} =$  Standard foot + 0.00050

From (4) (7), Canada 3 feet 1..4 ( $t. 66^{\circ} \cdot 56 \text{ F.}$ ) = bronze SS 3 feet, 0..36 in. ( $t. 66^{\circ} \cdot 38$ )— $0 \cdot 00131$  in.

in.  
 Expansion of 36 inches of bronze for  $4^{\circ} \cdot 38 \text{ F.} = 0 \cdot 00149$   
 „ „ steel for  $4 \cdot 56 \text{ F.} = 0 \cdot 00095$

Difference = + 0.00054

Whence, at  $62^{\circ} \text{ F.}$  Canada 3 feet 1..4 = bronze SS 3 feet 0.36 in. — 0.00077  
 Error of SS 3 feet at  $62^{\circ} \text{ F.}$  — 0.00009

$\therefore$  Canada 3 feet 1..4 at  $62^{\circ} \text{ F.} =$  Standard yard — 0.00086

From (3) (8), Canada foot 4..5 ( $t. (66^{\circ} 4 \text{ F.})$ ) = bronze SS foot, 24..36 ( $t. 66^{\circ} \cdot 65 \text{ F.}$ )— $0 \cdot 00050$  in.

in.  
 Expansion of 1 foot of bronze for  $4^{\circ} \cdot 65 \text{ F.} = 0 \cdot 00053$   
 „ „ steel for  $4^{\circ} \cdot 40 \text{ F.} = 0 \cdot 00030$

Difference = + 0.00023

Whence at  $62^{\circ} \text{ F.}$  Canada Foot 4..5 = bronze SS. foot, 24.36 in. — 0.00027  
 Error of SS foot at  $62^{\circ} \text{ F.}$  — 0.00004

$\therefore$  Canada foot 4..5 at  $62 \text{ F.} =$  Standard foot — 0.00031

From (2) (9), Canada 3 feet 4..7 ( $t. 65^{\circ} \cdot 32 \text{ F.}$ ) = bronze SS 3 feet, 0..36 in. ( $t. 65^{\circ} \cdot 39 \text{ F.}$ )— $0 \cdot 00015$  in

in.  
 Expansion of 3 feet of bronze, for  $3^{\circ} \cdot 39 \text{ F.} = 0 \cdot 00116$   
 „ „ steel, for  $3^{\circ} \cdot 32 = 0 \cdot 00069$

Difference + 0.00047

Whence at  $62^{\circ} \text{ F.}$  Canada 3 feet 4..7 = bronze SS 3 feet 0..36 in. in.  
+ 0.00032  
 Error of SS 3 feet at  $62^{\circ} \text{ F.} =$  — 0.00009

$\therefore$  Canada 3 feet 4..7 at  $62^{\circ} \text{ F.} =$  Standard yard + 0.00023

Lastly, from (1) (10), Canada 3 feet 7.. 10 (t. 66°·34 F.)	
= bronze SS 3 feet, 0.. 36 in. (t. 66°·61 F.)	—0·00123 in.
Expansion of 3 feet of bronze, for 4°·61 F.	= 0·00157
„ „ steel, for 4·34	= 0·00090
	Difference + 0·00067
Whence, at 62°· Canada 3 feet 7.. 10 = bronze SS 3 feet,	in.
0.. 36 in.	—0·00056
Error of SS 3 feet, at 62°·F.	—0·00009
	—0·00065
∴ Canada, 3 feet 7.. 10 at 62° F. = Standard yard	—0·00065

SUMMARY of COMPARISONS of LENGTHS marked on GOLD STUDS.

	foot.	in.
Canada 10 feet Standard bar 1 foot, 0..	1 = 1 + 0·00050	
3 feet, 1.. 4 = 3—0·00086		
1 foot, 4.. 5 = 1—0·00031		
3 feet, 4.. 7 = 3 + 0·00023		
3 feet, 7.. 10 = 3—0·00065		

∴ Canada 10 feet 0.. 10 marked on gold studs at in.  
 62° F. = 10 Standard feet, —0·00078  
 Or at t. 63°·13 F. = 10 Imperial Standard feet.

5. Two 10-ft. end measuring bars, *a*, *b*. 25. The bed-measure of the 10-foot measuring bar is accompanied by two 10-foot measuring bars, marked *a* and *b*, which are end measures. They are formed from steel rods 1½ inch in diameter, planed away to the following sectional form :—

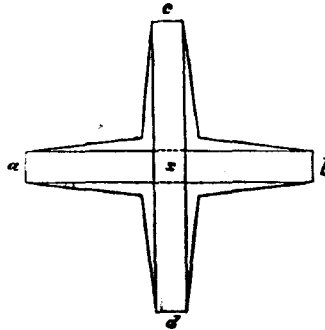


Fig. 4.—SECTION OF 10-FOOT END-MEASURING BARS.

As more particularly described at page 229 of the Fifth Report of the Standards Commission. These are thus end measures, the measuring surfaces being the square planes shown at *x*.

The two Canada measuring bars were verified by being compared under the microscopes, with the Official Standard 10-foot measure. For this purpose, the two spherical contact pieces were applied to their measuring surfaces, the whole operation being conducted in the same way as that of the verification of the similar 10-foot end bars of the Standards Department, shown at p. 231 of the above-cited Report. The mean results of 12 separate measurements of each bar with the two microscopes on 26th September, were as follows :—

10 feet bar <i>a</i> = 10-foot Standard	in.	—0·00595
Error of „ at 62° F.	+ 0·00191	
∴ Error of <i>a</i> , at 62° F.	—0·00404	

10 feet bar *b*, = 10-foot Standard in.  
 Error of „ at 62°F. + 0.00191 . in.  
 Error of *b*, at 62°F. ————— -0.00401

The temperature of each bar during the operation was 67°28 F., but as the bars are of similar metal, no correction for temperature is required.

*Standard 6-foot Measuring Bars.*

26. There are two 6 feet Standard measuring bars, which have also been constructed by Messrs. Troughton and Simms for the Government of Canada, viz. :— 26. Standard 6-foot measuring bars.

1. 6 ft. subdivided bed and line measure, marked *a*.
1. 6 ft. end-measure, marked *a*.

The first of these bars is of the same shape and material as the official steel 6 ft. bed (see 5th Report, page 229) but is smaller in section, the bar being 1½ inch by 1½

The 6 ft. bed measure is divided by defining lines cut on its inner edge into six separate feet, the first foot 0.1 being sub-divided into inches, and the first inch into tenths of an inch. This bar has no gold studs, bearing very fine defining lines for microscopic measurement, like the 10 feet measure.

The 6 ft. end-measuring bar is of the same shape and material as the Standard 10 ft. end-bars shown in transverse section in Fig. 4, but is made somewhat lighter.

27. The 6 ft. bed was verified by comparing it with the official 6 ft. bed measure, the length of which was determined most accurately in 1870. Both beds were adjusted to the foci of the microscopes Nos. 1 and 2, after having been placed on the large steel rollers which were specially prepared for such standards. Twelve separate readings of each microscope were taken on two days, with the following mean results :—

27. Verification of 6-foot bed measure and line subdivisions.

—	1874.	t.	—	inch.
(1)	Sept. 19	63°32 F.	6ft. bed, <i>a</i> =official 6 ft bed	-0.00289
(2)	„ 24	65°12	„ = „	-0.00258
Mean . . . . .				-0.00273
Error of official 6 ft. bed, —at 62° F.				-0.00335
∴ Mean error of Canada 6 ft. bed <i>a</i> at 62° F. . . . .				-0.00608

As both bars are of steel, no correction for temperature is required. The error of this 6 feet bed measure, at its normal temperature, is larger than could be wished, and should be allowed for in all Departmental comparisons. But it is considerably within the legal allowance of error, viz. :

in.  
 For 6 ft. bed measures 0.05  
 For 6 ft. line measures 0.07

The following comparisons of the foot sub-divisions of the Canada 6 ft. were also made :—

	foot.		foot.
(5) Sept. 25 65·48 F. Canada 6ft. a.	0.1 =	Official Standard 6 feet	0.1 --0·00409
(6) 65·48	1.2 =		1.2 +0·00042
(7) 65·48	2.3 =		2.3 +0·00039
(8) 64·40	3.4 =		3.4 --0·00146
(9) 64·04	4.5 =		4.5 +0·00025
(10) 64·04	5.6 =		5.6 --0·00147

As however the sub-divisions on our official 6 ft. Standard measure have not been yet verified, the above results can only be accepted as giving an approximate value of these foot sub-divisions. It is not probable that the errors of our foot sub-divisions amount to the breadth of a defining line on these measures, viz., 60 divisions of the micrometer or 0·0019 inch.

28. And of 6-foot end-bar.

28. The 6 ft. end-bar was compared with our Standard 6 ft. *bed* by means of the spherical contact pieces described in Appendix VII. to the Fifth Report of the Standards Commission, page 100.

The mean results of 12 readings of each defining termination with the two microscopes were as follows :—

Canada 6 ft. end-bar a,	=	Official Standard 6 ft.	—	0·00523
		Error of „ at 62° F.	+	0·00691
∴ Ascertained error of Canada 6 feet end-bar				in.
a, at 62° F.	-	-	-	+0·00168

*100-foot Chain Measure.*

29. 100-foot chain measure.

29. This chain measure is now being constructed by Messrs. Troughton and Simms, and an account of its construction and verification will be contained in a supplementary paper.

*66-foot Chain Measure.*

30. 66-foot chain measure.

30. The same observation is applicable to the 66-foot chain measure as to the 100-foot chain measure.

III.—COMPARING APPARATUS.

*New Micrometrical Comparing Apparatus for Standards of Length.*

31. New micrometrical comparing apparatus for Canada.

31. A new micrometrical comparing apparatus has been constructed for Canada by Messrs. Troughton and Simms, in which the raising or lowering of the supporting frame of compared Standard bars, for adjustment under the microscopes is effected by the simple arrangement of two brass eccentrics with flanged edges, connected by two brass rods. This method is similar to that adopted for the model of the new comparing apparatus for subdivided yards, described in Appendix III. to the Seventh Annual Report of the Warden of the Standards for 1872-3, p. 8. It enables a far simpler and lighter carriage to be substituted for the heavy carriage used with the micrometrical comparing apparatus of the Standards Department at Westminster. In other respects, the microscopes, and method of using them in this new apparatus, are similar to those of the Standards Department.

A drawing of the new comparing apparatus is shown in Fig. 5.

a is a strong rectangular slab of slate, its dimensions being 52 inches by 28, and 3 inches thick. It is to be supported at a convenient height

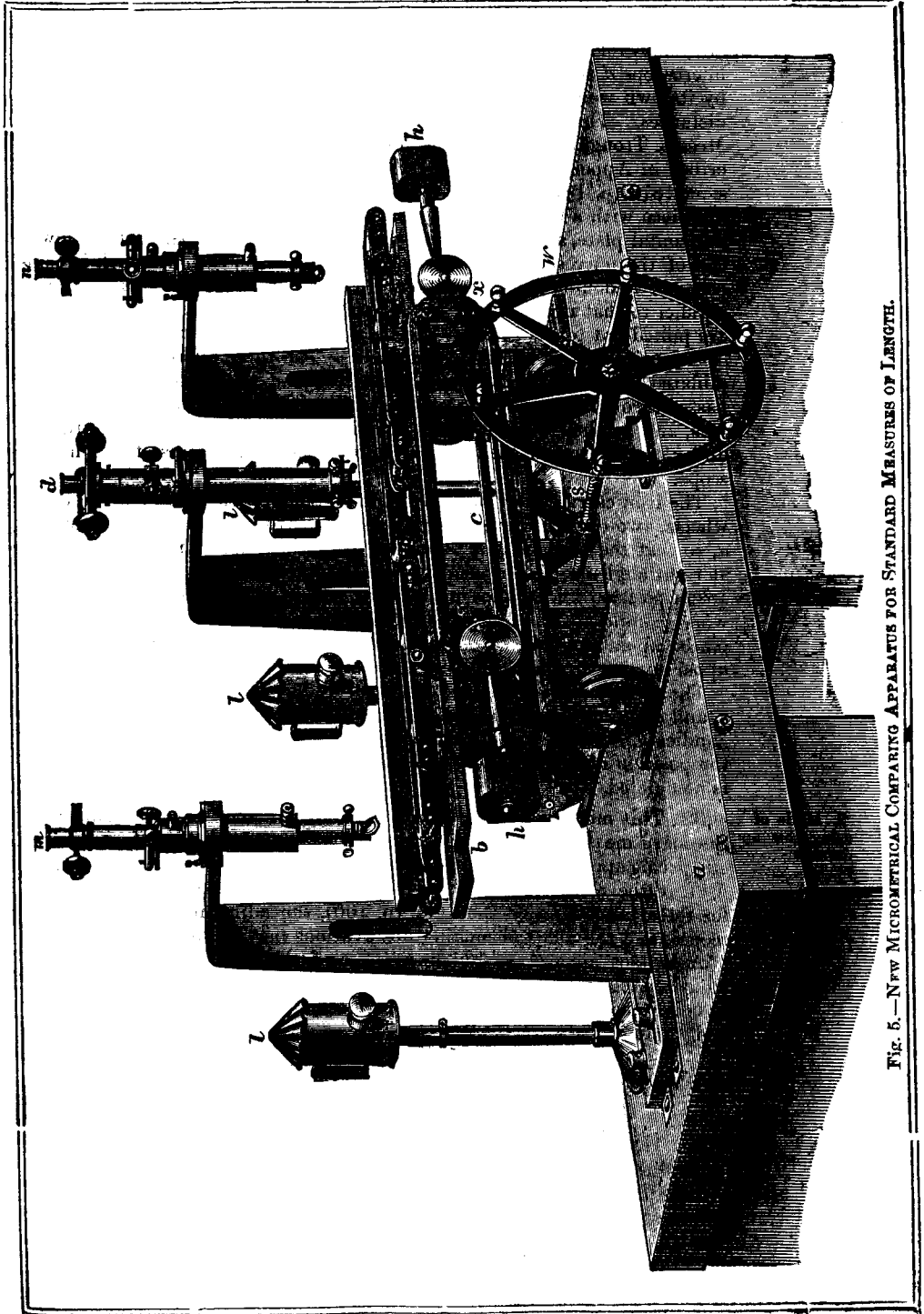


FIG. 5.—NEW MICHROMETRICAL COMPARING APPARATUS FOR STANDARD MEASURES OF LENGTH.

upon solid masonry. The two microscopes  $m, n$ , are fixed to  $a$  with screws and lewises at the exact distance of a yard from each other, and are removable so as to be fixed at a metre's distance or less. A double microscope  $d$  is placed upon  $a$  between  $m$  and  $n$ , and is steadied merely by its own weight. It can thus be moved and used for all intermediate distances. This double microscope is similar to that constructed by Messrs. Troughton and Simms for the Standards Department, as described in Appendix XII. to the Fifth Report of the Standards Commission, 1870 (p. 187), where a drawing of it is shown. It has a moveable eye-piece with a double lens, which is made to slide in a groove upon a horizontal plate, and it is furnished with two micrometers. At the lower end of the microscope there are two object glasses, each of which is composed of a double lens and slides upon a horizontal plate made exactly parallel to that upon which the eye-piece moves. When these glasses are pulled out to the greatest extent, a measuring field of about 0.8 inch or 2 centimetres in length is obtained. The three microscopes are illuminated by small lamps,  $l, l, l$ , placed behind them, so that the light passes through an oval hole in the microscope stand and falls upon a lens, and is thus thrown upon the defining lines of the Standard bar under comparison in the vertical line of the optical axis of the microscope.

The iron carriage for supporting the Standard bars rests upon three wheels, two of which are grooved and fitted to parallel guides fixed on  $a$ , so that the carriage may be moved backwards and forwards in a line at right angles to the measuring axis of the Standard bars, when they are in position under the microscopes. This is effected by turning the wheel handle  $w$  of the screw  $s$ . The Standard bars to be compared are placed upon lever rollers, resting upon the rectangular brass plate  $b$ , the upper surface of which is adjusted to a horizontal plane.

The two eccentrics,  $x, x$ , act together by means of the connecting rods  $c$ , and raise or lower the supporting plate  $b$  by the action of the lever handles  $h, h$ ; there are tightening screws to the two eccentrics for fixing the position of the plate  $b$ , when the focal adjustment of the microscopes is completed.

32. Mode of using this apparatus.

32. This micrometrical apparatus is intended to be used for comparing Standard measures of length in the same manner as the micrometrical comparing apparatus of the Standards Department, described in Appendix VII. of the Fifth Report of the Standards Commission, where directions for the arrangement of the bars, (p. 100), the adjustment of the microscopes, and the mode of making observations may be found.

A contact apparatus, similar to that of the Standards Department, which enables the micrometrical apparatus to be used for comparing Standard end-measures, has also been furnished by Messrs. Troughton and Simms.

*Model of Inspectors' Comparing Apparatus with Eye-piece and Standard Subdivided Yard.*

33. Comparing apparatus with eye-piece and Standard subdivided yard.

33. This apparatus, which has been constructed for the Canadian Government by Messrs. Troughton and Simms, is exactly similar to that described in Appendix III. to the Seventh Report of the Warden of the Standards for 1872-3, as a model of a comparing apparatus and subdivided Standard yard, for the use of Local Inspectors of Weights and Measures. It consists of a flat brass bar engraved upon the bevelled edges of its upper surface, with line divisions of a Standard subdivided yard, and supported in a horizontal plane upon two uprights of a cast-iron stand. Two brass eccentrics with flanged edges are also fixed to



these uprights, and are connected by two brass rods. They serve to support a mahogany plane, upon which a measure to be compared is placed, and is raised immediately under the standard by turning a lever handle, so as to make the defining lines of the two measures coincide. Upon a slender brass bar, parallel with and immediately over the Standard, a magnifying eye-piece is made to traverse, and can be turned over from side to side so as to enable optical comparisons to be made with greater accuracy.

This apparatus is more particularly described in the paper above referred to, and is represented in the following figure:—

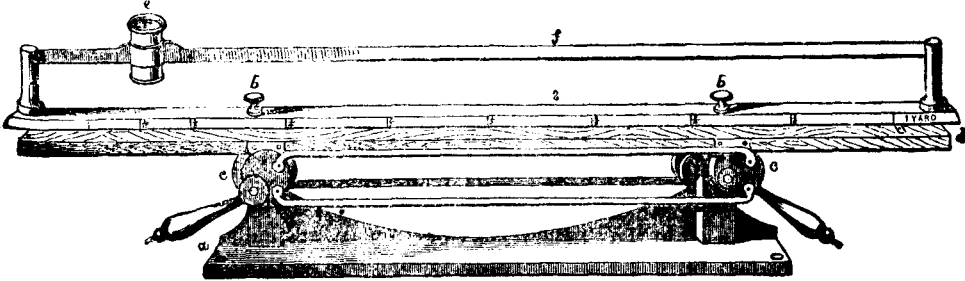


Fig. 6.—COMPARING APPARATUS WITH EYE-PIECE AND STANDARD SUBDIVIDED YARD.

The iron stand is intended to be screwed down to the bottom of a wooden box, made so shallow as not to interfere with comparisons, and when not required for use it is protected by a wooden cover.

34. The Standard subdivided yard of this apparatus is divided upon one bevil into eighths and one eighth into sixteenths, as shown in the figure. On the other bevil, the yard is divided into 3 feet and 36 inches; and the first inch is divided into tenths, the second inch into twelfths, and the third inch into sixteenths. There is a small supplementary inch measure on a separate piece of bevilled brass, which is divided to the edge on one side into sixty-fourths of an inch, and on the other side into hundredths of an inch. These minute subdivisions afford the means of reading off, with the aid of the magnifying glass, any error in a compared measure to a fraction of the hundredth of an inch by estimation.

34. Verification of the Standard measure of this apparatus.

The Canada subdivided yard has thus been compared with the similar Standard measure of the Standards Department, and has been found correct within the limits of error allowed.

#### *Cathetometer.*

35. The cathetometer, now being constructed by Messrs. Troughton and Simms for Canada, is similar to that constructed for the Standards Department.

35. Cathetometer.

This is an instrument of precision for reading very accurately the relative height or distance from each other of the defining lines of a graduated measure of length placed in a vertical position, or for measuring the height of a column of mercury, &c. For such purposes it is furnished with two telescopes and levels, and with an Imperial and a Metric graduated scale. It will be further referred to in a supplementary paper.

#### *Callipers for Measuring Diameters, &c.*

36. There are two of these callipers, which are constructed upon the principle of those used at Woolwich Arsenal for measuring the diameter of shot and of the bore of guns. Means are thus provided for both outside diameters.

36. Callipers for measuring diameters.

and inside measurement. The largest of these callipers will measure 25 inches outside measurement, and  $21\frac{1}{2}$  inches inside. The smaller measure 5 and  $4\frac{1}{2}$  inches respectively. The callipers are parallel steel bars, moving upon a graduated scale, which is furnished with a vernier for minute differences.

*Engraving Machine for Marking Verification Stamps.*

37. Engraving machine for marking verification stamps.

37. This engraving machine has been constructed by Messrs. Troughton and Simms, and is precisely similar to that now used in the Standards Department.

It consists of an arrangement of angular bars in the form of a pentagraph, by means of which the movement of a pointer at one of the angles gives a corresponding movement to a revolving drill, thus enabling any letters or figures engraved upon a fixed plate upon which the pointer rests to be engraved upon a plate or Standard placed under the revolving drill. The motion of the drill may be effected by means of a treadle, but this power is hardly sufficient to give a clean engraved cut, and a greater mechanical power should be applied, such as that of a steam engine, or as used in the Standards Department, a turbine, in order that the drill may revolve with the requisite rapidity.

PART II.—STANDARDS OF WEIGHT.

I.—DOMINION STANDARDS.

*Standard Avoirdupois lbs. of Platinum-iridium.*

38. Standard avoirdupois lbs. of platinum-iridium. Their construction.

38. The new primary Standard weight for Canada is a copy of the Imperial Standard lb. made by Mr. Oertling of an alloy of platinum-iridium, viz., pure platinum, 9 parts, pure iridium, 1 part. This is the same alloy of platinum-iridium as that determined upon as the material of the new International Metric Standards now being constructed at Paris by the Metric Commission. This primary platinum-iridium lb. is marked **A**, and is intended for the use of the Standards Branch of Inland Revenue Department at Ottawa.

Two similar Standard lbs. were at the same time constructed for the Canadian Government, one marked **B**, to be delivered to the custody of the Speaker of the Canadian Senate, and another, marked **C**, to the custody of the Speaker of the Canadian House of Commons.

A fourth and similar Standard lb. was at the same time constructed for the Standards Department at Westminster, and is marked **S**. It is intended to serve as a substitute for PS, the Imperial Standard lb., in those cases where reference to a platinum standard lb. is requisite in any official comparison, and thus to avoid, as far as possible, the use of the primary Standard of Imperial weight.

These four lbs. were made from a single ingot of platinum-iridium furnished by Messrs. Johnson and Matthey, of Hatton Garden. In order to obtain the best alloyed metal, two ingots were in the first instance melted. No. 1 weighing 144 oz. 12 cwt.; was cast in a mould; No. 2, weighing 176 oz. 14 cwt., was cut off from a larger ingot, which had been left to cool in the furnace. The two ingots were sent to the Standards Office for inspection, in order that the density of each should be determined. The density of each ingot was found to be as follows:—

△	at 0° C. of No. 1 (cast)	= 21.339
△	„ No. 2 (cooled)	= 20.495

The ingots were then returned to Messrs. Johnson and Matthey, and after having been well steam hammered and annealed, were again sent to the Standards Office for determination of the density, which was then proved to be—

$\Delta$  at 0°C. of No. 1 = 21.380  
 $\Delta$  „ „ No. 2 = 21.343

It would thus appear that the manner in which the metal is dealt with immediately after being melted is unimportant, so long as it is well hammered and annealed afterwards. The cast ingot thus forged and annealed, until the metal was considered to be homogeneous and of normal density, was next turned to a cylindrical shape, and from it the four lbs. were constructed of a form as nearly as possible similar to the Imperial Standard lb. of platinum, the following Figure of which is taken for Appendix V to the Fifth Report of the Standards Commission; p. 34, viz. :—

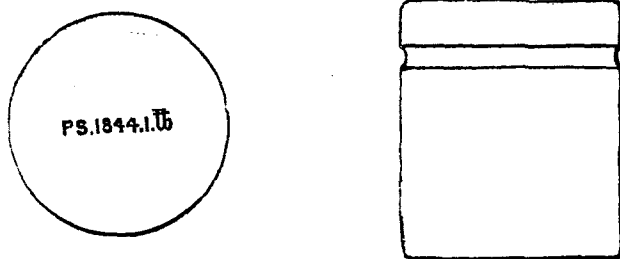


FIG. 7.—IMPERIAL STANDARD POUND OF PLATINUM, CYLINDRICAL WITH A GROOVE.

Height : : : : = 1.35 inch.  
 Diameter : : : : = 1.15 „

39. The density of chemically pure platinum and of pure iridium, as well as that of the alloy of platinum-iridium containing 10 per cent. of iridium, was determined, in 1873, by M. Saint-Claire Deville, at Paris, as follows, after the metal had in each case been freed from air by forging and rolling :—

Pure platinum, hammered,  $\Delta$  at 0°C = 21.402  
 „ „ annealed, „ 21.396  
 Pure iridium „ 22.194  
 Platinum-iridium, hammered „ 21.449  
 Another specimen, annealed „ 21.429

According to these two last determinations, the mean density of hammered and annealed platinum-iridium may be taken to be 21.439.

40. The co-efficients of linear expansion of pure platinum and of pure iridium, as well as of the alloy containing 90 per cent. of platinum and 10 per cent. of iridium, have been determined as follows by M. Fizeau, from small pieces of the alloyed metal, and by his peculiar process, a description of which will be found in Appendix XII. to the Fifth Report of the Standards Commission, p. 182 :—

	At 40°C.	Variation for 1°C.
Co-efficient of expansion of pure platinum for 1°C.	0.000009055	0.000000106
„ „ iridium „	6831	94
„ „ platinum-iridium „	8830	100

This determination of the expansion of hammered and annealed platinum-iridium is the mean result of two separate comparisons made by M. Fizeau on 30th January and 13th March 1874.

A ordinary temperatures, that is to say, about 62°F. or 16° C., the mean co-efficient of linear expansion of platinum-iridium may therefore be taken at 0.00008566 for 1° C.

41. Computations of weight of air displaced by Standard weights.

41. The method of computing the weight of air displaced by Standard weights, when compared by weighing in air, is described at length in Appendix V to the Fifth Report of the Standards Commission, p. 35 ; and Tables are there given for facilitating the calculations similar to those used by Professor Miller in his labors for verifying the restored Imperial pound and its standard copies. Amongst them are Tables of logarithms of the ratio of density of brass, bronze, and platinum at 0°C. to their density at higher temperatures, computed from an assumed mean co-efficient of their linear expansion.

42. Table of logarithms of ratios of density of platinum-iridium.

42 A similar table of logarithms of the ratio of density of platinum-iridium at 0°C. to its density at other temperatures, has not hitherto been computed ; and the following table has been constructed and used in the working out of the weight of air displaced by the platinum-iridium lbs. during their comparisons.

Logarithms of the ratio of the density of platinum-iridium at 0°C. to its density at  $t^{\circ}$ , with their arithmetical complements, assuming the co-efficient of linear expansion of platinum-iridium for 1°C. at the mean temperature of atmospheric air in comparing room, or 16°C. to be 0.00008566, according to M. Fizeau's determination. Whence co-efficient of cubic expansion for 1° C. at 16° C.=0.00002570, and Log 1.00002570=0.00001117.

t.	Log. P-1.	10-log. P-I.	—
0°C.	0.000000	10.000000	
1	112	9.9999888	
2	223	777	
3	335	665	
4	447	553	
5	559	441	
6	670	330	
7	782	218	
8	894	106	
9	1005	9.9998995	
10	1117	883	0.1=11
11	1229	771	0.2=22
12	1340	660	0.3=34
13	1452	548	0.4=45
14	1564	436	0.5=56
15	1676	324	0.6=67
16	1787	213	0.7=78
17	1899	101	0.8=89
18	2011	9.9997989	0.9=101
19	2122	878	
20	2234	766	
21	2346	654	
22	2457	543	
23	2568	432	
24	2681	319	
25	2793	207	
26	2904	096	
27	3016	9.9996984	
28	3128	872	
29	3239	761	
30	3351	649	

43. The preliminary comparisons of the four platinum-iridium lbs., before their final adjustment, were made at the Standards Office by weighings in air against one of the four gilt bronze Standard lbs., and their difference in weight from the Imperial Standard in a vacuum was computed by allowing for the weight of air displaced by each Standard lb. and for the ascertained error of the gilt bronze lb. This enabled the weight of each platinum-iridium lb. to be finally adjusted as nearly as possible to the weight in a vacuum of the Imperial Standard lb., which is a platinum weight. After this final adjustment, each of the platinum-iridium lbs. was verified by weighing it in air against the Imperial Standard P.S. The weighings were made by Gauss's method of alternation, in the interchangeable pans X and Y. Two complete comparisons were made, the first before weighing the platinum-iridium lbs. in water, in order to ascertain their density, and the second comparisons after the completion of the hydrostatic weighings.

43. Final adjustment and verification of platinum-iridium lbs

Two sets of weighings in water, for determining the density of each weight, were made against different Standard weights, different thermometers and barometers being used. The near accordance of the results is to be noticed as satisfactory. Previously to the weighings, the platinum-iridium weights were cleaned with alcohol, and carefully examined under a lens. The surfaces were found to be free from air-holes, and the weights to be in every respect excellent Standards.

44. The weighings of A, and the results are as follows :—

44. Comparison and determination of density of A

FIRST COMPARISONS OF PLATINUM-IRIDIUM LB. A with P.S.

Date of Comparison.	Weighings.	Results.		
		div. PS-10	gr. 1 d.	gr. A
1874, July 21	(1) A in pan. X 33·5 (3) A in pan. Y 32·5 Mean resting point. 33·0	(2) PS in pan Y 52·7 (4) PS in pan X 54·5 53·6 (5) For value of a division, 0·01 gr. added 48·4	1 d. = 0·00174	A = PS·0·01792 in air. t. = 18° 85' C. m.m. b. = 755·23

Here, A displaced weight of air = gr. 0·39118 and P S = gr. 0·39603 ; excess displaced by PS = gr. 0·00485. Whence in a vacuum A = P S — gr. 0·02277.

Weighed in water against bronze gilt Standard grain weights in air on August 5, t. of water 17° 45, t. of air 17° 95, b. = m m. 755·97 ; A = gr. 6674·45312 ; whence  $\Delta A = 21·42171$

And against bronze Standard avoirdupois oz. and dr. weights on August 7, t of water 17° 48, t. of air 16·90, b. = m m. 764·37 ; A = gr. 6674·40523 ; whence  $\Delta A = 21·41737$

$\therefore$  Mean density of A at 0°C = 21·41954  
Log.  $\Delta A = 1·3308102$

SECOND COMPARISON of **A** with PS.

Date.	Weighings.	Results.
1874, Aug. 12	$(1) \begin{matrix} \text{gr.} \\ \text{A} + 0.01 * \\ + \text{X} \end{matrix} \left. \begin{matrix} 33.55 \\ 34.40 \end{matrix} \right\}$ $(2) \text{PS} + \text{Y} \quad 44.25$ $(3) \text{A} + 0.01 \left. \begin{matrix} + \text{Y} \\ 33.975 \end{matrix} \right\}$ $(4) \text{PS} + \text{X} \quad 46.20$ $(5) \text{PS} + 0.01 \left. \begin{matrix} \text{gr.} \\ + \text{X}. \end{matrix} \right\} \begin{matrix} 45.225 \\ 53.005 \end{matrix}$ * Gilt Grain weight = 0.01037 gr.	$\text{A} + 0.01 \text{ div. PS} \quad 1d = 0.00157$ $\text{div.} \quad - 5.625$ $\text{A} = \text{PS} - 0.01888$ in air. $t. = 17^{\circ} 85 \text{ C.}$ mm. $b. = 753.63$

Here, **A** displaced gr. 0.39180 of air and PS gr. 0.39666; excess by PS = gr. 0.00486. Whence in a vacuum  $\text{A} = \text{PS} - \text{gr. } 0.2374$ .

Another comparison was made on the same day without adding any balance weight to the pan of **A** as a counterpoise to PS, viz. :-

$(1) \text{A} + \text{X} \quad - \quad 30.4$	$(2) \text{PS} + \text{Y} \quad - \quad 49.95$	$\text{div.} \quad \text{A PS} - 10.225$	$\text{gr.} \quad 1d \text{ div.} = 0.00175$	$\text{gr.} \quad \text{A} = \text{PS} - 0.01792$
$(3) \text{A} + \text{Y} \quad - \quad 30.7$	$(4) \text{PS} + \text{X} \quad - \quad 52.05$			in air.
$30.55$	$(5) \text{No. 4} - 0.02 \quad 40.65$	$\text{gr.} \quad 51.00$		$t. = 17^{\circ} 86 \text{ C.}$
	added to <b>A</b> .	$40.65$		mm.
				$b. = 753.87.$

**A** displaced gr. 0.39261 and P S gr. 0.39748 of air; excess by P S = gr. 0.00487. Whence in a vacuum,  $\text{A} = \text{P S} - \text{gr. } 0.02279$ .

The mean result of the three comparisons is that in a vacuum  $\text{A} = \text{P S} - \text{gr. } 0.02310$ , or  $\text{A} = \text{gr. } 6999.97690$ .

45. Comparison and density of **B**.

45. The operations with the platinum-iridium lb. **B** are as follows :-

FIRST COMPARISON of PLATINUM-IRIDIUM LB. **B** with PS.

1874, July 21	$(1) \text{PS} + \text{X} \quad - \quad 49.25$	$(2) \text{B} + \text{Y} \quad - \quad 34.65$	$\text{div.} \quad \text{B} - \text{PS} - 6.65$	$\text{gr.} \quad 1d. = 0.00174$	$\text{gr.} \quad \text{B} = \text{PS} - 0.01157$
	$(3) \text{PS} + \text{Y} \quad - \quad 50.25$	$(4) \text{B} + \text{X} \quad - \quad 38.25$			in air.
	$49.75$	$36.45$			$t. = 19^{\circ} 21 \text{ C.}$
		$(5) \text{No. 4} - 0.01 \quad 31.25$			mm.
		added to PS.			$b. = 755.20$

**B** displaced gr. 0.39050, and P S. gr. 0.39552 of air; excess by P S = gr. 0.00507. Whence in a vacuum  $\text{B} = \text{P S} - \text{gr. } 0.01737$ .

Weighed in water against bronze gilt Standard grain weights in air,  $t.$  of water =  $17^{\circ} 47$ ,  $t.$  of air =  $18^{\circ} 17$ ,  $b. = \text{m m. } 755.97$ ,  $\text{B} = \text{gr. } 6674.49310$ ; whence  $\Delta \text{B} = 21.42389$

And against bronze Standard avoirdupois oz. and dr. weights,  $t.$  of water =  $17^{\circ} 51$ ,  $t.$  of air =  $16.90$ ,  $b. = 764.37$ ,  $\text{B} = \text{gr. } 6674.60533$ ; whence  $\Delta \text{B} = 21.43009$

$\therefore$  Mean density of **B** at  $0^{\circ} \text{C} = 21.42699$   
 Log.  $\Delta \text{B} = 1.3309612$

SECOND COMPARISON of B with PS.

1874, Aug. 13	(1) B + X - 32·15	(2) PS + Y - 43·00	div. B = PS - 7·16875	1 d. = 0·00168	gr. B = PS - 0·01206 in air. t. = 17°·84 C. mm. b. = 750·44
	(3) - - 35·15	(4) - - 45·90			
	(5) B + Y - 30·85	(6) PS + X - 49·05			
	(7) - - 32·45	(8) - - 50·00			
	32·65	46·9875			
		gr.			
		(9) PS + 0·02 61·15			
		- X.			
		(10) - - 60·95			
		61·05			

B displaced 0·39001 gr. and PS 0·39499 gr. of air; excess by PS = 0·00498 gr. Whence in a vacuum, B = PS - 0·01704 gr. The mean result of the two comparisons, and giving double value to the second comparison, is that in a vacuum,

$$B = PS - 0·01688 \text{ gr.}, \text{ or } B = 6999·98312 \text{ gr.}$$

46. The weighings of C and their results are as follows:—

46. Comparisons and density of C.

FIRST COMPARISON of PLATINUM-IRIDIUM LB. C with PS.

1874, July 21	(1) C + X - 35·75	(2) PS + Y - 49·60	div. C = PS - 7·0	1 d. = 0·00174	gr. C = PS - 0·01218 in air. t. = 19°·42 C. mm. b. = 755·10
	(3) C + Y - 36·75	(4) PS + X - 50·90			
	36·25	50·25			
		(5) No. 4 - 0·01 46·00 added to C.			

C displaced 0·39018 gr., and PS 0·39512 gr. of air; excess by PS = 0·00494 gr. Whence in a vacuum, C = PS - 0·01712 gr.

Weighed in water against bronze gilt Standard grain weights in air, t. of water = 17°·45, t. of air = 18°·16, b = 755·97 mm. C = 6674·48273 gr., whence  $\Delta C = 21·42325$

And against bronze Standard avoirdupois oz. and dr. weights, t. of water = 17°·46, t. of air = 16°·77, b = 764·37 mm., C = 6674·55444 gr. or  $\Delta C = 21·42689$

$$\therefore \text{Mean density of C at } 0^\circ \text{ C} = 21·42507$$

$$\text{Log } \Delta C = 1·3309222$$

SECOND COMPARISON of C with PS.

1874, Aug. 13	(1) C + X - 36·45	(2) PS + Y - 46·6	div. C = PS - 7·025	1 d. = 0·00158	gr. C = PS - 0·01108 in air. t. = 17°·88 C. mm. b. = 750·44
	(2) - - 36·30	(4) - - 46·4			
	(5) C + Y - 31·30	(6) PS + X - 49·5			
	(7) - - 32·30	(8) - - 50·05			
	34·0875	48·18375			
		gr.			
		(9) PS + 0·02 61·15			
		- X.			
		(10) - - 63·00			
		62·075			

C displaced 0.38999 gr., and PS 0.39493 gr of air. Excess by PS=0.00494 gr. Whence in a vacuum C=PS-0.01602 gr. Giving double value to the second comparison, the mean result is that in a vacuum, C=PS-0.01639gr., or C = 6999.98361gr.

47. Comparisons and density of S.

47. The operations for verifying S were as follows :

FIRST COMPARISON OF PLATINUM-IRIDIUM LB. S with PS.

1874, July 21	(1) PS+X 46.15	(2) S+Y 35.5	div. S-PS-5.2875	1d.=0.00174	S=PS-0.00320 in air. t.=19° 62 C. mm. b.=755.09
	(4) PS+Y 47.00	(4) S+X 36.5			
	46.575	36.0			
		(5) 0.91 gr. added. 31.5			

S displaced 0.38988 gr., and PS 0.39482 gr. of air ; excess by PS = 0.00494 gr. Whence in a vacuum S=PS-0.01414 grg.  
 Weighed in water against bronze gilt Standard grain weight in air, t. of water = 17° 47 C., t. of air = 18° 15, b. = gr. 755.83 mm., S=6674.50271 gr.; whence Δ S = 21.42400  
 And against bronze Standard avoirdupois oz. and dr. weights, t. of water = 17° 48, t. of air = 16° 77, b. = 764.37 mm., S=6674.55444 gr.; whence Δ S = 21.42630

∴ Mean density of S at 0° C.= 21.42515  
 Log Δ S=1.3309238

SECOND COMPARISON of S with PS.

1874, Aug. 14	(1) S+X 32.40	(2) PS+Y 47.85	div. S-PS-6.00625	1d.=0.00205	S=PS-0.01230 in air. t.=17° 03 C mm. b.=767.94
	(3) - 33.15	(4) - 49.85			
	(5) S+Y 36.80	(6) PS+Y 44.75			
	(7) - 37.75	(8) - 45.70			
	35.25	47.375			
		(9) No. 8-0.01 gr. added to S 36.00			
		(10) - 35.50			
		35.50			

S displaces 0.40045 gr. and PS 0.40508 gr. of air. Excess by PS =0.00463 gr.; whence in a vacuum, S=PS-0.01693 gr.

A third comparison of S with PS gave the following results :—

1874, Aug. 20	(1) S+X 29.40	(2) PS+Y 48.75	div. S-PS-6.85625	1d.=0.00173	S=PS-0.01185 in air. t.=18° 01 C mm. b.=769.87
	(3) - 30.35	(4) - 47.40			
	(5) S+Y 35.00	(6) PS+X 44.60			
	(7) - 33.75	(8) - 42.60			
	32.125	45.8375			
		(9) No. 8-0.02 gr. added to S 31.90			
		(10) - 32.85			
		32.375			



S displaced 0.39997 gr., and PS 0.40503 gr of air. Excess by PS = 0.00506 gr. Whence in a vacuum,  $S = PS - 0.01691$  gr.

Mean result of the three comparisons, in a vacuum,  $S = PS - 0.01599$  gr. or  $S = 6999.98401$  grains.

48. As, however, these platinum-iridium Standard lbs. are required only as reference Standards, for purposes in which the greatest accuracy is required, and where the weighings are to be reduced to a vacuum, it is requisite for all practical comparisons of Standard weights, made of brass or bronze, by ordinary weighings in air, to refer them to a secondary Standard brass or bronze lb. valued in terms of W, a theoretical lb. of brass of the mean density of brass or bronze weights. Such a Standard lb. made of bronze gilt, verified directly with PS by Professor Miller in 1854, and approved by the Standards Commission, which completed in that year their labours of restoring the lost Standards, has already been furnished to the Canadian Government. It is No. 9 of the series of 30 Standard lbs. constructed by Mr. Barrow of Baily's metal amalgam-gilt. Its density and Standard weight, as determined by Professor Miller and stated in his account of the construction of the Imperial Standard lb., p. 945, will be found in the following tabular statement in § 49; and it is to be remarked that the ascertained density of the gilt bronze lb. No. 9, 7.37614, is very much less than that of any other of the weights of the same series, the average density of the 30 gilt bronze Standard weights being 8.20765. It would be interesting to determine the standard weight of this Canadian lb. in a vacuum at the present time in terms of PS, by comparison with one of the new platinum-iridium lbs., in order to see whether any or what alteration has taken place in its weight, since Professor Miller's comparisons in 1854. It was shown at p. 26 of the Appendix to my Sixth Annual Report, that a similar Standard lb. of gilt bronze belonging to the French Government, when recompared with PS at the Standard's Office in August 1871, was found to have increased in weight 0.07382 gr. since its original verification in 1854; this increase being attributable to oxidation of the bronze, notwithstanding the gilding of its surface.

48. Canada secondary Standard gilt bronze lb. No. 9, verified by Professor Miller in 1854.

49. We have next to determine the weight in Standard air ( $t. = 62^\circ$  F.  $b. = 30$  in.) of each of these platinum-iridium lbs., in terms of the commercial Standard lb. of brass W, the density of which is taken at 8.1430, or about the mean density of brass and bronze weights; W being considered to be equal to PS in a vacuum, and to displace 1.04706 gr. of Standard air. (See Fifth Report of Standards Commission, Appendix XX., p. 235.) The results of the computation will be found in the following table, which includes also similar information as to the gilt bronze lb. No. 9, as found by Professor Miller in 1854.

49. Weight of these lbs. in a vacuum, and in Standard air.

Designation of Imperial Standard pound.	Density at $0^\circ$ C.	Log $\Delta$ .	True weight in a Vacuum in terms of PS.	Weight of Standard air displaced.	Weight in Standard in terms of W.
			grains.	gr.	gr.
PS (platinum) ..	21.15722	1.3254586	7000	0.40282	0.64424 too heavy.
W (brass) .....	8.14300	0.9107844	7000	1.04706	7000
A (plat.-iridium)	21.41954	1.3308102	6999.97694	0.39789	0.62611 too heavy.
B "	21.42699	1.3309612	6999.98312	0.39775	0.63243 "
C "	21.42507	1.3309222	6999.98357	0.39779	0.63284 "
S "	21.42515	1.3309238	6999.98401	0.39779	0.63328 "
W 9 (gilt bronze)	7.37614	0.8678292	7000.11611	1.15591	0.00726 "

The mean density of the four platinum-iridium lbs. is 21.41418, and  $\log \Delta = 1.3309044$ .

The results in the last columns are computed as follows :

$$\begin{array}{r}
 \text{In a vacuum } A=W-0.02306 \text{ gr.} \\
 \text{In standard air, } W \text{ displaces weight of air } 1.04706 \text{ gr.} \\
 \text{A " " " } = \underline{0.39789} \\
 \\
 \text{Excess by } W., \text{ causing apparent increase of weight of } A + 0.64917 \text{ gr.} \\
 \\
 \text{Whence in Standard air, } A=W \quad \quad \quad + 0.62611
 \end{array}$$

According therefore to what was stated in § 9, the true weight in Standard air of the secondary Standard gilt bronze lb. No. 9, intended to regulate commercial weights, was found by Professor Miller 0.00726 gr. less than the commercial brass Standard pound W.

PLATINUM-IRIDIUM STANDARD TROY OZ. WEIGHTS.

50. Construction of platinum-iridium troy ounces, A, B, C.

50. At the same time with the four Standard pounds four troy ounce weights were constructed by Mr. Oertling, from the same ingot of platinum iridium. Three of them, marked respectively A B and C, were constructed for the Canadian Government, and the fourth, designated as S, for the Standards Department. The form and size of these troy ounce weights are as follows :

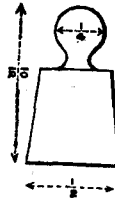


Fig. 8.—PLATINUM-IRIDIUM STANDARD TROY OZ.

Height =  $1\frac{1}{2}$  in., diameter of base =  $\frac{1}{2}$  in. diameter of knob =  $\frac{1}{4}$  in.

51. Mode of their verification.

51. The Standard weight of each of the new platinum-iridium Standard troy ounce weights, after they were finally adjusted, has been ascertained by comparison with two of the auxiliary platinum weights used by Professor Miller in determining the true weight of the new Imperial Standard avoirdupois pound PS from the platinum troy lb. T. Some delay has occurred in the construction of the platinum-iridium troy oz. S, and its verification has not yet been completed. The two auxiliary platinum weights are denoted as G and R, and their true weight in a vacuum, in terms of the Imperial Standard PS are shown at p. 45 of Appendix V. to the Fifth Report of the Standards Commission, to be as follows :—

$$\begin{array}{r}
 \text{G} = 439.96067 \text{ gr.} \\
 \text{R} = 39.99616 \\
 \hline
 479.95683
 \end{array}$$

The density of all these auxiliary weights is stated by Professor Miller, (Construction of New Standard lb., p. 815,) to be the same as that of the troy lb, T, viz. :  $21.1661 \text{ Log } \Delta = 1.3266525.$

52. Separate determinations of the density of each of the platinum-iridium troy oz. weights were made by hydrostatic weighings, in the same manner as the platinum-iridium pounds. But the probable error of such a determination of the density of so small a weight as 1 oz of platinum-iridium, compared with that of a 1 lb. weight, is found to be so large, (arising chiefly from the greater influence of the suspending wire upon the observed weight of the troy oz. in water,) that it has been considered to be more satisfactory to follow the precedent of Professor Miller's determination of the density of the smaller auxiliary platinum weights, and to assume the density of each of the troy oz. weights to be the same as the mean density of the four platinum-iridium troy lbs., viz.:

$$\Delta = 21.41418. \quad \text{Log } \Delta = 1.3309044.$$

In the actual comparisons of the platinum-iridium troy oz. weights, all the weighings were made with Oertling's balance No. 4. The balance weight used with the platinum Standard weights G and R was the Standard gilt grain weight gr. 0.03 = gr. 0.02956. Hence G + R + gr. 0.03 = gr. 479.98639, here denoted by Z.

53. The results of the comparisons of A with Z, both before and after the hydrostatic weighings, were as follows:—

53. Comparison of A with platinum Standards Z.

FIRST COMPARISON OF PLATINUM-IRIDIUM TROY OZ. A. with Z.

Date.	Weighings.				Results.		
1874 Aug. 21	(1) A 54.05	(2) -	- 44	div.   A-Z + 5.80	gr.   1d. = 0.001 0	gr.   A = G + R + 1.003537	
	(3) 55.15	(4) -	- 42				
	54.60		43			In air, t. = 18° 23 C mm. b. = 771.71.	
		(5) Z + 0.01	52.95				
		(6)	53.00				
			52.975				

Here, A displaced 0.02750 gr., and Z 0.02784 gr. of air. Excess by Z = 0.00034 gr., whence in a vacuum A = G + R + 0.03503 gr., or A = 479.99186 gr.

SECOND COMPARISON OF TROY OZ. A (after weighing in water) with Z.

Date.	Weighings.				Results.		
1874 Sept. 2	(1) A 51.00	(2) Z	- 38.4	div.   A-Z + 6.2125	gr.   1d. = 0.00097	gr.   A = G + R + 0.03559	
	(3) 50.55	(4)	- 38.3				
	50.775		38.35			In air, t. = 18° 18 C. mm. b. = 760.	
		(5) Z + 0.01	49.0				
		(6)	48.3				
			48.65				

Here A displaced 0.02705 gr., and Z 0.02840 grain of air. Excess by Z 0.00035 gr. Whence in a vacuum, A = G + R + 0.03524 gr., or A = 479.99207 gr.

The mean of the two comparisons is therefore,

$$A = 479.99197 \text{ gr.}$$

A is consequently 0.00803 gr. less than 480 grains, the true weight of a Troy oz.

54. Comparisons of B with Z.

54. FIRST COMPARISON of PLATINUM-IRIDIUM TROY Oz. B with Z.

Aug. 21	(1) B - 53.80	(2) Z - 42.25	div. B-Z = 11.57	gr. 1d. = 0.00095	gr. B = G - I - R - 10.03499
	(3) - 55.25	(4) - 44.00			
	54.525	43.125			In air. t. = 18° 23 mm. b. = 771.71
		(5) Z - 0.01 53.50			
		(6) - - 53.75			
		53.625			

As before, excess of air displaced by Z = 0.00034 gr. Whence in a vacuum, A = G - I - R - 0.03465 gr., or A = 479.99148 gr.

SECOND COMPARISON of PLATINUM-IRIDIUM TROY Oz. B with Z.

Sept. 2	(1) B - 50.20	(2) Z - 37.40	div. B-Z = 12.80	gr. 1d. = 0.00100	gr. B = G - I - R - 10.03612
	(3) - 51.01	(4) - 37.65			
	50.625	37.525			In air, t. = 18° 18 C. b. = 760 mm.
		(5) Z - 0.01 47.6			
		(6) - - 47.4			
		47.5			

As before, excess of air displaced by Z = 0.00035 gr. Whence in a vacuum, B = G - I - R - 0.03577 gr., or B = 479.99260 gr.

Mean of the two comparisons,

$$B = 479.99234 \text{ gr.}$$

Whence B. is 0.00766 gr. less than the true weight of a troy oz.

55. Comparisons of C with Z.

55. FIRST COMPARISON of PLATINUM-IRIDIUM TROY Oz. C with Z.

Aug. 21	(1) C 54.25	(2) Z - 43.50	div. C-Z = 10.75	gr. 1d. = 0.00091	gr. C = G - I - R - 10.03463
	(3) 54.50	(4) - 42.90			
	54.375	43.20			In air, t. = 18° 23 C. mm. b. = 771.71.
		(5) Z - 0.01 53.90			
		(6) - - 54.55			
		54.226			

Here, excess of weight of air displaced by Z = 0.00034 gr. Whence in a vacuum C = G - I - R - 0.03429 gr., or C = 479.99112 gr.

SECOND COMPARISON of C with Z.

Sept. 2	(1) C 49.6	(2) Z - 38.25	div. C-Z = 11.35	gr. 1d. = 0.00095	gr. C = G - I - R - 10.03498
	(3) 50.5	(4) - 38.90			
	50.05	38.575			In air. t. = 18° 18 C b. = 760 mm.
		(5) Z - 0.01 49.2			
		(6) - - 49.1			
		49.15			

Excess of air displaced by Z=0.00035 gr. Whence in a vacuum C=G+R+0.03463 gr., or C=479.99146 gr.

Mean of the two comparisons :—C=479.99129 gr.

Or 0.00871 gr. less than the true weight of a troy ounce.

56. The following is a summary of the results of all the comparisons :—

56. Check comparisons of A+B+C with Σ.

gr.  
A=479.99197  
B=479.99234  
C=479.99129

Total - - 1439.97560

The total weight of the three platinum-iridium troy ounces has been checked by a further comparison with the following platinum auxiliary Standard weights used by Professor Miller (See Appendix V. to Fifth Report of Standards Commission, p. 45), viz. :—

gr.  
D=1239.88654  
M= 79.99290  
N= 79.99366  
S= 39.99661

1439.86971

Together with gilt grain weight gr. 0.05=0.04962  
and gr. 0.03=0.02956

Total 1439.94889=Σ

COMPARISON OF TROY OUNCES A + B + C with AUXILIARY WEIGHTS

Σ

1874.	(1) A+B-C=56.75 (3) -56.60	(2) Σ - 11.00 (4) - 9.25	div. A+B+C=Σ +23.25	gr. 1d. 0.0119	A+B+C=Σ+gr. 0.02776  In air. t. = 18.38 b. = 760 mm.
	56.625	10.125			
		gr. (5) Σ + 0.0335.30 (6) - 34.75			
		35.025			

Here, A + B + C displace 0.08130 gr. and Σ 0.08231 gr. of air. Excess, by Σ = 0.00099 gr. Whence in a vacuum A + B + C = Σ + 0.02677 gr. or A + B + C = 1439.97566 gr.

The very close accordance of this result with that of the total of the previous weighings of A, B, and C. appears to be quite satisfactory.

57. It remains only to state the weight in Standard air of these platinum-iridium ounce weights in terms of the commercial Standard pound of brass W, or their error as compared with  $\frac{480}{7000} W$ , which displaces 0.070199 grain of air, whilst the platinum-iridium troy ounce weight displaces 0.02728 gr., showing excess by W = 0.04451 gr., viz. :—

57. Weight in Standard air of A, B, C, in terms of W.

Platinum-iridium troy oz. A =  $\frac{480}{7000} W + 0.03648$   
B = " W + 0.03685  
C = " W + 0.03580

*Standard Bronze Kilogram C.*

58. Standard Bronze Kilogram C. 58. This Standard Kilogram has been constructed of bronze by Mr. Oertling. Its form is cylindrical, with a knob, the cylinder having a groove cut in it at two-thirds of the height (as shown hereinafter in Fig. 9). It is here distinguished as C.

59. Its Verification, and determination of density. 59. It has been verified by comparison with the gilt bronze kilogram B which was constructed in order to be the British Commercial Standard unit of metric weight. The value of B in a vacuum, in terms of the primary unit of metric weight, the platinum kilogramme des Archives A, was found in 1869, by comparison with the platinum kilogram E of the Standards Department, (see p. 171 of App. xii. to Fifth Report of Standards Commission,) to be as follows:—

$$B = A + 10.34 \text{ mgr.}$$

This comparison of C with B also enables its value to be determined in terms of the French brass kilogram D, which serves as the Standard in France for adjusting the kilograms used in commerce.

It was shown by Professor Miller (Account of Construction of Imperial Standard lb., p. 894), that from a comparison made in 1850,

$$D = A + 89.5, \text{ in air } t = 18.9 \text{ C, } b = 763.80, \text{ in which it was}$$

computed that D displaced 150.83 and A 63.94; whence in a vacuum

$$D = A + 2.61. \text{ The density of each of those Standard kilograms was thus assumed to be } \Delta A \text{ at } 0^\circ \text{ C.} = 20.5487.$$

$$\Delta D \text{ at } 0^\circ \text{ C.} = 8.2063.$$

The density of B was found by Professor Miller, from hydrostatic weighings, to be  $\Delta B \text{ at } 0^\circ \text{ C.} = 8.3291.$

In our Standard air ( $t = 62^\circ \text{ F.}$ ,  $b = 30 \text{ in.}$ ) (See p. 172 of App. xii. to Fifth Report),

A displaces 59.25 milligrams of air.  
 B " 151.75 " "  
 D " 146.23 " "

Whence in air,

$$\begin{aligned} D + 2.61 - 151.75 &= B - 59.25, \text{ or } D = B - 89.89 \\ \text{and } B + 10.34 - 146.23 &= \text{ " } \text{ or } B = D - 76.64 \\ \therefore B &= D + 13.25 \end{aligned}$$

Allowing for the excess of weight of D (2.61), the true excess of weight of B, both in a vacuum in terms of A, and in air in terms of D, may therefore be taken to be 10 milligrams, or

$$B = 1000.010 \text{ grammes.}$$

The results of the first comparisons of C, after careful adjustment with B, were as follows:

				Value of 1 div.	
		mgr.	div.	mgr.	mgr.
(1)	1874, Oct. 3	C + 10.380	B - 9.81	0.144	or + 1.41
(2)	" 6	" + 6.480	" - 5.28	0.145	" - 0.77
(3)	" 8	" + 6.480	" + 0.71	0.162	" + 0.12
(4)	1874, Nov. 6	" + 15.31	" + 15.31	0.151	" + 2.31

Whence the value of  $\mathcal{C}$  in terms of  $\mathcal{R}$  were found as follows :—

- (1)  $\mathcal{C} = \mathcal{R} - 8.97$  mgr.
- (2) " " " - 7.25
- (3) " " " - 6.36
- (4) " " " + 2.31

It is thus seen that the weight of  $\mathcal{C}$  gradually increased as its surface became oxidised. It was, therefore, considered desirable that the oxidation should continue until the surface of the metal was more fully oxidised. Meanwhile the kilogram was returned to Mr. Oertling to have its weight slightly reduced, by removing a portion of the metal from underneath its base with a fine file.

The further comparisons of  $\mathcal{C}$  were as follows :—

It was thought advisable also to compare  $\mathcal{C}$  with the platinum kilogram  $\mathcal{E}$  as a check upon the comparisons with  $\mathcal{R}$ , and to ascertain that  $\mathcal{R}$  had not altered in weight since its comparison with  $\mathcal{C}$  in 1869 :—

		mgr.	div.	mgr.	mgr.
(5)	1874, Nov. 16	$\mathcal{C} - 9.72 \pm \mathcal{R} - 7.418$	1	$= 0.197$	$\mathcal{C} = \mathcal{R} - 8.26$
(6)	" 21	" " " - 13.437	1	$= 0.170$	$\mathcal{C} = \mathcal{R} - .44$
(7)	" 23	$\mathcal{C} - 1.87.48 \pm \mathcal{E} - .206$	1	$= 0.161$	$\mathcal{C} = \mathcal{E} - 86.80$

Comparison (5) was taken in air,  $t = 53^{\circ}.95$  F.  $b = 29.7$  in. before weighing  $\mathcal{C}$  in water for determining its density. Comparison (6), in air,  $t = 52^{\circ}.9$  F  $b = 30.2$  inches, was taken after the weighing in water. The mean result is—

$$\text{In air } t = 53^{\circ}.43, b = 29.95, \mathcal{C} = \mathcal{R} - 7.85 \text{ mgr.}$$

The density of  $\mathcal{C}$  being very nearly the same as that of  $\mathcal{R}$ , viz. :  $\Delta \mathcal{R} = 8.3291$ , no correction for weight of air displaced is requisite. As, therefore, in ordinary air—

$$\begin{aligned} \mathcal{C} &= \mathcal{R} - 7.85 \text{ mgr.} \\ \text{and } \mathcal{R} &= \mathcal{L} + 13.25 \\ \therefore \mathcal{C} &= \mathcal{L} + 5.40 \end{aligned}$$

Weighed in water  $t = 14^{\circ}.34$  C. on Nov. 18th, 1874, against bronze gilt grain weights of known density, in air  $t = 14^{\circ}.34$  C,  $b = 757.51$  mm.,  $\mathcal{C} = 880.19051$  grammes ;

$$\therefore \Delta \mathcal{C} \text{ at } 0^{\circ} \text{ C.} = 8.3374 ; \log. \Delta \mathcal{C} = 0.9210307.$$

Again, weighed in water,  $t = 14^{\circ}.26$  C. on Nov. 19, 1874, against the same series of bronze gilt grain weights, in air  $t = 15^{\circ}.14$ ,  $b = 753.297$  mm.,  $\mathcal{C} = 880.19378$  grammes ;

$$\therefore \Delta \mathcal{C} \text{ at } 0^{\circ} \text{ C.} = 8.3377 ; \log. \Delta \mathcal{C} = 0.9210506.$$

These two determinations agree very closely, the mean result being as follows :—

$$\Delta \mathcal{C} \text{ at } 0^{\circ} \text{ C.} = 8.3375 ; \log. \Delta \mathcal{C} = 0.9210406.$$

In comparison (7),  $t = 10^{\circ}.5$  C.,  $b = 764.58$  mm.,  $\mathcal{C}$  displaced 149.92 mgr., and  $\mathcal{E}$  59.11 mgr. of air. Whence—

$$\begin{aligned} \text{In a vacuum } \mathcal{C} &= \mathcal{E} + 4.01 \text{ mgr.} \\ \text{And as } \mathcal{E} &= \mathcal{A} - 1.56 \\ \mathcal{C} &= \mathcal{A} + 2.45 \\ \text{And as } \mathcal{A} &= \mathcal{L} - 2.61 \\ \mathcal{C} &= \mathcal{L} - 0.16 \end{aligned}$$

mgr.

But in Standard air,  $\mathbb{L}$  displaces 151.75 of air.  
 $\mathbb{C}$  displaces 146.38 „  
 Excess by  $\mathbb{L}$  - - + 5.37

---

$\therefore \mathbb{C} = \mathbb{L}$  + 5.21

This last result is to be taken as showing the true weight of  $\mathbb{C}$  in air. It agrees so nearly with the final result of the comparisons with  $\mathbb{B}$  as to prove that this gilt bronze kilogram has not varied in weight since its comparison with  $\mathbb{C}$  in 1869.

The weight of  $\mathbb{C}$  thus shown in relation to the brass commercial Standard kilogram in France  $\mathbb{L}$  is sufficiently near for all practical purposes. The error tolerated in France in the verification of Local Standard kilograms is 20 mgr. in excess or deficiency; and in commercial kilograms when compared with the local Standards, 150 mgr. (see p. 89 of Appendix to Second Report of Standards Commission, 1869.)

II. DEPARTMENTAL STANDARD WEIGHTS.

**60. Avoirdupois Standards, b.** 60. Only one set of Departmental Standard avoirdupois weights has been recently constructed for Canada by Mr. Oertling, their material being bronze. The series is as follows:—

lb.	oz.	dr.*
50	8	8
30	4	4
20	2	2
10	1	1
5		$\frac{1}{2}$
3		
2		
1	lb.	lb.
0.5	0.05	0.005
0.3	0.03	0.003
0.2	0.02	0.002
0.1	0.01	0.001

Each weight is marked *b* in addition to its denomination. The set of weights of the same series as this set, which was verified here in December, 1872, and issued under Indenture No. 1,506, is to be distinguished as the *a* set of Canada Departmental Avoirdupois Standards. The set (*b*) is packed in two mahogany boxes having brass plates engraved to show their contents, in the following form, viz:—

Standard Avoirdupois  
Weights.  
50--30 lb.  
L. Oertling, London.

Their shape is the same as that of the official Standard bullion weights of this Department, viz: cylindrical with a knob.

**61. Their verification,**

61. These Standard weights were verified by comparison with the Reference Avoirdupois Standard set of this Department, *R*, which were re-verified in 1872, since which year they have been set aside for special comparisons. The errors and values of these Canada Standard weights have thus been determined from *R* in terms of *W*, the brass commercial Standard unit of weight.



They have been adjusted as nearly as possible to the weight of R, and their errors may be disregarded not only in departmental comparisons, but even in comparisons requiring greater precision.

The following is a tabulated list of the values and errors of these Canada Standard weights, which bear the official stamp of the Standards Department :—

ACTUAL VALUES and ERRORS of DEPARTMENTAL STANDARD AVOIRDUPOIS WEIGHTS, *b*.

Denomination of Canada Standard.	Ascertained Error. Grain.	Actual Value in Grains.
50 lb. <i>b</i> .	-1.0.24813	350000.24813
30 " "	-1.0.14302	210000.14302
20 " "	-0.22965	139999.77035
10 " "	-0.12903	69999.87097
5 " "	-1.0.04357	35000.04357
3 " "	-1.0.00391	21000.00391
2 " "	-0.00977	13999.99023
1 " "	-1.0.02056	7000.02056
0.5 " "	-1.0.02698	3500.02698
0.3 " "	-1.0.01947	2100.01947
0.2 " "	-1.0.01524	1400.01524
0.1 " "	-1.0.00906	700.00906
0.05 " "	-1.0.00366	350.00366
0.03 " "	-1.0.00399	210.00399
0.02 " "	-1.0.00435	140.00435
0.01 " "	-1.0.00295	70.00295
0.005 " "	-1.0.00160	35.00160
0.003 " "	-1.0.00178	21.00178
0.002 " "	-1.0.00296	14.00296
0.001 " "	-1.0.00177	7.00177
8 ozs ( <i>b</i> )	-1.0.02027	3500.02027
4 " ( <i>b</i> )	-1.0.01767	1750.01767
2 " ( <i>b</i> )	-1.0.01139	875.01139
1 " ( <i>b</i> )	-1.0.00669	437.50669
8 drms. ( <i>b</i> )	-1.0.00788	218.75788
4 " ( <i>b</i> )	-1.0.00008	109.37508
2 " ( <i>b</i> )	-1.0.00378	54.69128
1 " ( <i>b</i> )	-1.0.00524	27.34899
11 " ( <i>b</i> )	-1.0.00292	13.67479
12 " ( <i>b</i> )	-1.0.00087	13.67274

Standard Troy Decimal Bullion Weights.

62. Two sets of troy decimal bullion Standard weights have been constructed by Mr. Oertling, of bronze, and of the following series, viz. :—

- Oz.
- 500
- 300
- 200
- 100, &c., to
- 0.001

62. Standard troy decimal bullion weights.

Each set is marked respectively *a* and *b*, and is packed in a mahogany box having a brass plate engraved thus :—

*a*  
Standard Troy Weights.  
500—0.001 oz.  
L. Oertling, London.

Their shape is the same as that of the platinum Troy ounce, viz., a conic frustum with a knob, that being the form adopted by Mr. Brunel for troy weights in Canada.

68. Their verification.

63. Both sets have been verified by comparison with the official bullion Standards of this Department, which have been recently verified (*See Eighth Annual Report of Warden of the Standards, p. xii*). The weighings were made in the finest balances of the Department, and by Gauss's method of alternation. Subsequent check comparisons of these weights showed no greater probable error than one division of the balances in which they were compared.

Each of these Canada Standard Bullion weights bears the verification mark of the Standards Department. The errors are very small, and may be disregarded in all comparisons of Departmental Standards. Their values in terms of  $\frac{5760}{7000}$  of our commercial brass pound W are given in the following tabulated statement:—

ACTUAL VALUES and ERRORS of CANADA DECIMAL BULLION STANDARD WEIGHTS.

a

Denomination of Standard.		Ascertained Error in Grains.	Actual Value in Grains.
500	Ozs. (a)	-1·0·17712	240000·17712
300	"	-1·0·20013	144000·20013
200	"	-0·22050	95999·77950
100	"	-1·0·11056	48000·11056
50	"	-1·0·04761	24000·04761
30	"	-1·0·01321	14400·01321
20	"	-1·0·05727	9600·05727
10	"	-1·0·02771	4800·02771
5	"	-1·0·02369	2400·02369
3	"	-1·0·00728	1440·00728
2	"	-1·0·01180	960·01180
1	"	-1·0·01654	480·01654
0·5	"	-1·0·00647	240·00647
0·3	"	-1·0·00618	144·00618
0·2	"	-1·0·00432	96·00432
0·1	"	-1·0·00300	48·00300
0·05	"	-1·0·00006	24·00006
0·03	"	-0·00065	14·39935
0·02	"	-1·0·00318	9·60318
0·01	"	-1·0·00196	4·80196
0·005	"	-0·00013	2·39987
0·003	"	-0·00025	1·43975
0·002	"	-1·0·00190	0·96190
0·001	"	-1·0·00098	0·48098

b

500	Ozs. (b)	-0·54660	239999·45340
300	"	-0·09100	143999·90900
200	"	-1·0·04582	96000·04582
100	"	-0·00860	47999·99140
50	"	-0·00475	23999·99525
30	"	-1·0·02015	14400·02015
20	"	-1·0·02771	9600·02771
10	"	-1·0·02691	4800·02691
5	"	-1·0·01921	2400·01921
3	"	-1·0·00312	1440·00312
2	"	-1·0·01806	960·01806
1	"	-1·0·00715	480·00715
0·5	"	-1·0·01022	240·01022
0·3	"	-1·0·00723	144·00723
0·2	"	-1·0·00907	96·00907

Denomination of Standard.	Ascertained Error in Grains	Actual Value in Grains.
0·1 ozs. (b.)	+0·00375	48·00375
0·05 ..	-0·00161	23·99839
0·03 ..	+0·00038	14·40038
0·02 ..	+0·00298	9·60298
0·01 ..	+0·00018	4·80018
0·005 ..	-0·00072	2·39928
0·003 ..	+0·00142	1·44142
0·002 ..	+0·00256	0·96256
0·001 ..	-0·00037	0·47963

*Standard Metric Weights.*

64. One set of Metric weights has been constructed by Mr. Oertling, 64. Standard metric weights  
consisting of the following series, marked *a*, viz :— *a*.

20 kilo.	500	50	5	0·5	0·05	0·005 gramme.
10	200	20	2	0·2	0·02	0·002
5	100	10	2'	0·1	0·01	0·002'
2'	100'	10'	1	0·1'	0·01'	0·001

The weights from 20 kilos to 0·5 gramme are of bronze, the smaller weights of platinum.

Their shape is the same as that proposed by the Standards Commission to be adopted in this country as a distinctive shape for metric weights, viz. : cylindrical with a knob, the cylinder having a groove cut at two-thirds of its height, as shown in the following figure :—

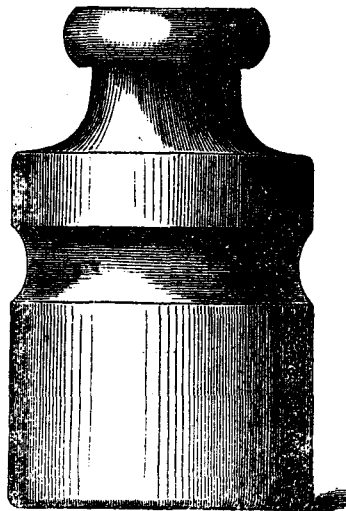


Fig. 9.— FORM OF STANDARD METRIC WEIGHT.

65. This set of metric weights has been verified by comparing in the 65. Their first instance the kilo. *a* with the gilt bronze kilogram  $\mathfrak{K}$ , the true verification. weight of which has been shown in § 59 to be 1000·010 grammes.

The values of the other weights from 20k. to 0·001 gr. *a*. were subsequently determined by comparison with 1k. *a*.

The check comparisons showed that there was no greater probable error in the values so ascertained than 1 division of the balances in which the weighings were made.

All the weights of the set have been most carefully compared, and their errors, which are small, are shown in the following tabulated statement:—

ACTUAL VALUES and ERRORS of STANDARD METRIC WEIGHTS *a*.

Denomination,	Error in Grammes.	Actual Value in Grammes.
1 kilogramme <i>a</i> ,	+0.00030	1000.00030
2 ..	-0.01108	1999.98892
2 <sup>1</sup> ..	-0.00526	1999.99474
5 ..	-0.02553	4999.97447
10 ..	+0.02110	10000.02110
20 ..	-0.13628	20000.13628
500 grammes <i>a</i> ,	-0.000140	500.000140
200 ..	-0.000798	200.000798
100 ..	-0.000486	100.000486
100 <sup>1</sup> ..	-0.000063	99.999937
50 ..	+0.000342	50.000342
20 ..	+0.000118	20.000118
10 ..	-0.000185	10.000185
10 <sup>1</sup> ..	-0.000005	10.000005
5 ..	-0.000006	4.999994
2 ..	-0.000002	2.000002
2 <sup>1</sup> ..	-0.000063	2.000063
1 ..	-0.000027	0.999973
0.5 ..	-0.000038	0.500038
0.2 ..	-0.000036	0.200036
0.1 ..	-0.000005	0.100005
0.1 <sup>1</sup> ..	-0.000002	0.100002
0.05 ..	-0.000000	0.050000
0.02 ..	-0.000020	0.020020
0.01 ..	-0.000011	0.010011
0.01 <sup>1</sup> ..	-0.000005	0.010005
0.005 ..	-0.000013	0.005013
0.002 ..	-0.000028	0.002028
0.002 <sup>1</sup> ..	-0.000036	0.001964
0.001 ..	-0.000024	0.000976

DECIMAL GRAIN WEIGHTS.

66. Decimal grain weights *a*, *b*.

66. Two sets of decimal grain weights from 1,000 to 0.01 grain, in the series 6, 3, 2, 1, have been made by Mr. Oertling for Canada. Each set is contained in a small square mahogany box, one box containing the decimal grain weights marked *a* is labelled

Canada  
Departmental Standards,  
Grain Weights,  
1000 to 0.01 grains, *a*  
1874.

The other box containing the set of decimal grain weights marked *b*, has a corresponding label.

The weights 1000—10 gr. are of hard brass, which is one of the best metals of which Standard grain weights can be made. The weights 5—1 gr. are of platinum wire, and those below 1 grain are of aluminium wire.

7. Their verification

67. Both sets of Canada grain weights have been compared with the official Standard gilt grain weights, the values of which were most carefully deduced from the bronze gilt lb. No. 34, in 1870 (*v*, 8th Report, p. xvi). The errors, which are very small, are given in the following tabulated statement:—

ACTUAL ERRORS and VALUES of CANADA GRAIN WEIGHTS, *a.* and *b*

Denomination.	Actual Error.	Actual Value.
Grains.	Grains.	Grains.
1000 (a)	-1-0'01439	1000'01439
600 (a)	-1-0'00832	600'00832
300 (a)	-1-0'00482	300'00482
200 (a)	-1-0'00222	200'00222
100 (a)	-1-0'00342	100'00342
60 (a)	-0'00021	59'99979
30 (a)	-1-0'00130	30'00130
20 (a)	-1-0'00041	20'00041
10 (a)	-0'00026	9'99974
6	-1-0'00098	6'00098
3	-0'00030	2'99970
2	-1-0'00005	2'00005
1	-1-0'00091	1'00091
0'6	-1-0'00034	0'60034
0'3	-1-0'00055	0'30055
0'2	-1-0'00019	0'20019
0'1	-0'00020	0'09980
0'06	-0'00022	0'05978
0'03	-1-0'00071	0'03071
0'02	-1-0'00071	0'02071
0'01	-0'00002	0'00998
1000 (b)	-1-0'01655	1000'01655
600 (b)	-1-0'00732	600'00732
300 (b)	-1-0'00497	300'00497
200 (b)	-1-0'00356	200'00356
100 (b)	-1-0'00408	100'00408
60 (b)	-0'00094	59'99906
30 (b)	-0'00107	29'99893
20 (b)	-1-0'00062	20'00062
10 (b)	-0'00068	9'99932
6 <sup>1</sup>	-1-0'00143	6'00143
3 <sup>1</sup>	-0'00080	2'99920
2 <sup>1</sup>	-1-0'00075	2'00075
1 <sup>1</sup>	-1-0'00055	1'00055
0'6 <sup>1</sup>	-1-0'00028	0'60028
0'3 <sup>1</sup>	-1-0'00035	0'30035
0'2 <sup>1</sup>	-1-0'00048	0'20048
0'1 <sup>1</sup>	-0'00003	0'09997
0'06 <sup>1</sup>	-1-0'00057	0'06057
0'03 <sup>1</sup>	-1-0'00081	0'03081
0'02 <sup>1</sup>	-1-0'00013	0'02013
0'01 <sup>1</sup>	-0'00008	0'00992

The weights 6...0.01 grain of the (b) set are marked with a dent

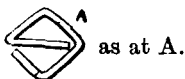


Fig. 10.—FORM OF SMALL GRAIN WEIGHT (b) SET.

It should be remembered that the accuracy of all comparisons of Standard weights depends on the value of the small weights which must be necessarily used in determining differences of Standards compared ; and it is thus evidently of importance that Mr. Brunel should at once possess a *verified* set of small grain weights. With this view this Department has obtained from Mr. Oertling the above two sets of weights and has verified both sets ; although no order for grain weights, appears to have been given in this country by Mr. Brunel, or to be comprised in the list stated in his First Report. Their cost is small.

## III.—OFFICIAL STANDARD WEIGHTS.

68. Fourteen sets of official Standard avoirdupois weights.

68. Fourteen sets of bronze avoirdupois weights have been made by Mr. Oertling of the following series viz. :—

lb.	oz.	dms.
50	8	8
30	4	4
20	2	2
10	1	1
5		$\frac{1}{2}$
3		
2		
1		

There are thus no *decimal parts of the avoirdupois pound*, similar to those of the Departmental Standards. The 14 sets are lettered successively A to N, each weight having stamped upon the distinctive letter of its set. They are of the same shape as the departmental avoirdupois weights, and each set is packed in three boxes thus :—

50	- -	30lb. in 1 box.
20lb.	-	1oz. in 1 „
8	- -	$\frac{1}{2}$ dm. in 1 „
—		
3 boxes.		

69. Their verification.

69. All these weights were carefully verified by comparison with our official Standard avoirdupois set S, the very slight errors of S having been recently determined (Eighth Report Warden, p. xi.), and being so small that they may be entirely disregarded for all practical purposes. All the Canada weights have been adjusted so as to show no appreciable difference in weight from S, and no table of errors is therefore proposed to be given for these weights. They are excellent official Standards.

## PART III.—STANDARDS OF CAPACITY.

## I.—DOMINION STANDARDS.

70. Three Standard Gallons, A, B, C.

70. Besides the two gallon measures which accompany the two sets of Departmental Standard Measures of Capacity, herein-after referred to, there have been provided three bronze Dominion Standard Gallon measures which have been verified by the more accurate method of weighing their contents of distilled water. These three Dominion Standards are of the same shape as the Departmental Standards, viz., cylindrical, having a diameter of  $7\frac{1}{2}$  inches, and height of  $6\frac{3}{4}$  inches, and they are engraved respectively A, B, and C. One of the gallons (A) is fitted in strong iron fireproof box, made by Chubb & Son, the other two Standard gallons are fitted in mahogany boxes, placed in thin sheet iron boxes, which are furnished with locks and keys, and labelled Dominion of Canada Standard Gallon, B, or C.

71. Their verification.

71. These three Standard gallon measures have been verified by several comparisons of the weight of their contents of distilled water,  $t=62^{\circ}$  F.  $b=30$  inches, with the Official Standard 10 lb. weight O, the unit of the weight of a gallon of distilled or pure water, at the normal temperature and barometric pressure.

In the following weighings of each of the Standard gallons for Canada, Oertling's balance No. 1 was used. The Canada gallon, with its glass disc, was first accurately counterpoised with a similar bronze Standard gallon and its disc. It was then filled with distilled water and weighed against the Standard 10-lb. O added to the counterpoise. The

true weight of O in Standard air, in terms of the brass commercial Standard W, has been found to be 70,000·546 grains (see Fifth Report, Standards Commission, Appendix V., p. 65). The corrections for temperature and atmospheric pressure are calculated from the Tables at pp. 79-81 of Appendix VI. to the Fifth Report of the Standards Commission, and from p. 51 of the Appendix to the Sixth Report of the Warden of the Standards, these Tables having been furnished or approved by Professor Miller, and computed from Regnault's determination of the weight of atmospheric air.

COMPARISON OF STANDARD GALLONS FOR CANADA.

Date of Comparison.	No.	Standard Compared.	Results of Weighing.			Correction of Barom. to 30 in. and t. to 62° F.	Corrected Weight of Water b. = 30 in. t. = 62° F.	Ascertained Error of Standard Gallon.
			Weight of Contents of Distilled Water.	Barometer corrected to 32° F.	Temperature of Water.			
1874, Oct. 10 17 .. 20	(1)	Canada gallon A	gr.	in.	°	gr.	gr.	gr.
	(2)		69,989·95	30·16	59·81 F.	- 8·84	69,981·11	-18·89
	(3)		69,986·15	29·88	61·07	- 4·35	69,981·80	-18·20
			69,989·15	30·24	59·72	- 8·98	69,980·17	-19·83
						Mean	69,981·03	-18·97
Oct. 5 .. 14	(4)	Canada gallon B	69,973·01	29·95	59·63	-10·05	69,962·96	- 37·04
	(5)		69,962·65	29·84	61·61	- 2·20	69,960·45	- 39·55
							Mean	69,961·71
Oct. 5 .. 6	(6)	Canada gallon C	69,983·28	29·95	59·54	-10·39	69,972·88	-27·12
	(7)		69,983·33	29·85	59·27	-11·70	69,971·63	-28·37
							Mean	69,972·26

II.—DEPARTMENTAL STANDARDS OF CAPACITY.

72. Two complete sets of Imperial Standard Measures of Capacity, to be denoted respectively *a* and *b*, have been constructed of bronze by Mr. Oertling, each consisting of the following 10 measures :—

Bushel

$\frac{1}{2}$  " Peck

Gallon

$\frac{1}{2}$  " Quart

Pint

$\frac{1}{2}$  " Gill

$\frac{1}{2}$  "

Each measure is marked with its denomination and the inscription " Dominion of Canada, 1874." The figures 1 or 2 stamped on the bottom rim of the measure, further distinguish the set to which it belongs.

A special glass disc is furnished for each measure, and each set is packed in three strong mahogany boxes, viz. :—

Bushel in 1 box

$\frac{1}{2}$  Bushel to peck in 1 "

Gallon to  $\frac{1}{2}$  gill in 1 "

3 boxes

73. Their verification.

These sets are of the usual form and quality of local Standards supplied in this country to inspectors of weights and measures.

73. With the exception of the gallon measure of each set, these measures were verified by *measuring their contents* of water in the manner described at p. 79, of Appendix VI. to the Fifth Report of the Standards Commission, that is to say, by transferring the water contained in the Official Standard measure into the Canada Standard. On the present occasion, however, the result of this method of comparison was checked by re-transferring the contents of the Canada measure into the Official Standard. Two results were thus obtained, the mean of which gives the ascertained error of each measure stated in grains weight of water, as follows, viz. :—

—	Bush.	$\frac{1}{2}$ Bush	Peck.	$\frac{1}{2}$ Gall.	Quart	Pint.	$\frac{1}{2}$ Pint	Gill.	$\frac{1}{2}$ Gill.
<i>a</i> set.									
Standard into Copy ..	-38	-137	-45	-11	—	-1.9	—	-2	-1.4
Copy into Standard ..	-19	-130	-56	-15	-3	-1.2	-1.3	—	-1.1
Mean .....	-28.5	-133.3	-50.5	-13	-1.5	-1.55	-1.5	-1	-1.25
<i>b</i> set.									
Standard into Copy ..	-147	-121	-141	-25	-7	-5	-13.5	-2	-1
Copy into Standard ..	-23	-14	-33	-11	-2	-3	-2	—	-0.5
Mean .....	-135	-117.5	-137	-7	-4.5	-1	-10.75	-1.0	-0.25
Error allowed in excess or deficiency .....	280	140	70	25	10	10	8	8	4

This method of verification gives sufficiently accurate results for all departmental comparisons, but as occasions may arise when greater precision may be required, the gallon measure of each set has been verified by the more accurate method of *weighing its contents of distilled water*.

The weighing was made in No. 1 balance, according to the method stated in the Fifth Report of the Standards Commission, pp. 79-80. From the weight of the contents of water in the gallon thus determined, the precise contents of each of the other measures may be ascertained at any future time.

Contents of gallon (*a*) = Standard gallon—46.2, or = 69953.8<sup>gr.</sup>  
 " " (*b*) = " " —79.8, or = 69920.2<sup>gr.</sup>

The errors of these gallons *a* and *b* are greater than is allowed by the official regulations, but time did not permit any re-adjustment of these measures to be made, and consequently these errors should be considered in all comparisons of *a* and *b*.

Each measure, excepting the gallon, has stamped on its edge the verification marks of this Department. On the gallon measure these marks were engraved by means of the engraving machine. The deficient supply of water to the turbine did not allow all the measures to be thus engraved without too great delay.

#### PART IV.—STANDARD GAS MEASURES.

74. Description of Standard gas measures.

74 These Standards comprise a Standard cubic foot "bottle," the cubic foot being the unit of gas-measure, together with

- a 10 cubic feet gas holder,
- a 5 " "
- a 100 light wet test meter,
- a 20 " "



CUBIC FOOT BOTTLE.

75. The unit of gas measurement, the cubic foot, is a conical brass vessel similar in shape to the Standard cubic foot bottle of this Department, as shown at p. 132 of the Fifth Report, Standards Commission. It has, however, a glass tube affixed by a brass cap to the upper end of the bottle, upon which the defining limits of the measure of a cubic foot is marked by a fine line, thus :—

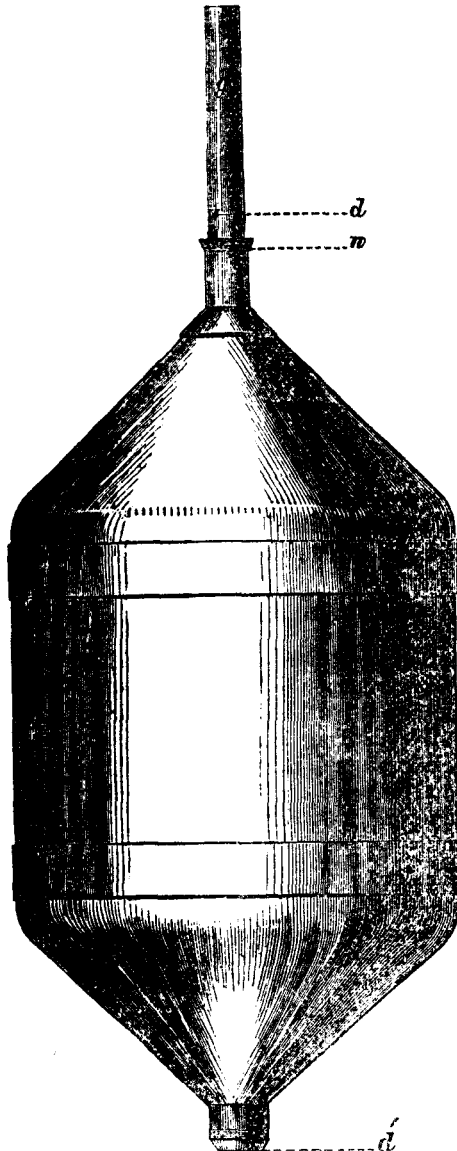


Fig. 11.—STANDARD CUBIC FOOT BOTTLE.

The cubic foot bottle is furnished with a special apparatus by means of which the air may be expelled from the interior of the bottle as water

enters, and transferred to any instrument, for instance, a gasholder, which may be required to be tested. The principle of this apparatus is similar to that shown at p. 136 of the above quoted paper.

76. Its verification.

76. The Canada cubic foot bottle was verified by weighing its contents of distilled water, as defined by the lines on the glass tube ( $t=62^\circ$ ,  $b=30$  inches) in Kater's large balance, with the following results:—

No. of Comparison.	Date.	Weight of Contents of Distilled Water.			Correction for $t-b$ .	Weight of Contents of Distilled Water $t=62^\circ$ $b=30$ inches.
		grains.	t.	b.		
	1874.					
1	Oct. 17	436247.39	60.57	29.91	-39.57	436207.82
2	„ 21	436253.39	59.70	29.60	-68.19	436185.20
					Mean	436196.51

The legal contents of the cubic foot at the stated normal temperature and barometric pressure are 62.321 lbs. or 436.247 gr. weight of water.

After each comparison (1) and (2) a temporary mark was made on the glass tube  $g$ , showing the height of the water in the tube when the bottle contained a cubic foot of water  $t=62^\circ$   $b=30$  inches. At a mean distance between these two temporary marks the final mark was made, thus V—R, with a diamond. The cubic foot bottle as marked has therefore no error.

Should the glass tube  $g$  be broken, any one of the six spare marked glass tubes which accompany the "bottle" may be substituted for it.

The official seal of verification is placed upon the Canada cubic foot bottle on the lower part, immediately above the line marked  $d'$ .

#### Standard Gasholders.

77. Standard gasholder.

77. The Standard gasholders are similar in shape and principle of construction to the official gas measuring Standards of this Department, as shown and explained at pp. 131-2 of Appendix VIII. to the Fifth Report Standards Commission. They are, however, much less costly instruments, and are not so elaborately finished as the Standards themselves, although by careful use and occasional reverification they ought to give results practically as accurate as those obtained by the Standard gasholders of this Department.

78. Their verification.

78. The verification of the gasholders was carried out according to the official directions given on p. 136 of Appendix VIII. to the Fifth Report. But a larger number of comparisons was made on account of the primary character of these gas measuring instruments.

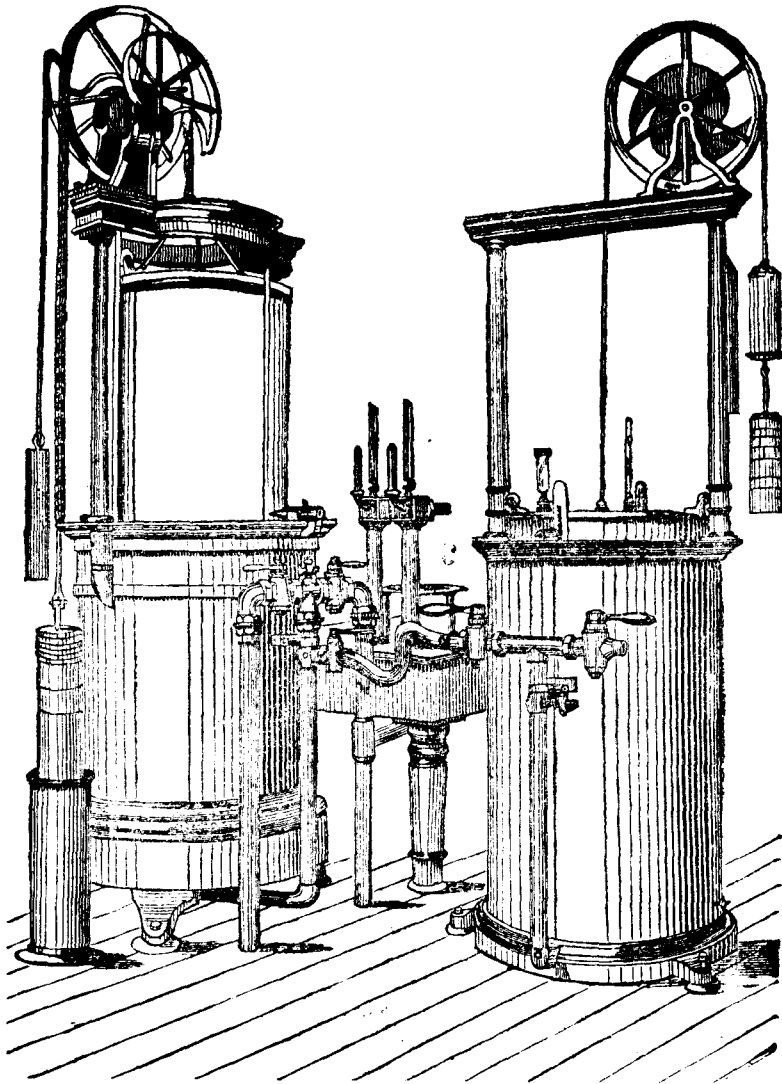
The following extracts from the official register of gas-measuring Standards will show the errors, &c., at  $t=62^\circ$   $b=30$  inches of the Canada Standards.

#### 10-Foot Gasholders.

Ascertained capacity of Canada Standard	=	9.992	Cubic feet.
Total error of scales from 0 to 10 feet	=	-0.008	

#### 5-Foot Gasholder.

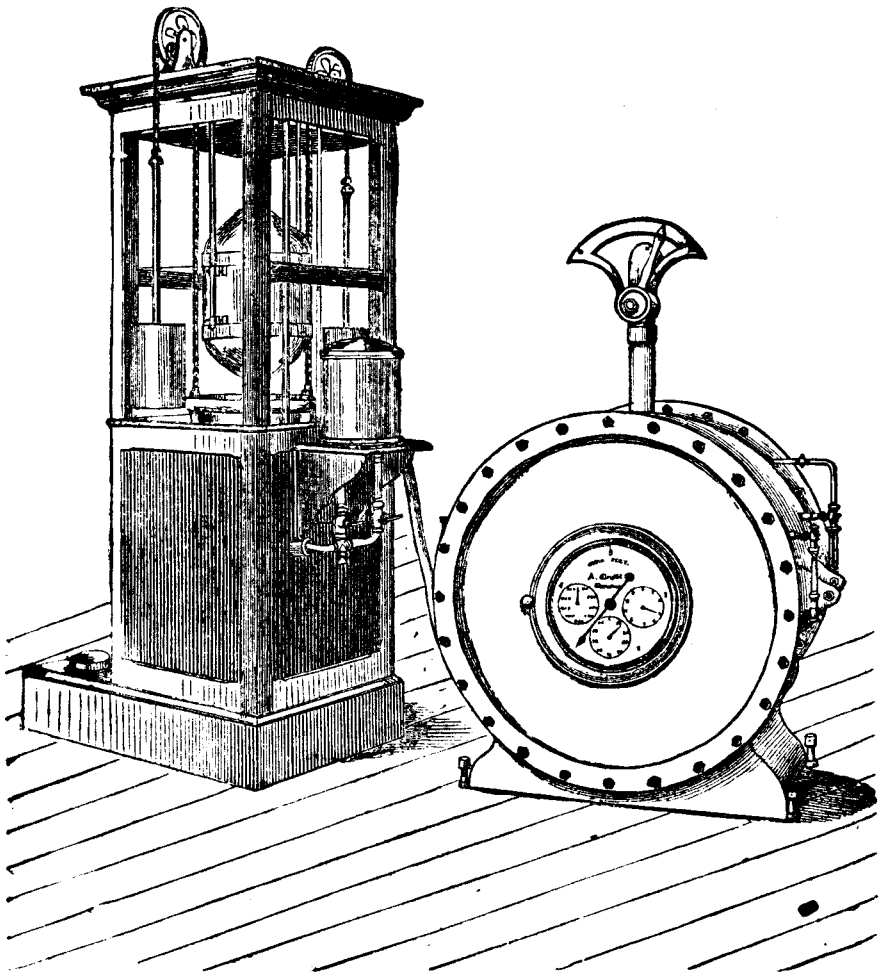
Ascertained capacity of Canada Standard	=	4.996
Total error of scales from 0 to 5 feet	=	-0.004



STANDARDS DEPARTMENT, BOARD OF TRADE, LONDON.

VERIFICATION OF CANADIAN STANDARD 10 C.FT. GAS HOLDER.

*Alex. Wright and Co., Engineers, Westminster.*



DOMINION OF CANADA.

DEPARTMENTAL STANDARD GAS-METER AND CUBIC-FOOT APPARATUS.

*Messrs. Wright and Co.*

The errors of the individual feet of the respective scales were found to be as follows. It should be remembered, however, that the values of these individual feet cannot be ascertained with great accuracy, as there are certain unavoidable practical difficulties in the verification of parts of the scale (for instance, in the determination of temperature of the particular foot measured) which prevents the parts having the same proportional accuracy as the whole run of the scale. Thus, if an accurate measure of 1 cubic foot is wanted, recourse must be had to the "bottle" measure.

*Subdivision of 10-Feet Gasholder.*

Ascertained capacity of each foot marked on the scales of the 10-foot gasholder.

Scale reading of Canada Gasholder.		cubic feet.	or error =
0 ... 1	=	0.990	-0.010 cubic foot.
1 ... 2	=	1.000	—
2 ... 3	=	1.000	—
3 ... 4	=	1.000	—
4 ... 5	=	1.000	—
5 ... 6	=	1.000	—
6 ... 7	=	1.000	—
7 ... 8	=	1.000	—
8 ... 9	=	1.000	—
9 ... 10	=	1.000	—

*Subdivisions of 5-Feet Gasholder.*

Ascertained error of each foot marked on the scales of the 5-foot gasholder.

Scale reading of Canada Standard Gasholder.		cubic foot.		or error=
0 .. 1	=	1.010	+	0.010 cubic foot.
1 .. 2	=	0.994	—	0.006
2 .. 3	=	1.001	+	0.001
3 .. 4	=	1.004	+	0.004
4 .. 5	=	0.997	—	0.003

The errors of the several feet marked on the scales of the 5-foot gas holder are larger than is desirable, but considerable delay would have arisen in substituting other scales. These errors, as well as those previously stated, should always be allowed for in the use of these gasholders.

Each of the scales of these gasholders is attached to its respective bell by means of an angular brass plate. This plate bears the official stamp in fusible metal, so affixed as effectually to prevent the removal of any one of the scales without breaking the fusible metal stamp.

*Test Gas-meters.*

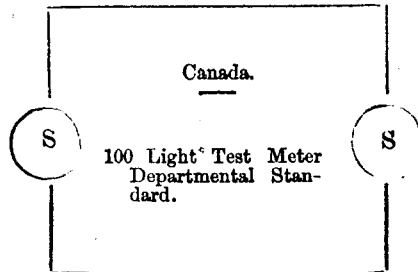
79. The test-meters are similar in shape and principle of construction to the official Standard test-wetmeters, as shown in the diagram on p. 141 of Appendix VIII. to the Fifth Report. These instruments were all made by Messrs. Wright & Co., of Westminster.

The verification of the test meters was made according to the methods explained at pp. 255-256 *et seq.* of the above-mentioned paper.

The test-meters have practically no error, as the "water line" marked upon each of their three glass tubes after their verification thus, V—R, shows their true measuring capacity of 10 cubic feet and 5 cubic feet at one complete revolution of their respective drums or wheels ( $t.=62^\circ$   $b.=30$  inches). They are most excellent Standards. The index of each meter was tested by "spinning up," as it is technically called, that is to say, by causing each of the wheels which moves a dial of the index to revolve 100 times.

Each meter has a brass plate affixed to it for bearing the official stamp, in fusible metal, thus :—

(SS denote the Official Seals over Screw Heads of Brass Plate.)



The verified index of each meter is also securely guarded by the official stamp on sealing wax.

## APPARATUS FOR TESTING THE ILLUMINATING POWER AND PURITY OF GAS.

### *Standard Photometer.*

80. Standard Photometer.

80. This photometer appears to be an instrument of considerable excellence. The details of its construction and method of use are explained in the paper and diagram supplied by its maker, Mr. W. Sugg, of Westminster. It is similar in principle of construction to the photometer known as Letheby's 60-inch open photometer. As this Department, however, has neither the appliances nor the legal authority for the accurate official verification of a Standard photometer, this instrument has been approved by this Department as generally agreeing with the requirements of the Canadian Act of 36 Vict. c. 48, and as having been carefully made in accordance with Mr. Brunel's directions.

The meters, clocks, and measuring glasses, accompanying the photometer, were, however, verified in this Department, in accordance with the arrangements made with Mr. Brunel, as explained in the marginal notes at pp. 42-3, in Appendix VI. of his First printed Report of this year :—

81. Verification of its gas-meter.

81. *Verification of Three Light Wet Meter forming part of the Standard Photometer for Canada, made by Mr. Sugg.*

This meter has a clock attached to it, and is so arranged that by the observation of one revolution ( $=\frac{1}{12}$  foot) its error per cent. and the rate per hour can be determined. The clock was timed by comparison

REGISTERED DESIGN.

# Standard Photometer--Dominion of Canada.

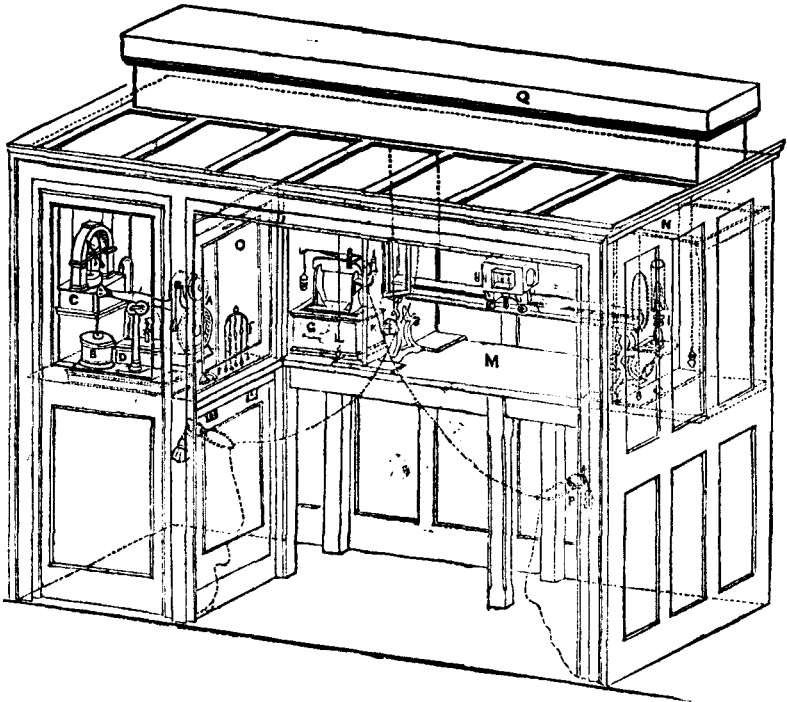
ON Dr. LETHEBY'S SYSTEM.

THIS PHOTOMETER FORMS ITS OWN DARK ROOM.

**DIMENSIONS**

ft. in.  
 Length - 10 0  
 Height - 7 0  
 Depth - 5 3  
 Extreme height  
 to top of Ven-  
 tilator - 8 3

Can be dis-  
 mounted and  
 packed for  
 transport.



**DESCRIPTION.**

- |                                 |  |  |
|---------------------------------|--|--|
| A Meter Combination Index.      | G Keates' Candle Balance.                                    | M Bench.                                   |
| B Balance Governor.             | I Gas Pillar with Standard Burner.                           | N Adjusting Rods for length of Photometer. |
| C King's Gauge.                 | H 60-inch Letheby Graduated Bar, with Improved Sighting Box. | O Purple Screens (only two shown)          |
| D Sulphuretted Hydrogen Test.   | K Screens.   | P Cloth Curtains.                          |
| E Regulating Cock and Quadrant. | L Plumb Bobs.  | Q Ventilator.                              |
| F Pressure Communicator.        |  |  |

**CONNECTIONS TO PRESSURE GAUGE (KING'S)**

Inlet } Meter.  
 Outlet }  
 Outlet of Governor  
 after Regulating Cock.

**CONNECTIONS**

From Service	to Sulph: Hydro: Test.
" Sulph: Hydro: Test	" Meter.
" Meter	" Inlet of Governor.
" Outlet of Governor	" Regulating Cock.
" Regulating Cock	" Gas Pillar.

with the seconds pendulum of the late Sir J. South, which is now used in the Standards Office as the seconds measurer. The indices were tested to the extent of their registering, power, *i.e.*, 1 foot; the water line was adjusted to that previously marked by Mr. Sugg.

Quantity passed through Meter as shown on scales of 10 feet Gasholder. Cubic feet.	Works at a pressure of	Rate per Hour. Cubic feet.
Mean . . . . . 10.0095	0.25 inch.	5

“The water line at which the observations were made was marked with a diamond thus V—R. On the 15th instant the capacity of the meter was tested at the above water line and at its normal rate (5 ft. per hour), and found correct. This meter does not possess any greater accuracy than may be found in the ordinary meters supplied with photometers.”

The photometer was approved by this Department, and was stamped with the official stamp impressed upon fusible metal on the middle of the brass plate on the front of the Photometer stand, as shown in the following figure :—

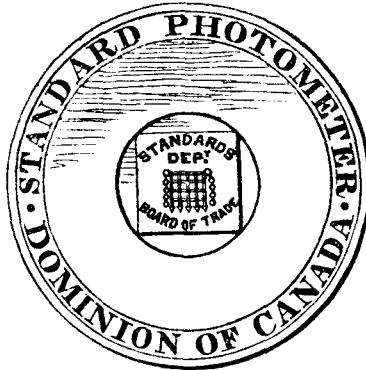


Fig. 12.—OFFICIAL STAMP ON STANDARD PHOTOMETER.

GLASS MEASURES SUPPLIED WITH SULPHUR TESTING APPARATUS.

82. These measures comprise three flasks, containing 10 fluid ounces each, and three open graduated lipped measures of 20 ounces each. The form of these measures may be seen in the following figures :—

82. Description and verification of these measures.

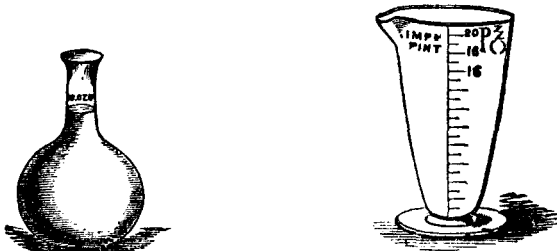


Fig. 13.—GLASS MEASURING FLASK. Fig. 14.—GRADUATED GLASS MEASURE.



---

The capacity of each of these measures was verified by discharging the contents of the Standard 10 oz. Burette into them several successive times. The open-lipped measures are of the kind usually supplied to apothecaries, and can only be used for the most ordinary chemical purposes. The 10 fluid oz. flasks, containing 4,375 grains weight of water, are more accurate measuring instruments, and their ascertained mean errors are as follows :—

No. 1. Flask	=	+ 12	grains weight of water at 62° F.
No. 2. "	=	+ 12	" "
No. 3. "	=	+ 20	" "

The method adopted in this Department for verifying such glass measures is explained at page 93 of the Fifth Report of the Standards Commission. The diamond mark V—R on these measures attests their verification in this Department.

Standards Office,  
7, Old Palace Yard, Westminster,  
November 30th, 1874.

H. W. CHISHOLM,  
Warden of the Standards.

## APPENDIX C.

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## APPENDIX C.

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### NOTE

#### ON THE FORM WHICH IT IS ADVISABLE TO ADOPT FOR THE METRES TO BE CONSTRUCTED BY THE INTERNATIONAL COMMISSION.

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By **M. TRESCA.**

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The International Commission on the Metre has been entrusted with the duty of constructing a fundamental standard, and copies as nearly as possible similar, for the several States interested. All that relates to the construction of these standards is therefore invested with great interest, and the question has presented itself whether the shape of the bars intended to form the metres should not form the subject of a special study.

In a work published in the month of April last, Baron Wrede presented a series of remarks on the advantages of the tubular form in view of the rigidity of the rules; since then we have had an opportunity of verifying such tubular rules, and, while admitting the great advantages which they possess as respects the facility with which they acquire the temperature of the circumambient medium in consequence of the thinness of their walls, it was impossible for us to avoid taking into serious consideration the grave defects which they present with regard to the position of the external surface on which the divisions are traced. Indeed, these divisions cannot be usefully placed except on the plane of the neutral line; and it was while seeking to reconcile the double condition of great rigidity and a good position of the subdivisions, as well as an easy distribution of heat throughout the whole mass, that a specially favorable section, which the object of this note is to explain, was brought under our notice.

#### I.—*Remarks on the Rigidity of the Bars employed in the Construction of the Standards.*

The metre of the archives, made of platinum, has a rectangular section of twenty-five millimetres in width by four in thickness, otherwise a section of 100 square millimetres, corresponding to that of a square, the side of which measures ten millimetres.

Rigidity of bars employed in the construction of the Standards.

The deflexion which would result when it is held in the hand, if its wider face were kept horizontal, compels the operator instinctively to hold it on the edge, in which position the rule is possessed of much greater rigidity; but when it is necessary to replace the rule on a flat surface, it must as a matter of course pass through intermediate positions in which that rigidity varies, and whatever precaution may be taken in that proceeding, if that form were adhered to, it would be impossible ever to be certain that all injurious deformation had been sufficiently avoided.

The platinum metre of the Conservatoire is of the same width, but its thickness is reduced to 3.5 millimetres.

Most of the brass metres constructed by Gambey have a rectangular section of thirty millimetres by seven; their minimum rigidity would therefore be notably greater if the co-efficient of elasticity were the same.

The standard yards constructed in England, of Baily's metal, have a much larger square section of one inch to the side, or twenty-five millimètres by twenty-five. Their section is therefore 6.25 times greater than that of the metre of the archives, and their rigidity is not only satisfactory and equal when the rule is placed on any one of its four faces, but it is also known that the rigidity is still the same when the faces are inclined at 45°, which does away with all fear of torsion during the operation, with great advantage to the preservation of the rule.

With regard to the standard end rule, this arrangement is everything that could be desired, if, as in the case of Baily's metal, the material of the rule is not of any considerable value; but when it is proposed to use platinum, the price of which is extremely high, having recourse to a section six times greater, is no longer a matter of indifference, and it becomes at once advisable to adopt a section which, with equality of area, will ensure to the rule the greatest degree of rigidity.

We thus admit that the question of economy is not without its importance, and although the cost price of a standard must be looked upon as a matter of secondary importance as respects the choice to be made, it is not unadvisable to seek, the area of the transverse section being given, what shape will give the most favorable results with regard to rigidity.

To obtain this, a considerable height of the section would be favorable, and if it is desired that the rigidity should be about the same in the two directions, the tendency is to adopt a square transverse section, or a section derived from that square form.

It is thus evident, in this first point of view, that if all the material of a square were collected into diagonal mouldings in the form of a letter X, it would, so far as rigidity is concerned, be utilized in much the most advantageous manner.

## II.—*Special Importance of the Plane of the Neutral Line.*

Special importance of the Plane of the Neutral Line.

In the construction of graduated measures, the question of the shape which it is expedient to adopt is much more complex. Thus it is known, to speak only for the present of the deflexion to which the rule may be subjected between the points on which it rests, that the only length in which no sensible change occurs, is that running along the plane parallel to the supports, and passing through the centres of gravity of all the transverse sections. Outside of this plane all convex longitudinal lines are lengthened, and all concave lines are shortened, and to a greater extent in both instances according as the deflexion is greater, and as the external faces are more remote from the plane of the medium line.

In a square section, for instance, the deflexion is, all other things being equal, inversely proportionate to the square of the height, and the shortening of the upper concave face is proportionate to that same height, so that in a word, the final variation in length takes place in inverse proportion to the thickness.

To avoid this influence, which is by no means to be neglected, recourse has been had, in the case of a certain number of standards, to different arrangements which admit of the tracings which define their length being placed on the medium plane. In some instances, wells are excavated to the depth of one-half the thickness of the bar, and at the bottom of these wells the length is marked by the tracings. In others, the whole of the

extremities are reduced to one-half their normal section, thus preserving projections one-half less in height, on which, in like manner, are marked the tracings which define the measure.

In both cases, a small portion of the medium plane of the rule is exposed, so as to avoid the influence resulting from its greater or less thickness.

We have considered that this partial alteration of the transverse section of the rule in a greater or less portion of its length was not devoid of inconvenience, in view of the interruption which would result from it with respect to certain longitudinal lines of molecules, and we have endeavoured to solve the problem by causing to remain exposed throughout its whole length a part of the medium plane, wide enough to allow of the terminal tracings being marked upon that plane at a slight distance from its extremities. In short, this entails the employment of an exactly prismatic shape, the strict section of which is so arranged that the horizontal plane which contains the centre of gravity forms a species of tablet, accessible to tracing tools and to examination by the microscope.

### III.—*Various Shapes corresponding with the foregoing conditions.*

The question being thus put, the solution which first presents itself is one consisting in making a groove along the upper face of a rectangular rule, and to make that groove deep enough and wide enough to allow of the centre of gravity of the remaining section being precisely placed on the plane forming the bottom of the groove. Various shapes corresponding with foregoing conditions.

In this way a section would be obtained in the form of a letter U, the centre of gravity of which would be necessarily placed below the middle of the height, so as to compensate, in the equation of matter, by a diminution of height the influence of the portions preserved in the upper part of the piece.

To avoid this inconvenience, we might also lighten the rectangular section below, and supposing the two grooves to be symmetrical in relation to the vertical axis of the rectangle, we should have a section in the shape of a letter H, the horizontal moulding of which might be placed near the middle of the height, and correspond along its upper face with the position of the centre of gravity of the section.

This double modification may be easily introduced in a section in the first instance rectangular or square; and it will be at once apparent that in the latter case the solid will present great rigidity in the transverse direction, as setting aside the slight defects of symmetry which the solution entails, it will be found to possess the general characteristic of double T irons, made use of for the very same reasons in large buildings.

Thus the material is tolerably well distributed, for it is in greater part assigned to the outer portion of the section, at least in so far as the two uprights of the H are concerned. As to the intermediate moulding which must necessarily be wide enough to allow of its being reached by the tracing tool, it will of course have but a very slight effect on the amount of *vis inertiae*, for which reason it is advisable to shorten that moulding as much as possible, at the same time widening out the lateral faces. We shall shortly see that in this way greater utilization of the material is attained, and this leads us, in view of the best position to be given to the plane of the neutral line, to the form of the letter X, which has already presented itself to us as the most advantageous in respect of rigidity.

### IV.—*Influence of the foregoing conditions on the effects of inequalities of temperature or of pressure.*

It is not only in view of the flexion consequent upon the weight of Influence of

the foregoing conditions on the effects of inequalities of temperature or of pressure.

the rule, but also, and above all in relation to the variations and inequalities of the temperature, that it is advisable to consider the plane of the neutral line.

If a bar is heated more on one of its horizontal faces than on the other the former will necessarily attain a greater relative length; the whole bar curves as if its were formed of two metals with different degrees of dilatation, but between the upper and lower face the plane of the neutral line preserves a medium length, independent of the difference between the two extreme temperatures; it dilates or contracts, so to speak, on its own account, without being otherwise influenced by the molecular action going on beyond its limits.

A yet more exact idea of what occurs under such circumstances will be formed if the complete analogy of the effects produced with those resulting from a mechanical action applied along the length of one of the extreme faces only, is admitted; let us say along the lower face for example.

It is clear that if that face is compressed it cannot yield to the compressing action without including in its deformation the adjacent layers, as far as the layers of the neutral line, and without causing beyond that layer corresponding prolongations, in such way that the transverse sections would throughout the whole length of the bent solid, continue perpendicular to the deformed plane of the neutral line, as has been so clearly shown by Baron Charles Dupin, and as is admitted as an indisputable basis in all calculations relative to flexion. If, therefore, our bar is compressed along the length of the inferior face that face will become concave, and will be shortened, the opposite face will become convex, and will be lengthened, whereas the layer of the neutral line, although yielding to the general curvature, will be subject, in its length, only to a variation reduced to a minimum, and, so to speak, unworthy of notice.

The act of compression to which we have just alluded will naturally present itself in practice in consequence of the friction of the rule on the plane supporting it, whenever the temperature happens to fall, and in case the support should contract more than the rule itself. The rule would then assume a convex shape, in consequence of which it would only bear on its extreme points.

General Morin has demonstrated that in the case of a rule of iridiated platinum, the coefficient of elasticity of which is known, this delay of contraction is devoid of any appreciable influence, when the surfaces in contact are covered with plumbago. But it is unnecessary to have recourse to this arrangement as respects the surface of the neutral line as its length continues absolutely independent of these local effects, and this is an additional and essential reason for seeking to place on that surface the whole length intended for the definition of the standard.

In what precedes, we have supposed the inequalities of temperature or the difference of contraction to be equivalent to a shortening of the inferior face. If the action were reversed the curvature would still be produced, but the convexity being towards the lower part, the rule instead of bearing on its extreme points would rest on the plane of support at about its middle, and its inferior face, bearing on but a single point, would dilate freely without its being necessary to take friction into account at all.

Generally speaking we have ascertained, at any rate, by what precedes, that if the friction which counteracts the contraction were excessive the length of the neutral line would not thereby be affected, and that in consequence tracings upon that line present a degree of security which no other arrangement could ensure.

## V.—Questions of Symmetry.

The explanations which precede have already explained the manner in which we were induced to seek a shape like the letter H or the letter X, which left the neutral surface exposed, and, as nearly as possible, provided for the required great rigidity. Questions of Symmetry.

The horizontal moulding was intended to receive the tracings on its superior face, but it appeared to us that further advantage would result from the placing of those tracings in the very centre of the section, and to effect this we set to work, as a supplementary condition, to arrange the upper face of the moulding so that it might be placed exactly in the middle of the total height of the solid.

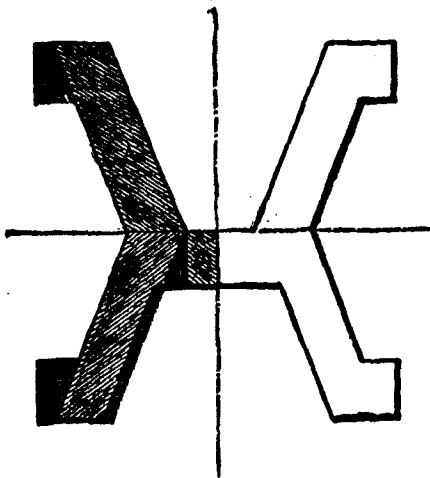
Although in the course of our examination we made calculations with respect to a large number of sections, we shall here reproduce only the details of the calculations relating to the section in the shape of the letter X, measuring 20 millimetres to the side, the moulding having everywhere a thickness of 3 millimetres, measured horizontally with the exception of the lower legs which must necessarily be subjected to a slight reduction in order to meet geometrically the conditions above set forth.

## VI.—20 millimetre X shaped section.

This section is represented on an enlarged scale by Figure 1.

It being admitted that the exposed part of the neutral plan should be placed at the middle of the height, and that for facility of tracing, it is advisable that that part should have a width of 4 millimetres, we traced two inclined lines reserving that width, forming together a V, the opening of which at the upper part measured 12 millimetres; the 4 millimetres remaining on each side being intended to form the upper moulding, measuring 3 millimetres in thickness, vertically, and corresponding to the leg A of the same thickness, thus determining the position of the outer wall. The upper half of the section being thus defined, we reproduce it

Fig. 1.



symmetrically in the lower part, adding, however, the horizontal moulding D, also 3 millimetres in thickness. The unsymmetrical position of this horizontal moulding would tend to lower the centre of gravity, through which we have learned by theory that the plane of the neutral line must pass, and to compensate for that influence it became necessary to remove a little of the material from the lower legs, which is done by chamfering them parallel to their original walls, as is shown at G.

The shape thus drawn is rather complex, but it has the advantage of assigning a greater part of the section towards the summits to the great advantage of the rigidity of the bar. We shall further see by calculation what this favorable influence exactly is, and we shall give its value in figures.

With relation to the numerical data of the section upon which we finally decided, it will suffice to calculate, in the first instance, the thickness of the band G, in order subsequently to ascertain the value of the total *vis inertiae* with relation to the neutral axis.



VII.—*Ascertaining the Thickness of the Lower Leg.*

Ascertaining  
thickness of  
lower leg.

This thickness must be calculated so that the centre of gravity may be placed at the middle of the height of the solid, so that designating by  $x$  the thickness to be removed from the original horizontal thickness, it will suffice to calculate  $x$  so that the total of the power of all portions of the surface situated above the medium axis, and in relation to that axis, shall be precisely equal to the total of the power, calculated in relation to that same axis, of all the lower parts.

This condition evidently resolves itself into the more simple condition that the total of the power of D and E shall be exactly equal to that of G, whence we immediately have—

$$2 \times 3 \times 1.5 + \frac{1}{2} 1.2 \times 3 \times 2 = 7 \times x (3 + \frac{1}{2})$$

Whence we get—

$$x = 0.277.$$

Thus it is seen, that the lower legs must be reduced as to their horizontal thickness by rather more than the quarter of a millimetre to meet the requirements of the question. These figures of  $x = 0.277$  will be made use of in the calculation of the *vis inertiae*.

VIII.—*Area of Transverse Section.*

Area of transverse section.

We can at once calculate the total section by dividing it into various geometrical figures, starting with the original shape, to which we must add the moulding D E, and from which we must subsequently subtract the parallelogram G.

The following are the figures of quadrature:—

4	areas A	=	$4 \times 3 \times 10$	=	120
4	„ B	=	$4 \times 1 \times 3$	=	12
4	„ C	=	$4 \times \frac{1}{2} (1.2 \times 3)$	=	7.2
2	„ D	=	$2 \times 2 \times 3$	=	12
2	„ E	=	$2 \times \frac{1}{2} (1.2 \times 3)$	=	3.6
					154.8

From which must be subtracted,

$$2 \text{ areas G} = 2 \times 0.277 \times 7 = 3.9$$

$$\text{Final area S} = 150.9$$

Thus we find that the section is equal to 150.9 square millimetres, or one and one-half time that of the metre of the archives.

The density of irridiated platinum, like pure platinum, being equal to 21.15, the weight of a rule 102 millimetres in length, will be

$$P = 150.9 \times 1.02 \times 21.15 \times 10^{-3} = 3^k, 255.$$

In practice, a maximum weight of  $3^k$ , 40 might be counted upon.

IX.—*Calculation of the vis inertiae of the Section.*

Calculation of the *vis inertiae* of the section.

In the same way we shall proceed to ascertain the value of the *vis inertiae*, first taking into consideration the symmetrical solid, and then making the necessary additions and subtractions. The following is the calculation:—

$$4 \text{ degrees of } vis \text{ inertiae } A = 4 \times \frac{1}{3} \times 3 \times 10^8 \times 10^{-12} = 4.000 \times 10^{-9}$$

$$4 \text{ degrees of } vis \text{ inertiae } B = 4 \times \frac{1}{3} \times 1 \times (10^8 - 7s) \times 10^{-12} = 0.876 \times 10^{-9}$$

4 degrees of <i>vis inertia</i> C = $4 \times \frac{1}{12} \times \frac{1.2}{8} (10^4 - 7^3) (40-21) 10^{-12}$	= $0.464 \times 10^{-9}$
2 degrees of <i>vis inertia</i> D = $2 \times \frac{1}{3} \times 2 \times 3^3 \times 10^{-12}$	= $0.036 \times 10^{-9}$
2 degrees of <i>vis inertia</i> E = $2 \times \frac{1}{4} \times 1.2 \times 3^3 \times 10^{-12}$	= $0.016 \times 10^{-9}$
Total	= $5.392 \times 10^{-9}$

From which we subtract,

2 degrees of <i>vis inertia</i> G = $2 \times \frac{1}{3} \times 0.277 (10^3 - 3^3) \times 10^{-12}$	= $0.180 \times 10^{-9}$
	I. = $5.211 \times 10^{-9}$

Before proceeding to calculate the deflexion and the deformation, we shall compare these figures with those relating to a certain number of sections already in use, or which might be proposed for adoption for the international standards.

For each of these sections we shall give the values of S and I, and we may remark that the deflexion  $f$ , in the case of a bar resting on its extremities being given by the formula

$$f = \frac{5}{192} \frac{P l^3}{2 E I},$$

the inverse fraction

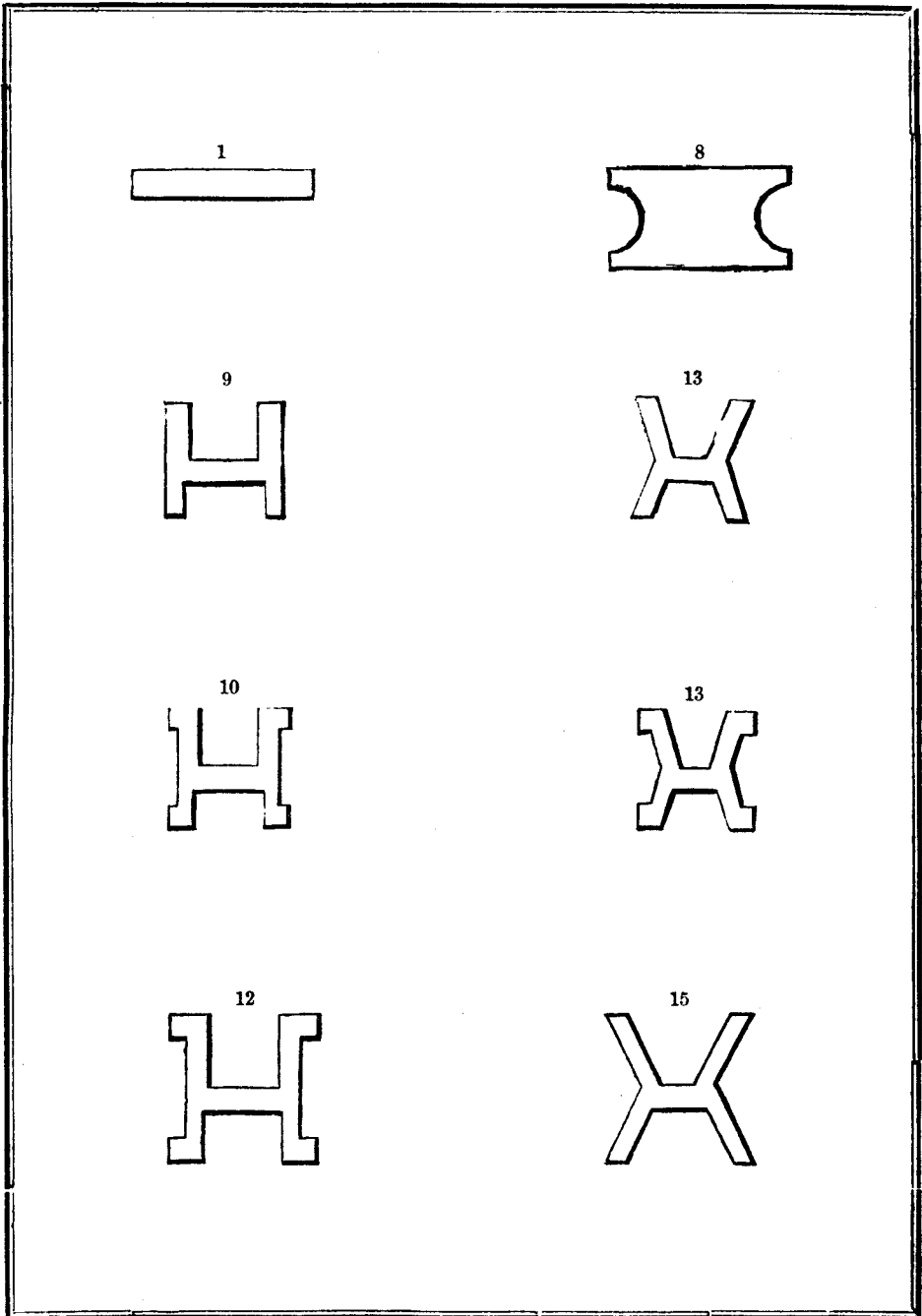
$$\frac{192}{5} \frac{2 E I}{l^3} = \frac{192}{5} \cdot \frac{2 E}{l^3} \frac{I}{S}$$

gives us the degree of rigidity of each bar under the action of its own weight  $P = S d$ . Instead of considering the formula in all its terms, it is sufficient to calculate as respects each bar the proportion I : S to ascertain the relative rigidity, the other terms remaining the same for all bars of the same length and of the same material, let the section be what it may.

X.—TABLE of numerical data of various Sections.

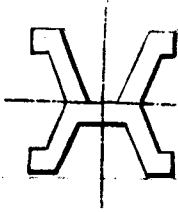
Sections.	Transverse Area of Section S.	<i>Vis Inertia</i> . I.	Co-efficient of Rigidity I:S	Proportions between the degrees of <i>Vis Inertia</i> .	Proportions between the co-efficients of rigidity.
<b>RECTANGULAR SECTIONS.</b>					
1. Standard of the Archives ....	100 × 10 <sup>-6</sup>	0,133 × 10 <sup>-9</sup>	1,33 × 10 <sup>-2</sup>	1,000	1,00
2. Standard of the Conservatoire	87,5	0,089	1,02	0,670	0,77
3. Gambey's Metres (brass) ...	210	0,857	4,08	6,431	3,05
<b>SQUARE SECTIONS.</b>					
4. Side measuring 10 millimetres	100	0,833	8,33	6,250	6,25
5.     "      15      "	225	4,219	18,75	31,641	14,06
6.     "      20      "	400	13,333	33,33	100,000	25,00
7.     "      25      " (English yard) .....	625	32,852	52,08	244,140	39,06
<b>RECTANGULAR SECTIONS, WITH HOLLOWED SIDES.</b>					
8. Provisional rule of iridiated platinum .....	271,46	5,226	19,25	39,19	14,44
<b>H SHAPED SECTIONS (3 MILLI- METRE MOULDINGS).</b>					
9. Plain 16 millimetre section..	117,82	1,873	15,90	14,00	11,93
10. 16 millimetre section, with projection .....	125,45	2,424	19,32	18,18	14,49
11. Plain 20 millimetre section..	152,31	3,677	24,14	27,58	18,11
12. 20 millimetre section, with projection .....	167,08	5,522	33,05	41,41	24,79
<b>X SHAPED SECTIONS (3 MILLI- METRE MOULDINGS).</b>					
13. Plain 16 millimetre section..	106,87	1,954	18,28	14,65	13,71
14. 16 millimetre section, with projection .....	122,65	2,642	21,72	19,82	16,29
15. Plain 20 millimetre section..	132,35	3,864	29,19	28,98	21,90
16. 20 millimetre section, with projection ...	150,92	5,213	34,53	39,10	25,90

SECTIONS.



It will be seen by this table that the section proposed, shewn of its true size in Fig. 2, is the most advantageous as respects the value of I : S ; that is to say, that it is the one which is subject to the slightest deflexion from the weight of the piece itself ; and, although it weighs only one-and-a-half time as much as that of the archives, its rigidity with reference to external action is found to be forty times greater.

Fig. 2.



In this respect there is no exception, except the section of the English yard, which for each metre would require a weight of platinum exceeding 13 kilogrammes.

kilogrammes.

We have now to complete these comparative data by a study of the bar itself with relation to its mechanical properties ; this we propose to do after offering a few remarks on the mode of suspension to be adopted during the observations.

XI.—*Manner of Suspending the Bar.*

Manner of suspending the bar.

We have already seen that the influence delaying dilatation or contraction on the face in contact with the support has no effect on the length of the plane of the neutral line, and that therefore no serious danger need be apprehended from allowing the standards of length to rest on a plane surface, when the length is so traced in a proper manner.

We might with excessive prudence cause the metre to rest on the plane of the neutral line of a support of like dilatation, if it should be considered that immediate contact with a less favorably arranged support should still possess an influence over it.

General Morin has besides shewn that in the case of a metal with a high co-efficient of elasticity, this inconvenience is but little to be feared if we consider the rule as acting in all its parts in the same direction, in virtue of its elasticity.

Thus, therefore, the plan of supporting the rule on a plane might be proposed and supported by argument ; but the conditions bearing upon temperature are of such high importance, that the employment of rollers seems to be especially prompted by the advantage which is obtained in this respect by removing the bar as much as possible throughout its whole length from every point of contact ; and this advantage cannot be better attained than by the employment of two isolated rollers, placed so as to diminish as much as possible the deflexion both between those supports, and in the projecting parts of the rule.

Bessel, in a note of great importance, has ascertained the most favorable conditions of this mode of suspension. Baron Wiede in company with M. Edlund also arrived at them by a somewhat different process, and the result is, that the best method of suspension on two rollers consists, in the case of a graduated rule, in placing the rollers at a distance of 0.559380 of the total length of the rule from each other.

The deflexion is then absolutely ascertained, and it was necessary for us to examine whether its absolute value would, in the case of the proposed section, present the least inconvenience.

XII.—*Deflection of the Bar under its own Weight.*

Deflection of the bar under its own weight

If by P, we designate the total weight of the bar, by L its total length consisting of a central space  $l$ , and of two lateral or external spaces  $l'$ , so that we find  $L = l + 2l'$ ; if in addition by E and by I, we designate respectively the co-efficient of elasticity of the material, and the *vis inertiae* of the section, we easily find as the deflexion  $f$  between the supporting points the value :—

$$f = \frac{1}{192} \frac{P l^4}{2 L E I} \left\{ 5 - 24 \frac{l'^2}{l^2} \right\}$$

and, in accordance with the indications of Bessel :—

$$l' = 0.39385 l$$

$$f = 0.000651 \frac{P L^3}{2 E I}$$

Taking  $L = 1.02$  metres,  $P = 3.255$  kilogrammes,  $E = 25 \times 10^9$ ,  $I = 5.213 \times 10^9$ , we shall have :—

$$f = 0.00000863 \text{ metre, or } 8.63 \text{ microns.}$$

This deflexion is so small that it ensures every security in the employment of the proposed section. It is well, however, to observe that in theory, each of the extremities of the bar is lowered beneath the points of support, after having been slightly raised, to the intermediate point the tangent of which is horizontal.

This new deflexion  $f'$  in relation to the points of support is given by the following :—

$$f' = \frac{1}{12} \frac{P l^4}{2 L E I} \left\{ -\frac{l'}{l} + 6 \frac{l'^3}{l^3} + \frac{3l'^4}{l^4} \right\}$$

and substituting  $l'$ :  $l$  its value

$$f = 0.000366 \frac{P L^3}{2 E I} = 0.00000485$$

or 4.85 microns.

These two deflexions are, moreover, of the same denomination, and the loss of level resulting from them between the extreme points and the central point of the bar measures  $8.63 - 4.85 = 3.78$  microns.

A bar subject to such an imperceptible degree of deflexion clearly meets all the requirements of the problem with perfect security.

XIII.—*Application of Bessel's theory to the measurement of the shortening between the two extreme points.*

Generally speaking, in applications of the theory of the resistance of materials, the calculation of the deflexion is alone calculated, it being admitted on the one hand, that the neutral line preserves its original length, and on the other, entirely passing over the difference in length between that bent line and its projection. If that double hypothesis is sufficient in ordinary cases, the same cannot be said of that which we are now examining, and Bessel has ascertained for the method of suspension which we have just considered, the shortening resulting from flexion only, between the two extreme points of the neutral line. It is indispensable that for a standard the shortening should be of such a nature that it shall exercise no influence whatever over the comparisons.

Designating this shortening by  $\Delta L$ , Bessel has for the same values of  $l$  and  $l'$ , which precede made the following calculation :—

$$\Delta L = \left[ \frac{P}{L E I} \right]^{\frac{1}{2}} \left[ \frac{L}{2} \right]^{\frac{11}{2}} \times 0.0000836$$

In the particular case of our section

$$P = 3.255; L = 1; E = 25 \times 10^9; I = 5.213 \times 10^9$$

Whence we have—

$$\Delta L = \frac{3.255^2 \times 0.0000836}{625 \times 10^{18} \times 5.213^2 \times 10^{-18} \times 2^7} = 0.000000004$$

The shortening of the projection consequent upon the curvature of the bar only amounts to 4 ten-thousandths of a micron, in other words to an amount entirely unworthy of notice.

A bar so constructed, therefore, presents all the rigidity necessary to ensure that comparisons may be made from it with all the certainty which can be desired. Absolutely no inconvenience can result from causing the bar to rest on two rollers, the distance from each other of which has been indicated.

Baron Wrede calculated that a graduated metre of the dimensions of the platinum prototype of the archives might be subject to a shortening between the extremities consequent upon the curvature of the rule equivalent to 7 tenths of a micron; the rigidity of our rule is forty times greater, the shortening is, therefore, reduced to 1,600 times less, and thus in proof we arrive at the total of 4 ten-thousandths of a micron, the result of our direct calculation.

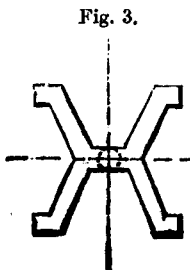
Supposing that the distance between the points of rest was equal to one metre, the shortening between the extreme points would be notably greater, but would not exceed the amount of 0.29 micron shown by the calculation.

#### XIV.—*Application to Standard End Metres.*

Application to  
Standard End  
metres.

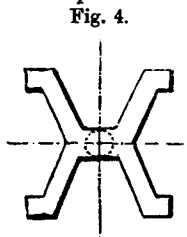
Similar conditions of rigidity and of conductivity are necessary for the Standard end metres which the Commission has to construct, although but of secondary importance. And it would appear to be advisable to adopt the same general section simply altering the position of the horizontal moulding so as to place it symmetrically with reference to the upper and lower faces.

Although it is advisable that the ends of the metre should be formed of small globe gudgeons, it is considered that the thickness of three millimetres is sufficient to allow of these gudgeons less than a millimetre in length being taken out of the length and substance of the moulding (Fig. 3).



In this way the most favorable conditions for the making of comparisons will be ensured; the transmission of heat will go on with like facility through the metal of the mouldings; the necessary rigidity will be secured.

The points of supports will be arranged in the same manner, and the centre of the faces or gudgeons of the Standard end metres so constructed will be placed exactly at the same height as the tracings of the graduated metres, all which circumstances combine to recommend such a form of construction.



If, however, that diameter should be deemed to be insufficient the thickness of the central moulding might be increased; thus in Fig. 4 a diameter of four millimetres instead of three has been given to it.

#### XV.—*Various advantages offered by the proposed section.*

Various  
advantages  
offered by the  
proposed section.

The object of the foregoing examination has simply been the attaining of the two ends already pointed out, the securing of great rigidity with an exposed neutral line. Some secondary advantages presented themselves to us, but were not really invested with their true importance, until after we had conversed on the subject with some of our colleagues in the Commission on the metre.

While seeking to present them here in their entirety, we must assign to them their attributes in these supplementary remarks at the risk of making a few repetitions. These advantages will be successively considered in geometrical, mechanical, thermal and economical points of view; we shall have to point out also in what respects the shape proposed is to be preferred in respect to good workmanship, and in respect of the security which it affords in relation to the unvariableness of the Standards.

In a geometrical point of view, we attach great importance to the absolute constancy of the section throughout the whole length of the bar; it is clear that that constancy most completely meets the considerations which form the basis of the theory of the resistance of materials in which no exact conclusion can be arrived at if the section varies abruptly in any point. Molecular action is thus better defined, continuity between the different lines of molecules is more certain, and abnormal deformations are less to be apprehended.

By tracing the section within a square, we also obtained a geometric form as nearly as possible symmetrical.

In a mechanical point of view the condition of maximum rigidity, and that of rigidity similar in the two rectangular directions, are not in our opinion the most important.

The principal condition, and that to which all others should be considered subordinate, consists in the obtention of a very slight degree of molecular tension at all points, let the mode of the suspension be what it may, and throughout all changes of temperature during that suspension; we consider that we have realized that condition, and especially that we have succeeded in causing the molecular tension to continue constantly null throughout the distance which the metre is to measure, without regard to the manner of suspension, and even if the rule should be placed on a surface with a different degree of dilatation.

The value of the greatest molecular effect developed in the bar during its suspension on rollers, may be sought for: that maximum effect corresponds to the resting point and to the upper and lower faces, that is to say, to the distance  $v = 0.01$  of the plane of the neutral line; designating it as  $R$  to the square metre, we easily find—

$$R = \frac{v}{81} \frac{P L}{L} \left( 1 - \frac{v}{L} \right)^3 = 157500 \text{ kil.}$$

This amounts to  $0^{\text{k}}16$  to each square millimetre.

Now it is proved by the new experiments which we made in company with M. Broch, that the elasticity of iridiated platinum is not changed by a force of 30 kilogrammes to the square millimetre. By shewing that the true force does not exceed the two-thousandth part of this minimum force we establish beyond all question that all points of the bar will be constantly maintained in a condition of the most complete molecular stability.

With respect to the thermal question we must enter into greater detail if we are to reproduce the remarks of the physicists who have been so good as to communicate them to us.

1st. The equal thickness of the several mouldings favors the equal distribution of temperature throughout the whole mass of the rule.

The greatest obstacle to exact comparisons will always be found in the difficulty of attaining a perfectly even temperature; this is sufficiently proved by the fact that a difference of the one-hundredth part of a degree nearly corresponds to a difference of one-tenth of a micron in the length of



the platinum bar. It is, therefore, of the highest importance that the influence of the circumambient medium, to keep which at an even temperature every effort will be made, should be communicated in like manner to all parts of the rule; and in this respect no arrangement could be more certain to attain the desired result than that upon which we have decided, in view of the even thickness of all the mouldings which, when united, constitute our section.

2nd. The distance included between the two traced lines is subject at all points to like conditions of temperature.

This could not be obtained by the use of pits, or by a reduction of the section at the extremities only, as those two solutions do not prevent the distance which constitutes the theoretical Standard from being, in a way, imprisoned throughout nearly its whole length in a mass of material which renders the communication of the temperature to the interior, to say the least, uncertain.

3rd. The distance between the traced lines being included exactly in the plane of the neutral line cannot be influenced by any delay of dilatation resulting from contact with the support. We have already expressed ourselves on this point with sufficient care to obviate the necessity of returning to it.

4th. The thermometer is to a certain extent enveloped by the material of the metre during the observations.

It is evident that the V shaped groove in the upper part constitutes a sort of resting place for the thermometer, where it necessarily identifies itself with the temperature of the walls and base of that groove.

All these reasons go to shew that the shape proposed is that most advantageous in respect of the equality of temperature without which every comparison would be necessarily vitiated. It may be that in this consideration lies the principal reason of the favor with which our arrangement has been accepted.

In the economic point of view, it will suffice to remark that if we are not to attach preponderating importance to a low cost price, the case is materially altered, if we seek for a given outlay, to utilize in the most advantageous manner, the quantity of material corresponding to that outlay. The section possessing the greatest rigidity recommends itself in this point of view, and the selection of a continuous section allows of the total length being shortened to 102 centimetres, which certainly no one would venture to recommend if the pit system were adopted.

So far as good workmanship is concerned, the proposed shape, although less simple, gives guarantees which a rectangular section, with or without pits, could never do.

It is undeniable that the form could not be obtained with all indispensable geometrical exactness without having recourse to all the resources of the forge, of the roller, of planing, and of wire-drawing appliances.

The bar being forged in the condition of a square stem, the rolling mill might prepare the four grooves only, which process would ensure in all the parts the requisite homogeneity, and the more certainly because all the angles of the section are obtuse, thus rendering the displacement of the material in the transverse direction more easy.

After having submitted the rough beginning so obtained to one or more annealings, longitudinal planing or filing will allow of the definite shape being very nearly approached, and in the course of that operation the very slightest defects will be brought out and exposed. While necessary for securing the geometrical form, this planing will constitute a most valuable and certain means of investigation, will thoroughly expose all defects, and will settle the distinction between the rules which have perfectly succeeded, and those which it is advisable to reject.

No massive form could give the same security, which will be further completed by a series of annealings and of applications of the wire-drawing apparatus, subsequent to which the material may be considered to be thoroughly kneaded, and in a condition of equilibrium which will be rendered absolutely permanent by a final extremely prolonged annealing.

The very complication of the operations to be gone through will not allow of a half solution being deemed sufficient; the metal, which has satisfied all their requirements, will, in that way alone, have given evidence of its quality.

The use of pits will not allow of the bottom being polished with the necessary degree of perfection; the case is entirely different in respect of our groove, and this will allow of the use of the gold stud being dispensed with, to the great advantage of the exactness of the Standard.

As respects the unvariableness of the Standard, our colleague, M. Wild, has found in the exposure of the plane of the neutral line throughout its whole extent a final reason, because that arrangement will allow of the reproduction on that plane of the exact length of a prototype of quartz or of beryl, without there being any reason to fear any variation of that length, which participates in all the properties of the neutral plane, whether consequent upon flexion or delay of dilatation or of contraction.

In conclusion we are not prepared to say whether the accessory advantages which we have just enumerated are not in their entirety more weighty than the special reasons which we took as our point of departure.

XVI.—*The use of solids with the neutral line exposed.*

We should depart from our subject if we sought here to enumerate the different applications which might be made of solids with the neutral line exposed, in the arts, but we cannot however refrain from pointing out that their fundamental property certainly recommends them for the making of slides or other moveable pieces in instruments of great precision.

The use of solids with the neutral line exposed.

It was with this same point in view, that we at first proposed to cause the lower face of the meter to rest on the neutral plane of its support, for which we should have selected a substance of a similar degree of dilatation.

We still believe in the efficiency of this arrangement, which we only abandoned out of respect to the general opinion, manifestly favorable to the employment of rollers, but reserving to ourselves, however, an opportunity of instituting a comparison as to the influence of the two modes of suspension.



## APPENDIX D.

## SPECIAL COMMISSION ON THE METRE.

## DRAFT OF CONVENTION NO. 1.

*(As finally revised.)*

\* \* \* \* \*

\* \* being desirous of ensuring the International unification and perfection of the metric system, have resolved to conclude a Convention to the following effect, and have appointed as their Plenipotentiaries

\* \* \* \* \*

Who, having communicated to each other their plenary powers, found to be in good and due form, have agreed to the following provisions :

## CONVENTION.

*Article 1.*

The high contracting parties engage to establish and maintain, at their common cost, an *International Board of Weights and Measures*, permanent and scientific, of which the seat of affairs shall be at Paris.

*Article 2.*

The French Government will take the necessary steps to facilitate the acquisition, or if need be the construction, of a building specially devoted to the purpose, in accordance with the conditions established by the Regulation attached to this Convention.

*Article 3.*

The International Board will carry on its operations under the exclusive direction and superintendence of an *International Committee of Weights and Measures*, placed in its turn under the authority of a *General Conference of Weights and Measures*, composed of delegates from all the contracting Governments.

*Article 4.*

The General Conference of Weights and Measures shall be presided over by the President, for the time being, of the Academy of Sciences of Paris.

*Article 5.*

The organization of the Board, as well as the composition and powers of the International Committee, and of the General Conference of

Weights and Measures, are established by the Regulation attached to this Convention.

*Article 6.*

The International Board of Weights and Measures will be entrusted with—

1st.—All comparisons and verifications of new prototypes of the metre and of the kilogramme.

2nd.—The preservation of the international prototypes.

3rd.—Periodical comparisons of the National Standards with the international prototypes and their tests, as well as of the standard thermometers.

4th.—The comparison of new prototypes with the fundamental standards of non-metric weights and measures used in the different countries and in the sciences.

5th.—The stamping and comparison of geodesic rules.

6th.—The comparison of standards and of scales of precision, the verification of which may be desired either by Governments or by learned societies, or even by artists or learned men.

*Article 7.*

The staff of the Board shall consist of a Director and two Deputies, and such number of employes as may be necessary.

So soon as the comparison of the new prototypes shall have been completed and the prototypes shall have been distributed to the several States, the staff of the Board shall be reduced in such proportion as shall be deemed expedient.

The Governments of the high contracting parties shall be notified by the International Committee of appointments to the staff of the Board.

*Article 8.*

The international prototypes of the metre and of the kilogramme, as well as their tests, shall be deposited in the office of the Board; access to the place of deposit will be reserved to the International Committee exclusively.

*Article 9.*

All outlay entailed by the establishment and installation of the International Board of Weights and Measures, as well as the annual expenses of maintenance and of the Committee, will be defrayed by contributions from the contracting States, to be ascertained in accordance with a scale based upon their existing population.

*Article 10.*

The sums representing the share to be contributed by each of the contracting States shall be paid, at the commencement of each year, through the Department of Foreign Affairs of France, into the Treasury of Deposit at Paris, from which they shall be withdrawn as they are required by orders signed by the Director of the Board.

*Article 11.*

Governments who shall avail themselves of the right reserved to every State to accede to this Convention shall be held to the payment of a contribution, the amount of which shall be fixed by the Committee, upon

the basis established by Article 9, and which shall be devoted to the improvement of the scientific material of the Board.

*Article 12.*

The high contracting parties reserve to themselves the right of making by common consent any modifications of this Convention, the usefulness of which may be proved by experience.

*Article 13.*

Upon the expiration of a period of twelve years, any one of the high contracting parties may withdraw from this Convention.

Any Government availing itself of its right to put an end to it, so far as it is itself concerned, shall be bound to notify its intention one year in advance, and by so doing shall renounce all its rights of co-proprietorship in the international prototypes and the property of the Board.

*Article 14.*

This Convention shall be ratified in accordance with the constitutional laws peculiar to each State; the ratifications shall be exchanged within six months, or less if possible. It shall be put in execution upon, from and after the 1st January, 1876.

REGULATION.

*Article 1.*

The Office of the International Board of Weights and Measures shall be established in a special building presenting every necessary guarantee of quiescence and stability.

In addition to the place appropriated for the deposit of the prototypes, it will comprise halls for the reception of the comparing instruments and of the balances, a laboratory, a library, a record room, work rooms for the officers, and lodgings for watchmen and servants.

*Article 2.*

The International Committee is entrusted with the acquisition and adaptation of the building, as well as with its fitting for the services for which it is intended.

In case the Committee should not be able to acquire a suitable building, it shall cause one to be constructed under its superintendence and in accordance with plans prepared by it.

*Article 3.*

At the request of the International Committee, the French Government will take the necessary steps to cause the Board to be recognised as an institution of public utility.

*Article 4.*

The International Committee will cause the necessary instruments to be prepared, such as:—Comparing instruments for graduated and eud standards, apparatus for ascertaining absolute dilatation, balances for weighing in the air and *in vacuo*, comparing instruments for geodesic rules, &c.

*Article 5.*

The outlay for the acquisition or construction of the building, and for fitting and for the purchase of instruments and apparatus, shall not exceed in all the sum of 400,000 francs.

*Article 6.*

The estimate of the annual expenditure is as follows:—

A. For the first period of the completion and of the comparison of the new prototypes:

(a) Salary of the Director .....	15,000 fr.
"    two Deputies, at 6,000 fr.....	12,000
"    four Assistants, at 3,000 fr.....	12,000
Allowance to a resident machinist .....	3,000
Wages of two office servants, at 1,500 fr.....	3,000
	45,000
(b) Indemnity to learned men and artists, who, at the request of the Committee, may be entrusted with special work; maintenance of the building, purchase and repairs of apparatus, fuel, light and office expenses .....	24,000
(c) Indemnity to the Secretary of the International Committee of Weights and Measures.....	6,000
	75,000

In case of need, the annual estimate of the Board may be modified by the International Committee at the instance of the Director, but shall in no case exceed the sum of 100,000 francs.

Any modification which the Committee shall deem it expedient to make, within the above limit, shall be communicated to the contracting Governments.

The Committee may authorise the Director, at his request, to transfer the amounts allowed him in the estimate from one heading to another.

B. For the period subsequent to the distribution of the prototypes:—

(a) Salary of the Director .....	15,000 fr.
"    a Deputy .....	6,000
Allowance to a resident machinist .....	3,000
Wages of an office servant.....	1,500
	25,500
(b) Office expenses.....	18,500
(c) Indemnity to the Secretary of the International Committee.....	6,000
	50,000

*Article 7.*

The General Conference, mentioned in Article 3 of the Convention, will meet at Paris, upon the call of the International Committee, at least once every six years.

Its object is to discuss and educe measures necessary for the propagation and perfection of the metric system, as well as to sanction any new fundamental meteorological discoveries which may have been made in the interval between its meetings. It will receive the report of the

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International Committee on work done, and will proceed, by ballot, to the renewal of one half of the International Committee.

Votes at meetings of the General Conference shall be taken by States, each State being entitled to one vote.

The members of the International Committee sit by right in meetings of the Conference; they may be, at the same time, delegates from their respective Governments.

*Article 8.*

The International Committee, mentioned in Article 3 of the Convention, shall be composed of fourteen members all belonging to different States.

It shall be formed, in the first instance, of the twelve members of the old permanent Committee of the International Commission of 1872, and of the two delegates who, at the appointment of that permanent Committee, received the greatest number of votes after the members elected.

At the time of the renewal by one half of the International Committee, the retiring members shall, in the first place, be those who may have been elected to fill vacancies during the interval between two sittings of the Conference; the rest shall be selected by lot.

Retiring members shall be eligible for re-election.

*Article 9.*

The International Committee will direct the works for the verification of new prototypes, and generally all meteorological works which the high contracting parties shall decide to have executed in common.

It is further entrusted with the duty of seeing to the preservation of the International prototypes.

*Article 10.*

The International Committee will proceed to its organization by the election, by ballot, of its president and secretary. The Governments of the high contracting parties shall be notified of the appointments so made.

The president and secretary of the Committee and the director of the Board shall belong to different countries.

When once organized, it shall not be competent to the Committee to proceed to any new election or appointment until three months after a notice shall have been transmitted to each member from the office of the Committee.

*Article 11.*

Until the new prototypes have been completed and distributed, the Committee shall meet at least once a year; after that time their meetings shall take place at least once in every two years.

*Article 12.*

Questions before the Committee shall be decided by a majority of votes; in case of an equal division the president's vote shall decide. Decisions shall not be binding unless the number of members present is equal to at least one more than one half the number of members composing the Committee.



Saving the foregoing condition, absent members shall have a right to appoint members present their proxies to vote for them, and such proxies must produce proof of their authority so to vote. The same rule shall apply to appointments by ballot.

*Article 13.*

In the interval between one session and another, the Committee shall have the right to proceed by correspondence.

In such case, in order that the decision may be binding, all the members of the Committee must be called upon to express their opinion.

*Article 14.*

Any vacancies which may occur in the International Committee of Weights and Measures shall be filled provisionally by the Committee such elections shall be had by correspondence, each member being called upon to take part in the same.

*Article 15.*

The International Committee shall prepare regulations in detail for the organization and direction of the work of the Board, and shall fix the fees to be paid for extraordinary work provided for by Article 6 of the Convention.

Such fees shall be applied to the perfecting of the scientific material of the Board.

*Article 16.*

All communications between the International Committee and the Governments of the high contracting parties shall be transmitted through their diplomatic representatives at Paris.

In all matters in which the decision shall rest with any branch of the French Government, the Committee shall apply to the Department of Foreign Affairs of France.

*Article 17.*

The Director of the Board and his Deputies shall be appointed by ballot by the International Committee.

The persons employed shall be appointed by the Director.

The Director may take part in the deliberations of the Committee.

*Article 18.*

The Director of the Board shall have access to the place of deposit of the international prototypes of the metre and of the kilogramme, only by virtue of a resolution of the Committee, and in presence of two of the members thereof.

The place in which the prototypes are deposited shall be constructed so as not to open except by means of three keys, one of which shall be held by the Director of the Archives of France, a second by the President of the Committee, and the third by the Director of the Board.

The standards included in the class of national prototypes shall alone be used in the ordinary work of comparison by the Board.

*Article 19.*

The Director of the Board shall every year lay before the Committee:  
1st, A financial report respecting the accounts of the preceding term; in

respect of which, after they have been audited and found correct, he shall receive a discharge. 2nd, A report on the condition of the material. 3rd, A general report on the work done in the course of the past year.

The International Committee shall transmit to the Governments of all the high contracting parties an annual report respecting all its scientific, technical, and administrative proceedings, and those of the Board.

The President of the Committee will report to the General Conference the work done since its last meeting.

The reports and publications of the Committee and of the Board shall be prepared in the French language. They shall be printed and communicated to the Governments of the high contracting parties.

#### *Article 20.*

The scale of contributions mentioned in Article 9 of the Convention shall be established in the following manner :

The number of the population expressed in millions shall be multiplied by 3 in the case of States in which the metric system is compulsory; by 2 in the case of those in which it is permissive only; by 1 in the case of other States.

The total of the products so obtained will furnish the number of units by which the total expenditure is to be divided. The quotient will give the amount of the unit of expense.

#### *Article 21.*

The cost of the preparation of the international prototypes and of the standards and tests intended to accompany them will be borne by the high contracting parties according to the scale established by the preceding article.

The cost of the comparison and verification of standards applied for by States who are not parties to this Convention shall be determined by the Committee in accordance with the tariff of fees established in virtue of Article 15 of this Regulation.

#### *Article 22.*

This Regulation shall have the same force and effect as the Convention to which it is attached.

### TEMPORARY PROVISIONS.

#### *Article 1.*

All the States which were represented upon the International Commission on the Metre, which met at Paris in 1872, whether they are or are not contracting parties to this Convention, will receive the prototypes which they ordered, and which will be delivered to them with all the guarantees established by the said International Commission.

#### *Article 2.*

One special object of the first meeting of the General Conference of Weights and Measures mentioned in Article 3 of the Convention, will be the sanctioning of the said new prototypes and their distribution among the States which have applied for them.

In consequence the delegates of all the Governments which were represented upon the International Commission of 1872, as well as the

members of the French section, will, of right, take part at that first meeting to join in the sanctioning of the prototypes.

*Article 3.*

The International Committee mentioned in Article 3 of the Convention, and constituted as specified in Article 8 of the Regulation, is entrusted with the duty of receiving and comparing together the new prototypes in accordance with the scientific decisions of the International Commission of 1872 and its permanent Committee, saving any modifications which experience may suggest in the future.

*Article 4.*

The French section of the International Commission of 1872 will continue in charge of the work entrusted to them for the construction of the new prototypes, with the assistance of the International Committee.

*Article 5.*

The cost of the making of the metric standards prepared by the French section will be repaid by the Governments interested according to the cost price in each case as ascertained by the said section.

*Article 6.*

The International Committee is authorized to organize immediately, and to make all preliminary researches necessary for carrying the Convention into effect, without incurring any expense previous to the exchange of ratifications of the said Convention.

(Signed,)

FERSTER (*Germany.*)  
 HERR (*Austria.*)  
 STAS (*Belgium.*)  
 Gal IBÁÑEZ (*Spain.*)  
 H. VIGNAUD (*United States.*)  
 DUMAS (*France.*)  
 G. GOVI (*Italy.*)  
 WILD (*Russia.*)  
 HIRSCH (*Switzerland.*)

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REPORT

OF THE

POSTMASTER GENERAL,

FOR THE

YEAR ENDING 30TH JUNE,

1874.

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*PRINTED BY ORDER OF PARLIAMENT*

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OTTAWA:  
PRINTED BY I. B. TAYLOR, 29, 31 & 33, RIDEAU STREET.  
1875.

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REPORT

OF THE

POSTMASTER GENERAL

FOR THE YEAR ENDED 30TH JUNE, 1874.

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*To His Excellency the Right Honorable Sir Frederic Temple, Earl of Dufferin, K.C., K.P., K.C.B., Governor General of Canada.*

MAY IT PLEASE YOUR EXCELLENCY,—

I have the honor to submit to Your Excellency, to be laid before Parliament, the accompanying Returns and Statements composing the Report of the Post Office of Canada for the year ended the 30th June, 1874, and, as has been customary, to offer some preliminary observations and statistical tables as a summary of the information to be drawn from these Returns, and of the general progress of the Department during the year.

Since the date of the last annual Report much has been accomplished both in giving increased efficiency to the internal management of the Department and additional facilities to the public.

The system of free-delivery by letter-carriers in the principal cities, of letters and papers coming by mail has been commenced at Montreal and Toronto, and preparations are in active progress for extending the system to such of the other cities as may have a population and postal business sufficiently large to warrant the very considerable expense attendant on the measure.

At the same time greater expansion has been given to the arrangements for the reception of letters by street boxes, with increased frequency of collection.

As respects dead letters it had long been the usage to return to the writers only such letters as appeared to be of special importance or value—and all others were destroyed—but it is obvious that such an attempted discrimination, made upon a very cursory examination of these letters, could not be entirely satisfactory in the results; and from September last the system has been changed, and all dead letters which have originated in Canada are now returned to the writers, except in cases wherein it may be found impossible to ascertain the addresses of the senders. Dead letters, which have originated in other countries are returned unopened to the Post Office Administration of the country of origin.

There has been some additional expenditure required for the clerical force employed in this work, but this outlay will, it is estimated, be covered by the collection of postage due on the letters returned, and by the discontinuance of the charge heretofore incurred for advertising dead letters, which appeared to be no longer necessary when, as a rule, they are all to be returned to the writers.

It is believed that this change of system in the treatment of Dead Letters has, on the whole, been attended with very satisfactory results.

An alteration has been introduced in the mode of dealing with the sale of postage stamps in cities and other places by stamp vendors, which will have the effect of securing more effectually the prompt collection of this large item of postal revenue and of lessening at the same time the cash responsibilities of the Postmasters. It had been the usage for the City Postmasters to sell postage stamps to the public directly from the Post Office and to receive from the stamp vendors their payments for stamps sold by them, so that all the money receipts for postage stamps sold in their cities passed through their hands and formed part of their accountability.

The change of system already carried into effect in the principal cities is this, that the sale of postage stamps at the city Post Offices will be discontinued, and all stamp vendors will be required to pay into the Bank, to the credit of the Postmaster-General, the purchase money for such stamps as they may from time to time want. The stamp vendor will present to the Postmaster the Bank certificate and receive the equivalent in postage stamps.

In this way the Postmaster will remain the custodian of the postage stamps required for the supply of his city, but will be relieved from the onerous responsibility of receiving and accounting for the purchase money.

The same system as regards the payments by stamp vendors, will be applied to all places where it may be found expedient to authorize other persons than the Postmasters to sell postage stamps to the public.

New and commodious Post Office buildings have been completed by the Department of Public Works and transferred for occupation at Toronto and Victoria, British Columbia.

The frequency of mail travel on the main post route, between Winnipeg and the United States, over which the mails pass between Manitoba and the other Provinces

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has been increased to a daily mail from January, 1875, the United States Post Office having, in concert with this Department, made their service daily also to the frontier.

In January last a Postal convention was entered into with the United States (of which a copy is appended to this Report) for the reduction of postal charges and general simplification and improvement of the postal intercourse between Canada and the United States.

Under the arrangements of this Convention each country gives conveyance over its post routes to the closed domestic mails of the other, free of charge, when passing in transit through its territory; and letters, newspapers and other ordinary mail matter, posted and prepaid in either country the ordinary domestic rates of that country, will be delivered at destination in the other without further charge for postage.

The effect of the reduction of postal charges on the large correspondence between Canada and the United States, will no doubt be felt for a time in the Post Office revenue, but the increase of business which may be expected to follow will soon, it is anticipated, cover any immediate loss.

The following tabular statement will exhibit the main features of the Post Office business of the Dominion for the past year:—

TABLE shewing the Number of Post Offices, Extent of Mail Travel, Number of Letters and Newspapers, &c., the Postal Revenue and Expenditure, Money Order and Post Office Savings Bank Business, in the Dominion of Canada, for the Year 1874.

Provinces.	Extent of Mail Service.			Estimated Number of Letters, Newspapers, &c., sent by Post.					
	Number of Post Offices, 1st Jan., 1875.	Number of Miles of Post Route, 1874.	Number of Miles annually travelled by Mail, 1874.	Number of Letters and Post Cards, 1874.	Number of Newspapers, 1874.	Number of Registered Letters, 1874.	Number of Free Letters, 1874.	Number of Parcels, 1874.	
Ontario and Quebec .....	2,943	23,033	10,091,228	31,944,700	22,350,000	1,396,000	1,318,000	75,550	
New Brunswick.....	633	3,969	1,321,334	2,318,000	2,390,000	60,000	37,800	7,200	
Nova Scotia.....	858	6,611	1,993,062	3,800,000	3,150,000	83,000	56,500	16,200	
Manitoba .....	36	372	79,567	204,250	190,000	6,400	7,200	1,500	
British Columbia .....	47	2,900	194,665	266,850	320,000	5,300	4,500	1,800	
Prince Edward Island .....	179	1,202	249,324	824,600	600,000	12,200	8,200	500	
Totals .....	4,706	38,087	13,929,180	39,358,500	29,000,000	1,562,900	1,432,200	102,800	

Provinces.	Revenue and Expenditure.		Money Order Business, year ended 30th June, 1874.		Post Office Savings Bank, year ended 30th June, 1874.		
	Postal Revenue for the year ended 30th June, 1874.	Expenditure for the year ended 30th June, 1874.	Number of Money Order Offices, 1st July, 1874.	Amount of Money Orders Issued.	Number of Savings Bank Post Offices, 30th June, 1874.	Total Amount Deposited during the year.	Amount of Deposits and Interest to credit of Depositors, 30th June, 1874.
Ontario and Quebec .....	\$ 1,238,900 55	\$ 1,249,182 07	536	\$ 4,181,123 26	266	\$ 2,340,284 00	\$ 3,204,965 46
New Brunswick .....	86,276 39	130,658 28	66	1,069,359 49			
Nova Scotia.....	117,910 89	202,848 22	93	1,465,401 65			
Manitoba .....	3,996 90	16,107 87	1	12,761 83			
British Columbia .....	13,590 55	71,626 27	6	28,744 98			
Prince Edward Island .....	16,532 48	23,057 63	3	57,938 45			
Totals .....	\$1,476,207 76	\$1,695,480 34	705	\$6,815,329 66	266	\$2,340,284 00	\$3,204,965 46

Post Office Savings Banks are in operation only in Ontario and Quebec.

The number of Post Offices on the establishment was 4,706 in January, 1875, having increased to that figure from 3,756 in January, 1870, or 25½ per cent.

The number of miles of post route has increased from 29,430 in 1870, to 38,087 in 1875, or 29½ per cent.

The number of letters and post cards annually passing by mail has increased in the same period from 24,500,000 to 39,358,500, or 60 per cent.

The postal revenue has augmented from \$1,010,767 in 1870 to \$1,476,207 in 1874\* equal to 46 per cent.

The postal expenditure has also increased from \$1,155,281 in 1870, to \$1,695,480 in 1874—equal to 47 per cent., or within about 1 per cent. of the augmentation in the revenue.

A comparison of these figures will indicate how large has been the extension of the business of this Department within the periods embraced by the dates above given.

The gross Postal Revenue included in the Accounts for the year ended 30th June, 1874, was as follows:—

For Ontario and Quebec .....	\$1,238,900 55
New Brunswick .....	86,276 39
Nova Scotia .....	117,910 89
Manitoba .....	3,996 90*
British Columbia.....	13,590 55
Prince Edward Island .....	15,532 48
	\$1,476,207 76

Of this amount \$1,084,287.95 was pre-paid by postage stamps.

\* For three-quarters of a year only.

**STATEMENT of Expenditure of Post Office Department of Canada in the several Provinces of the Dominion, as shewn in the Departmental Accounts, for the year ended 30th June, 1874.**

Expenditure.	Ontario and Quebec.	New Brunswick	Nova Scotia.	Manitoba.	British Columbia.	Prince Edward Island.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
<b>FOR MAIL SERVICE.</b>						
By stage, horseback, or on foot..	276,748 30	42,066 55	91,714 35	6,158 81	34,469 25	9,038 86
Railway .....	304,842 91	11,035 48	21,011 68			
Steamboat or other craft.....	29,549 99	6,216 93	4,642 30		19,033 79	6,916 63
Making and repairing mail bags.	5,283 86	717 37	1,149 23	2 13		648 00
<b>FOR SALARIES, COMMISSIONS AND ALLOWANCES.</b>						
<b>To Postmasters, Clerks, Letter Carriers, &amp;c., in City Post Offices .....</b>	152,766 75	15,430 95	15,053 01	1,973 50	2,812 20	3,758 06
Postmasters and Way Office keepers in Country Post Offices .....	239,037 24	24,964 35	40,279 19	589 51	5,108 36	3,343 50
Post Office Inspectors and their Clerks.....	40,605 61	6,070 00	6,240 00		1,897 47	
Railway Mail Clerks.....	104,083 03	7,010 30	6,126 74			
Ocean Mail Clerks.....	4,621 65					
Local Money Order Superintendents and their Clerks. in Maritime Provinces.....		3,190 00	4,509 98			
Commission on sales of postage stamps to city vendors .....	10,948 28	161 78	498 64			7 06
<b>MISCELLANEOUS.</b>						
Printing and advertising, stamps and scales, mail locks, travelling charges, tradesmen's bills, &c., &c.....	80,694 45	13,794 57	11,623 10	*7,383 92	*8,305 20	1,344 30
	1,249,182 07	130,658 28	202,848 22	16,107 87	71,626 27	25,057 63 71,626 27 16,107 87 202,848 22 130,658 28 1,249,182 07
						<b>\$1,695,480 34</b>

\*These sums include \$6,847.76 paid on account of Manitoba, and \$6,264.15 paid on account of British Columbia, to the United States Post Office, for transit charges on Mails for and from those Provinces.

**PACKET SERVICE WITH THE UNITED KINGDOM.**

*Quebec and Portland Weekly Service with Liverpool, viâ Derry.*

STATEMENT shewing the estimated number of Letters, Newspapers, Books, Patterns and Samples conveyed between Canada and the United Kingdom, for the Years ended November 1873 and 1874; with the number of Letters and Newspapers to and from the United States, by this route, during the same periods.

	FROM CANADA.				FROM UNITED STATES		TO CANADA.				TO UNITED STATES.	
	Letters.	News-papers.	Books.	Samples and Patterns.	Letters.	News-papers.	Letters.	News-papers.	Books.	Samples and Patterns.	Letters.	News-papers.
1873.....	847,150	727,743	17,501	5,683	216,508	125,585	929,094	879,726	34,487	18,735	5,488	3,906
1874.....	913,260	788,013	21,903	6,599	209,591	155,507	993,041	924,094	41,441	28,385	4,079	3,238
Increase...	66,110	60,270	4,402	916	.....	29,922	63,947	44,368	6,954	9,650	.....	.....
Decrease.....	.....	.....	.....	.....	6,917	.....	.....	.....	.....	.....	1,409	668

*Halifax, Nova Scotia, Fortnightly Service with Queenstown (Cork).*

STATEMENT showing the estimated number of Letters, Newspapers, &c., conveyed by the Halifax and Queenstown Mail Packets to and from New Brunswick and Nova Scotia, for the Year 1874.

	Letters.	Newspapers.	Books.	Samples and Patterns.
New Brunswick.....	22,893	14,937	970	362
Nova Scotia.....	235,260	235,238	7,530	3,508
	258,153	250,175	8,500	3,870

## CORRESPONDENCE WITH THE UNITED STATES.

The amount of correspondence passing between Canada and the United States, as indicated by the returns of the postage collected thereon, continues every year to increase.

In the year ended 30th June, 1874, the postage arising on letters was as follows:—

Collected in Canada .....	\$236,932 79
Collected in the United States .....	241,584 12
	\$478,516 91

This correspondence passed in the mails exchanged with the United States at the points in Canada shown in the following statement:—



RETURN of Postage accruing on Letters passing between Canada and the United States, for the Year ended 30th June, 1874.

Name of Office.	Collected in Canada.		Collected in United States.	
	\$	cts.	\$	cts.
<b>ONTARIO.</b>				
Brockville.....	41	88	85	91
B. & H. Railway.....	4,457	19	3,969	45
Canada Southern Railway (for three months).....	970	49	686	98
Clifton.....	1,156	68	1,025	06
Fort Erie.....	212	84	258	40
Great Western Railway.....	82,618	01	89,600	79
Hamilton.....	3,927	56	4,195	02
Kingston.....	5,471	98	5,351	54
London.....	570	71	882	76
Morrisburg.....	77	42	120	30
Niagara.....	50	55	6	34
Ottawa.....	2,880	80	2,264	10
Port Hope.....	928	48	248	92
Prescott.....	7,063	69	4,979	87
Sarnia.....	2,139	79	3,190	89
Silver Islet.....	43	53	1	98
Sombra.....	57	64	69	54
Toronto.....	14,197	21	16,858	81
Windsor.....	6,708	97	4,404	98
Total.....	133,575	42	138,261	14
<b>QUEBEC.</b>				
Hereford.....	6	74	5	90
Huntingdon.....	17	85	18	21
Lennoxville.....	2,481	99	2,087	79
Massawippi Valley Railway (for five months).....	416	89	2,120	09
Montreal.....	38,874	03	44,672	58
Montreal and Island Pond Railway.....	9,233	38	8,178	02
Quebec.....	2,857	36	2,582	34
St. Armand Station.....	270	50	208	39
St. Johns.....	747	41	356	30
South Eastern Railway.....	521	24	287	21
Stanstead.....	127	93	99	34
Vermont Junction Railway.....	150	39	111	64
Total.....	55,705	71	60,737	81
<b>NEW BRUNSWICK.</b>				
St. Andrews.....	560	71	30	10
St. John.....	20,917	23	14,953	29
St. Stephen.....	142	65	211	26
W. E. Railway.....	9,887	91	12,180	92
Woodstock.....	118	40	207	59
Total.....	31,626	90	27,583	16
<b>NOVA SCOTIA.</b>				
Halifax.....	9,077	03	10,903	37
Yarmouth.....	472	73	425	44
Total.....	9,549	76	11,328	81

RETURN of Postage accruing on Letters passing between Canada and the  
United States.—Continued.

Name of Office.	Collected in Canada.		Collected in United States.	
	\$	cts.	\$	cts.
<b>MANITOBA.</b>				
Fort Garry .....	1,261	73	959	58
West Lynn .....	126	29	137	63
Total .....	1,328	02	1,097	21
<b>PRINCE EDWARD ISLAND.</b>				
Charlottetown.....	3,216	87	2,564	79
<b>BRITISH COLUMBIA.</b>				
Victoria .....	1,730	11	11	20

**REGISTRATION.**

The number of registered letters passing by post in Canada appears to have been 1,562,000 within the year.

The list of casualties affecting this class of letters was larger than usual. This arose chiefly under the head of Registered letters lost or embezzled by persons in the service of the Post Office. Upwards of a hundred registered letters were abstracted at once from the safe of the Toronto Post Office by a confidential clerk in the employ of the Department, who, when he found detection impending, absconded and left the country, but subsequently acknowledged his criminality, and, as an evidence of repentance, made restitution of the amounts contained in the letters stolen.

**DEAD LETTERS.**

The number of dead letters received in the year ended 30th June, 1874, was 508,160.

Of this number there had originated in Canada, 438,643 ; and in other countries, 69,517.

Amongst these dead letters were 3,557 registered letters which had failed of delivery from various causes.

A special record is kept in the Dead Letter Office of the return to the senders of all registered letters, as well as of all letters containing enclosures of value.

As before noticed, all dead letters originating in Canada are now opened and returned to the writers.

STATEMENT of Receipt and Issue of Postage Stamps and Post Cards, for Year ended 30th June, 1874.

Denomi- nation.	Stamps on hand from last year.	Received from Manufac- turers.	Damaged Stamps returned by Post- masters.	Sus- pense Items.	Sur- plus.	Total Number of Stamps and Post Cards.	Amount. \$ cts.	Denomi- nation.	Issued to Post- masters during the year.	Mutila- ted Stamps des- troyed.	Sus- pense Items.	Def- iciency	Stamps on hand 30th June, 1874.	Total number of Stamps and Post Cards.	Amount. \$ cts.
Cts.								Cts.							
‡	84,500	450,000	99	100	.....	534,699	2,673 49½	‡	484,600	99	100	.....	49,900	534,699	2,673 49½
1	785,500	8,200,000	1,004	900	.....	8,987,404	89,874 04	1	8,312,700	1,004	900	.....	672,800	8,987,404	89,874 04
2	869,200	3,700,000	1,325	4,400	100	4,575,025	91,500 50	2	3,929,800	1,325	4,400	.....	639,500	4,575,025	91,500 50
3	2,612,800	21,600,000	2,167	783	100	24,215,850	726,475 50	3	21,066,700	2,167	783	.....	3,146,200	24,215,850	726,475 50
6	600,150	4,000,000	953	.....	50	4,601,153	276,069 18	6	4,196,350	953	.....	.....	403,850	4,601,153	276,069 18
12½	1,099,650	.....	327	.....	.....	1,099,977	137,497 12½	12½	76,850	327	.....	.....	1,022,800	1,099,977	137,497 12½
15	189,850	.....	1,199	.....	.....	191,049	28,657 35	15	99,500	1,199	.....	.....	90,350	191,049	28,657 35
P. Cards	382,800	2,503,000	218	.....	.....	2,886,018	28,860 18	P. Cards	2,642,900	218	.....	.....	242,900	2,886,018	28,860 18
							1,381,607 37								1,381,607 37

Value of Issue during the year, to 30th June, 1874 :-

To Ontario and Quebec.....	\$886,565 75
New Brunswick.....	73,975 00
Nova Scotia.....	84,565 00
Prince Edward Island.....	24,900 00
British Columbia.....	12,800 00
Manitoba.....	6,082 50
	<hr/>
	1,098,888 25

The Issue of 1873 was..... 980,075 75

## MONEY ORDER OPERATIONS.—1874.

	Ontario and Quebec.	New Brunswick.	Nova Scotia.	P. E. Island.	Manitoba	British Columbia.
Number of Money Order Offices.	529	47	81	1	1	3
Amount of Orders issued within the year.....	\$ cts. 4,181,123 26	\$ cts. 1,069,359 49	\$ cts. 1,465,401 65	\$ cts. 57,938 45	\$ cts. 12,761 83	\$ cts. 28,744 98
Net Revenue from Money Orders	28,691 19	3,783 22	4,912 74	501 50	86 45	677 97
Cost of Management, &c.....	18,465 34	3,876 55	4,410 00	.....	.....	.....

Total amount of Money Orders issued in year to 30th June, 1874, \$6,815,329.66.

STATEMENT of the Business of the Post Office Savings Bank, Canada, year by year, from the 1st April, 1868, to 30th June, 1874, with a Supplementary Statement to 31st December, 1874.

Period.	Number of Post Office Savings Banks at close of period.	Number of Deposits received during period.	Total amount of Deposits received during period.	Average amount of each Deposit received during period.	Number of Withdrawals during period.	Total amount of Withdrawals (Cash paid) during period.	Average amount of each Withdrawal during period.	Total Expenses of Management, including Salaries, Compensation to Postmasters, Printing, Stationery, &c.	Average Cost of each Transaction, viz: of each Deposit or Withdrawal.	Percentage of Cost of Management to Balance due to Depositors.	Number of Accounts Opened during period.	Number of Accounts Closed during period.	Number of Accounts Remaining Open at close of period.	Interest allowed to Depositors.	Total Amount standing to the credit of all Open Accounts, inclusive of Interest allowed at close of period.	Average Amount standing to credit of each Open Account at close of period.
Three months ended 30th June, 1868.....	81	3,247	\$ 212,507	\$ 65 44	166	\$ 8,857	\$ 53 35	\$ 8,389	\$ 43	.....	2,146	44	2,102	\$ 939	\$ 204,688	\$ 89 87
Year ended 30th June, 1869.....	213	16,653	927,885	55 71	4,787	298,754	61 99	5,808	14 0	23 4	6,429	1,319	7,212	21,094	856,814	118 80
Year ended 30th June, 1870.....	226	24,994	1,347,801	53 93	9,478	664,555	51 70	8,128	12 0	20 1	7,823	2,857	12,178	48,689	1,588,948	83 180
Year ended 30th June, 1871.....	230	33,256	1,917,576	57 66	15,148	1,093,438	66 72	11,108	40 0	20	9,424	4,449	17,153	84,273	2,407,259	65 145
Year ended 30th June, 1872.....	235	39,489	2,261,631	57 27	19,325	1,571,665	19 81	12,242	34 0	20 1	10,846	6,940	21,059	116,174	3,086,500	61 147
Year ended 30th June, 1873.....	239	44,413	2,306,918	51 94	22,159	1,925,989	32 86	15,083	78 0	22 1	11,886	9,528	23,526	126,932	3,207,051	57 186
Year ended 30th June, 1874.....	266	45,329	2,340,284	51 63	24,248	2,086,243	42 86	14,442	71 0	20 1	12,048	10,606	24,968	126,273	3,204,965	46 128
Six months ended 31st December, 1874.....	268	23,403	1,067,519	45 61	11,755	988,988	83 86	.....	.....	.....	5,964	5,470	25,492	15,046	1,132,742	94 122
Six years and nine months ended 31st December, 1874.....	268	230,764	12,382,221	.....	107,066	8,634,592	21	.....	.....	.....	66,705	41,213	25,492	162,942	13,132,742	94 122

\* These figures exhibit a further number and amount of withdrawals, not paid directly to Depositors, but paid over to the Receiver General to be inscribed on their behalf, in 5 per cent Dominion Stock.  
 † These amounts do not include the interest (which may be approximately stated as \$60,000.00), accruing on Depositors' balances for six months ended 31st December, 1874, the first half of the Fiscal year.

## POST OFFICE SAVINGS BANK.

During the year 1874 twenty-six new Savings Bank Offices were opened, the number being now 268.

The total balance due to depositors does not increase, having remained almost stationary since June, 1873.

In the deposits bearing interest at four per cent. there was, however, some advance, but the gradual withdrawal by depositors of money held by them at five per cent., under a system abandoned in 1871, constitutes a constant drain on the general balance. Since the 30th June, 1873, the sum of \$260,000 has been so withdrawn from the Post Office Savings Bank, and this exhaustive process will continue until the whole of the five per cent. portion of the fund shall have been extinguished.

After six years and nine months operations the deposits in the Canada Post Office Savings Bank appear to have reached a point beyond which their increase will only be very gradual, and may be expected to fluctuate with the general financial condition of the country from time to time.

In the first years of the existence of the institution considerable sums arising from the accumulated savings of previous years were attracted to the Post Office Savings Banks on account of the comparative security offered, subsequent deposits being smaller and not such as to swell the balance in the bank at the rapid rate of earlier years.

Moreover, the facilities to Post Office Savings Bank depositors, under a system adopted in 1871, for applying their Savings Bank money in sums of \$100 to inscription in a five per cent. Dominion stock, redeemable at par, whilst affording to the depositors an opening for advantageous investment, have caused the removal of considerable sums from the Post Office Savings Bank.

In the past three years the amount so withdrawn, or passing through the Post Office Savings Bank for investment in the Dominion stock at the higher rate of interest, was \$1,144,400.

It must be borne in mind also that the labouring and artizan classes in Canada have opportunities not generally enjoyed by the same classes in older countries, of becoming the owners of real property, and that it is an ambition with the working man in Canada to acquire property and own at least the house he lives in, or the farm on which he works.

That portion of the thrifty working man's wages, which, in some countries, he might place, and be satisfied to leave, in a savings bank at a low rate of interest, the same man in Canada would be likely to devote to periodical payments on the purchase of a house or farm.

It seems reasonable to conclude, therefore, that while the Post Office Savings Bank in Canada may continue to attract the savings of those to whom its advantages are made known, or the temporary investment of trust funds on the score of safety, it

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will be regarded by the majority of depositors as but a means of accumulating, prior to investment of a more profitable or permanent character elsewhere, either in Government or other securities, or in real property, such for instance as the \$380,000 now annually invested in Dominion stock through the medium of the Post Office Savings Bank as above noticed.

The number of depositors holding accounts in the Post Office Savings Bank on the 31st December, 1874, was 25,492, being an increase of 590 during the year.

The cost of maintaining the Post Office Savings Bank, as respects management and charges of all kinds, has, since its commencement, averaged something less than one-half of one per cent. on the balance due to depositors year by year. No losses by fraud or otherwise have occurred since the Post Office Savings Bank commenced operations.

One case of fraud upon a depositor occurred during the past year, through his successful personation, supported by the presentation of his pass book by the person perpetrating the fraud. The offender fled the country before the fraud was discovered

D. A. MACDONALD,

*Postmaster General.*

POST OFFICE DEPARTMENT,

OTTAWA, 1st May, 1875.



HALIFAX AND QUEENSTOWN SERVICE.

RETURN of the Passages performed by the Packets conveying Mails fortnightly between Halifax, Nova Scotia, and Queenstown, Ireland, during the Year ended 31st December, 1874, being net time after deducting detentions.

Name of Packet.	Left Queenstown, 1874.	Arrived at Halifax, 1874.	Name of Packet.	Left Halifax, 1874.	Arrived at Queenstown, 1874.
Canadian	14.....	January 27.....	Circasian	January 13.....	January 22.
Nestorian	do 28.....	February 8.....	Hibernian	do 27.....	February 17.
Caspian	February 11.....	do 23.....	Canadian	February 10.....	do 19.
Canadian	do 25.....	March 9.....	Nestorian	do 24.....	March 5.
Nestorian	do 11.....	do 20.....	Caspian	March 10.....	do 19.
Hibernian	do 25.....	April 8.....	Canadian	do 24.....	April 2.
Nova Scotian	April 8.....	do 20.....	Nestorian	April 7.....	do 16.
Nestorian	do 22.....	May 1.....	Hibernian	do 21.....	do 30.
Caspian	do 6.....	do 18.....	Nova Scotian	do 5.....	May 22.
Austrian	do 20.....	do 29.....	Nestorian	do 19.....	do 29.
Circasian	June 3.....	June 12.....	Caspian	June 2.....	June 10.
Hibernian	do 17.....	do 27.....	Austrian	do 16.....	do 25.
Austrian	do 1.....	July 12.....	Nova Scotian	do 30.....	July 10.
Peruvian	do 15.....	do 24.....	Hibernian	July 14.....	do 23.
Caspian	do 29.....	August 9.....	Austrian	do 29.....	August 6.
Hibernian	August 12.....	do 23.....	Nova Scotian	August 11.....	do 20.
Nova Scotian	do 26.....	September 7.....	Caspian	do 25.....	September 3.
Prussian	September 9.....	do 18.....	Hibernian	September 8.....	do 17.
Caspian	do 23.....	October 2.....	Nova Scotian	do 22.....	October 16.
Peruvian	October 7.....	do 17.....	Prussian	October 6.....	do 15.
Circasian	do 21.....	do 31.....	Caspian	do 20.....	do 28.
Scandinavian	November 4.....	November 14.....	Peruvian	November 3.....	November 11.
Peruvian	do 18.....	do 28.....	Prussian	do 17.....	do 26.
Manitoban	December 2.....	December 15.....	Scandinavian	December 1.....	December 9.
Caspian	do 16.....	do 26.....	Peruvian	do 15.....	do 24.
		1875.			1875.
Nova Scotian	do 30.....	January 13.....	Manitoban	do 29.....	January 10.

Average passage 9½ days, net time.

Average passage 10½ days, net time.

RETURN of Passages, number of Passengers and Cargoes of the Steamships of the Montreal Ocean Steamship Company, under Contract for the Conveyance of the Mails from Liverpool to Portland, and from Portland to Liverpool from 6th November, 1873, till 9th May, 1874, being net time after deducting detentions.

Steamship.	Captain.	Left Liverpool.	Arrived at Portland.	Passage.		Number of Passengers.	Freight in tons.		Left Portland.	Arrived at Liverpool.	Passage.		Number of Passengers.	Barrels.		Bushels of Grain.	Kegs of Butter.	Boxes of Cheese.	Sundries.	Packages of Provisions.	Total Barrel Bulk.		
				Days.	H. M.		Portland.	Canada.			Days.	H. M.		Ashes.	Flour.								
Hibernian	Archer	1873 Nov. 6	1873 Nov. 18	11	4.30	159	61	577	Nov. 29	Dec. 9	9	12	156	349	25	2,492	3,660	10,920	1,183	2,857	12,764		
Scandinavian	Smith	Nov. 14	Nov. 24	9	5	122	91	877	Dec. 6	Dec. 17	9	20.30	167	179	11	2,315	2,153	4,622	1,125	2,843	10,404		
Prussian	Dutton	Nov. 20	Dec. 4	13	15.20	132	46	937	Dec. 14	Dec. 24	10		94	1,900	3,763	3,606	1,823	564	1,750	8,808			
Austrian	Ritchie	Nov. 27	Dec. 13	14	17.30	99	111	1,069	Dec. 20	Jan. 4	14	11	37	130	2,853	1,034	2,029	640	1,636	1,398	7,695		
North American	Miller	Dec. 4	Dec. 16	11	2.30	100	140	1,027	1874 Jan. 4	Jan. 14	9	20.45	60		2,889	3,086	150		1,233	2,171	8,702		
Nestorian	Watts	Dec. 11	Dec. 24	11	19.15	82	212	1,213	1873 Dec. 28	Jan. 7	9	4.15	39	110	4,896	6,040	107		197	6,260	17,766		
Polynesian	Brown	Dec. 18	Jan. 3	14	13.25	84	79	1,152	1874 Jan. 10	Jan. 23	8	21.45	88		22,344	369			791	4,146	12,839		
Circassian	Wylie	Dec. 25	Jan. 8	13	6	64	200	1,271	1874 Jan. 17	Jan. 29	11		75	400	700	4,895	89	1,940	662	3,343	10,700		
Prussian	Richardson	Jan. 1	Jan. 15	12	21.40	66	118	1,577	Jan. 31	Feb. 13	12	6	53	50	2,100	13,201			2,256	2,872	11,428		
Scandinavian	Smith	Jan. 8	Jan. 21	11	20	68	281	1,647	Jan. 24	Feb. 3	10		62	136	2,800	15,006	1,143		1,036	3,712	13,509		
Caspian	Trocks	Jan. 15	Feb. 1	14	22.10	67	128	1,968	Feb. 7	Feb. 18	10	22.30	42	196	2,700	39,614	58		1,064	1,503	14,574		
Nova Scotian	Ritchie	Jan. 22	Feb. 4	11	4.10	96	323	2,571	Feb. 14	Feb. 25	10	50	100	3,199	32,771	60	600	3,696	4,245	19,225			
Polynesian	Brown	Jan. 29	Feb. 10	11	8.35	85	479	1,708	Feb. 21	Mar. 3	9	23.25	61	1,595	22,280	80		701	3,523	13,301			
Circassian	Wily	Feb. 5	Feb. 19	12	18	88	374	1,425	Feb. 28	Mar. 12	11	6	39	51	100	9,580		540	2,362	3,159	9,840		
Prussian	Dutton	Feb. 12	Feb. 28	15	1.30	116	571	1,632	Mar. 7	Mar. 18	11	2	23	125	2,605	7,696	4	300	364	3,839	12,121		
Hibernian	Archer	Feb. 19	Mar. 6	14	10	174	427	1,434	Mar. 14	Mar. 25	10	6	64	46	2,246	9,128		698	1,489	3,338	10,418		
Scandinavian	Smith	Feb. 26	Mar. 10	11	10.15	163	574	1,540	Mar. 21	Apr. 1	10	18.40	26	2,495	23,080			1,664	2,992	12,711			
Nova Scotian	Ritchie	Mar. 5	Mar. 16	10	9.23	281	189	844	Mar. 28	Apr. 8	10	5.30	49	130	1,600	22,441		600	324	1,591	9,691		
Austrian	Miller	Mar. 12	Mar. 25	12	4	238	454	1,686	Apr. 4	Apr. 14	9	22.20	57	292	3,100	26,392	2	571	786	2,169	18,564		
Circassian	Wylie	Mar. 19	Apr. 4	15	6	311	238	1,235	Apr. 11	Apr. 22	10	12	78	100	2,000	22,801			688	1,266	9,799		
Prussian	Dutton	Mar. 26	Apr. 13	17	11.30	173	786	1,416	Apr. 18	Apr. 29	11	4.30	29	120	4,401	34,692			428	1,858	14,363		
Caspian	Trocks	Apr. 2	Apr. 16	12	17.50	378	854	826	Apr. 25	May 5	9	17.35	67	30	501	67,624			599	181	15,108		
Polynesian	Brown	Apr. 9	Apr. 23	13	11.30	544	456	396	May 2	May 13	10	5.30	90		2,000	47,743			34	131	11,981		
Scandinavian	Smith	May 9	May 22	11		55			May 9	May 22	11		71				359			153	205		
Nova Scotian	Richardson																						
				296		20.05		3,690		7,194		29,928											
				Average passage Westward		12		21.45		Average passage Eastward		10		12.10									

RETURN of Passages, number of Passengers and Cargoes of the Steamships of the Montreal Steamship Company, under Contract for the Conveyance of the Mails from Liverpool to Quebec, and from Quebec to Liverpool, from 16th April, 1874, till 21st November, 1874, being net time after deducting detentions.

Steamship.	CAPTAIN.	Left Liverpool.	Arrived at Quebec.	Passage.		Number of Passengers.	Freight in tons.		Left Quebec.	Arrived at Liverpool.	Passage.		Number of Passengers.	Barrels.		Bushels of Grain.	Kegs of Butter.	Boxes of Cheese.	Sundries.	Packages of Provisions.	Deals.	Total Barrel Bulk.
				Days.	H. M.		Quebec.	Montreal & West.			Days.	H. M.		Ashes.	Flour and Meal.							
Sarmatian	Aird	April 16	April 28	11	4.25	677	365	1,929	May 16	May 27	9	3.15	200	688	1,296	40,463		44	387	416		11,785
Circassian	Wylie	April 23	May 10	11	12.10	291	332	1,653	May 23	June 2	10		145	224	1,000	32,404		431	60	1,270	3,086	10,628
Prussian	Dutton	April 30	May 11	10		696	323	939	May 30	June 10	11	5	116	503	1,853	28,405		886	313	684	4,072	12,958
Hibernian	Archer	May 7	May 21	12	22	752	425	1,128	June 6	June 16	9	14.15	224	258	3,179	51,888	14	2,273	169	751	18,002	
Polynesian	Brown	May 14	May 26	8	23.50	797	410	1,642	June 13	June 23	10	9.45	290	209	1,773	35,141		4,278	224	642	72	12,941
Scandinavian	Smith	May 21	June 1	10	8.30	805	163	910	June 20	July 1	9	19	197	120		38,741	312	7,037	140	1,153		13,797
Nova Scotian	Richardson	May 28	June 10	11	18.25	599	95	1,312	June 27	July 7	10	0.25	176	210	289	40,979	852	11,914	216	1,230		17,282
Circassian	Wylie	June 4	June 15	10	12.20	878	292	654	July 4	July 14	9	12	200	711	20,901	1,187	15,296	20	727		15,028	
Prussian	Dutton	June 11	June 21	9	16	579	88	1,076	July 11	July 21	9	21	158	298	1,300	34,940	858	12,784	488	770		16,886
Caspian	Trocks	June 18	June 29	10	9.25	423	122	1,625	July 18	July 27	8	15.30	227	206	100	58,380	330	9,568	305	564		19,646
Polynesian	Brown	June 25	July 4	8	3.30	373	132	2,143	July 25	Aug. 3	9	2	129	87		28,968	1,010	7,788	900	147	10,217	13,217
Scandinavian	Smith	July 2	July 14	11	4.10	339	172	1,393	Aug. 1	Aug. 11	10	1.55	125		300	31,888	703	6,007	177	267	8,146	13,665
Circassian	Wylie	July 9	July 21	10	16.10	344	101	1,883	Aug. 8	Aug. 17	9	5	118			46,113	2,030	12,311	47	140		15,729
Nova Scotian	Richardson	July 16	July 27	9	20	700	72	1,501	Aug. 15	Aug. 25	9	13	181	50		46,495	2,696	12,568	351	383		19,442
Peruvian	Watts	July 23	Aug. 2	9	18.25	528	141	1,891	Aug. 22	Aug. 31	8	21	191	134		27,322	2,727	14,227	24	403		13,719
Sarmatian	Aird	July 30	Aug. 10	10	4	385	94	1,420	Aug. 29	Sept. 8	9	5.30	177	94		52,188	3,771	11,506	128	423		20,508
Prussian	Dutton	Aug. 6	Aug. 15	8	16.35	399	316	2,356	Sept. 5	Sept. 16	9	15	218	152		27,097	2,925	8,018	776	304		13,139
Polynesian	Brown	Aug. 13	Aug. 25	10	21.40	441	131	1,364	Sept. 12	Sept. 23	10	10	164	111		16,938	3,004	11,959	92	511		10,595
Scandinavian	Smith	Aug. 20	Aug. 31	9	23.20	541	61	835	Sept. 19	Sept. 29	9	4	140	69		37,883	2,017	7,079	669	547		13,812
Austrian	Ritchie	Aug. 27	Sept. 6	9	4.25	515	462	1,446	Oct. 7	Oct. 17	9	6	214	71		46,050	3,121	9,465	626	202		17,078
Peruvian	Watts	Sept. 3	Sept. 13	9	11.20	455	682	1,202	Oct. 20	Oct. 27	9	9.25	257	159		36,598	1,423	5,968	805	548		12,344
Sarmatian	Aird	Sept. 10	Sept. 21	10	5.20	301	680	1,451	Oct. 17	Oct. 27	9	9.25	257	159		36,598	1,423	5,968	805	548		12,344
Circassian	Wylie	Sept. 17	Sept. 28	8	15.40	572	620	1,858	Oct. 24	Nov. 3	9	22	165	45	255	34,184	3,433	9,234	826	329		13,061
Prussian	Dutton	Sept. 24	Oct. 5	10	8	240	186	1,293	Nov. 10	Nov. 17	9	10	250	261	315	37,260	3,780	11,722	1,250	312		16,568
Scandinavian	Smith	Oct. 1	Oct. 14	12	9	252	189	1,541	Nov. 14	Nov. 24	10	5.30	201	167	111	32,525	4,156	5,826	1,241	577		13,001
Hibernian	Archer	Oct. 8	Oct. 21	12	20	347	74	1,817	Nov. 21	Dec. 1	9	11.45	359	124	1,504	35,717	2,599	6,699	2,733	382		17,943
Nova Scotian	Richardson	Oct. 15	Oct. 26	10	13.40	297	169	2,194	Nov. 21	Dec. 1	9	11.45	359	124	1,504	35,717	2,599	6,699	2,733	382		17,943
Sarmatian																						

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POSTAL ARRANGEMENT BETWEEN THE UNITED STATES AND THE  
DOMINION OF CANADA.

The Post Office Department of the United States of America, and the Post Office Department of the Dominion of Canada, being desirous of effecting, by means of a new arrangement, the unification of the Postal systems of the United States and Canada, in respect to correspondence exchanged between them, the undersigned, duly authorized for that purpose by their respective Governments, have agreed upon the following Articles :—

ARTICLE I.

Correspondence of every kind, written and printed, embracing letters, postal cards, newspapers, pamphlets, magazines, books, maps, plans, engravings, drawings, photographs, lithographs, sheets of music, &c., and patterns and samples of merchandize, including grains and seeds, mailed in the United States and addressed to Canada, or, *vice versa*, mailed in Canada and addressed to the United States, shall be fully prepaid at the domestic postage rates of the country of origin, and the country of destination will receive, forward and deliver the same free of charge.

ARTICLE II.

Each country will transport the domestic mails of the other by its ordinary mail routes in closed pouches through its territory, free of charge.

ARTICLE III.

Patterns and samples of merchandize, not exceeding the weight of eight ounces, may be exchanged in mails between the two countries, under such regulations in regard to the forwarding and delivery of the same, as either of the Post Office Departments shall prescribe, to prevent violation of the Revenue laws. They must never be closed against inspection, but must always be so wrapped or enclosed that they may be readily and thoroughly examined by postmasters. The postage on each pattern or sample shall be ten cents, prepayment obligatory.

ARTICLE IV.

No accounts shall be kept between the Post Office Departments of the two countries in regard to international correspondence of any kind exchanged between them, but each Department will retain, to its exclusive use, all the postage it collects on mail matter of every kind sent to the other for delivery.

ARTICLE V.

The Post Office Departments of the United States and Canada shall each return to the other all dead letters, unopened and without charge, monthly or oftener, as may best suit the regulations of each Department.

ARTICLE VI.

The expense of transporting the mails between the frontier exchange offices, where the conveyance is by water, shall be borne equally by the two Departments; but when the transportation is by land, the expense shall be borne by each in proportion to the distance travelled over the territory of each country. All contracts for such transportation shall, before they go into operation, be approved by the Post Office Department of each country.

## ARTICLE VII.

All offices now exchanging mails shall continue to act as offices of exchange under this convention. The two Departments may at any time, by mutual agreement, discontinue any of the said offices of exchange, or establish others.

## ARTICLE VIII.

The existing arrangement for the exchange of registered letters between the two countries shall continue in full force; but the registration fee on registered letters sent from the United States to Canada shall be the same as the registration fee charged in the United States for domestic registered letters.

## ARTICLE IX.

This arrangement, except so far as it relates to letter postage, shall take effect from the first of January, 1875. The reduced letter rate will come into operation on the first of February, 1875. It shall continue in force until terminated by mutual agreement; and it may be annulled at the desire of either Department, upon six months' previous notice given to the other.

Done in duplicate and signed at Ottawa, the 27th day of January, 1875; and at Washington, the 1st day of February, 1875.

(Signed),

D. A. MACDONALD,

*Postmaster-General of Canada.*

(Signed),

MARSHALL JEWELL,

*Postmaster-General of the United States.*

I hereby approve the foregoing postal arrangement, and in testimony thereof I have caused the seal of the United States to be affixed.

(Signed),

U. S. GRANT.

By the President,

(Signed,)

HAMILTON FISH,

*Secretary of State.*

WASHINGTON, 1st February, 1875.

REPORT No. 1, A.

Statement of the Receipts and Expenditure of the Post Office Department of Canada, in the Provinces of Ontario and Quebec, within the year ended 30th June, 1874,

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RECEIPTS.	Amount.	Total Amount.	EXPENDITURE.	Amount.	Total Amount.
	\$ cts.	\$ cts.		\$ cts.	\$ cts.
Balances due by Postmasters, 30th June, 1873.....		57,578 19			
Amount of Gross Postage (Money).....	\$ 274,526 83		Report: (Conveyance of Mails by Land.....)	276,748 30	
Amount of do (Stamps).....	883,531 63½		do by Steamboats and Sailing Vessels.....	29,549 99	
Amount of Letter Box Rents.....	12,962 19		do do by Railways.....	304,842 01	
Amount of Miscellaneous Receipts.....	72 76		do do by Railways.....	5,283 86	
	1,171,093 40½		Making and repairing Mail Bags and Locks,		616,425 06
Amount of Miscellaneous Receipts at the Post Office Department.....	281 35		A. Salaries.....	507,788 27	
Amount authorized to be applied and accounted for as the Post Office Revenue, being assessed as the equivalent of the Postage, which would have been payable on the Legislative and Departmental correspondence, carried free by the Post Office Department, within the year.....	64,000 00		B. Forward Allowances.....	21,026 35	
	14,016 26		C. Allowances towards Rent, Fuel & Light,	12,289 66	
Amount of Canadian Postage, collected in Great Britain, not included in the above.....	1,249,391 01½		D. Discount to Stamp Vendors.....	10,948 28	
Less—Returned, refused, mis-sent, and re-directed Letters.....	10,490 46½		A. Travelling Expenses.....	11,572 60	
Balance.....	1,238,900 55		B. Tradesmen's Bills.....	39,101 35	
	10,229 98		C. Rents and Taxes.....	1,175 63	
	\$1,306,708 72		D. Stationery, Printing and Advertising.....	8,437 87	
			E. Fuel and Light.....	7,858 26	
			F. Miscellaneous Disbursements.....	12,548 79	
			Balances due by Postmasters, 30th June, 1874.....		80,694 45
					57,526 65
					\$1,306,708 72

H. A. WICKSTEED,  
Accountant.

D. A. MACDONALD,  
Postmaster-General.

15

REPORT No. 1, B.

STATEMENT of the Receipts and Expenditure of the Post Office Department of Canada, in the Province of Nova Scotia within the year ended 30th June, 1874.

RECEIPTS.	Amount.	Total Amount.	EXPENDITURE.	Amount.	Total Amount.
	\$ cts.	\$ cts.		\$ cts.	\$ cts.
Balances due by Postmasters, 30th June, 1873	\$ 15,828 43	3,801 79	Report : { Conveyance of Mails by Land.....	91,714 35	
Amount of Gross Postage (Money)....	102,221 14½		do { Steamboats and Sailing Vessels.....	4,642 30	
Amount of do (Stamps)....	1,038 25		do { by Railways.....	21,011 68	
Amount of Letter Box Rents .....	.....		Making and repairing Mail Bags and Locks..	1,149 23	118,517 56
Amount of Miscellaneous Receipts.....	.....		{ A. Salaries.....	68,788 15	
		119,097 82½	B. Forward Allowance.....	1,655 77	
Loss--Returned, refused, mis-sent and re-directed Letters.....	.....	1,186 92½	{ C. Allowances forwards Rent, Fuel and Light.....	1,765 00	
		117,910 89	{ D. Discount to Stamp Vendors.....	498 64	72,707 56
			{ A. Travelling Expenses.....	1,368 34	
			B. Tradesmen's Bills.....	519 09	
			C. Rents and Taxes.....	8,428 11	
			D. Stationery, Printing and Advertising.....	1,307 56	11,623 10
			E. Fuel and Light.....	.....	
			{ Miscellaneous Disbursements.....	.....	
Balance .....	.....	86,395 38	Balances due by Postmasters, 30th June, 1874.....	.....	5,259 84
		\$208,108 0			\$208,108 06

H. A. WIGSTEED,  
Accountant.

D. A. MACDONALD,  
Postmaster-General.

REPORT No. 1, C.

STATEMENT of the Receipts and Expenditure of the Post Office Department of Canada, in the Province of New Brunswick within the year ended 30th June, 1874.

RECEIPTS.	Amount.	Total Amount.	EXPENDITURE.	Amount.	Total Amount.
	\$ cts.	\$ cts.		\$ cts.	\$ cts.
Balances due by Postmasters, 30th June, 1873	.....	5,250 08	Report: { Conveyance of Mails by Land.....	42,066 55	
Amount of Gross Postage (Money).....	\$13,256 30		do do by Steamboats and Sailing Vessels..	6,216 93	
Amount of do (Stamps).....	71,719 60½		do do by Railways.....	11,035 48	
Amount of Letter Box Rents.....	1,071 67		{ Making and repairing Mail Bags and Locks	717 37	60,036 33
Amount of Miscellaneous Receipts.....	.....		( A. Salaries.....	54,352 44	
		86,047 57½	B. Forward Allowances.....	1,173 16	
Amount of Miscellaneous Receipts at the P. O. Dept.	.....		C. Allowances towards Rent, Fuel, and Light.....	1,140 00	
Less—Returned, refused, mis-sent and re-directed Letters.....	.....	86,047 57½	{ D. Discount to Stamp Vendors.....	161 78	56,827 38
		1,054 97	( A. Travelling Expenses.....	1,296 25	
		87,102 54½	B. Tradesmen's Bills.....	1,407 57	
		826 15½	C. Rents and Taxes.....	1,080 00	
		86,276 39	D. Stationery, Printing, and Advertising.....	7,464 07	
			E. Fuel and Light.....	1,252 63	
			F. Miscellaneous Disbursements.....	1,314 05	13,794 57
Balance .....	.....	45,679 42			6,547 61
		\$137,205 89	Balances due by Postmasters, 30th June, 1874.....	.....	\$137,205 89

H. A. WICKSTEED,  
Accountant.

D. A. MACDONALD,  
Postmaster-General.

REPORT No. 1, D.

STATEMENT of the Receipts and Expenditure of the Post Office Department of Canada, in the Province of Manitoba, within the year ended 30th June, 1874.

N.B.—Not including the Postmasters' Accounts current for the last Quarter; said Accounts not having been received in time to be included.

RECEIPTS.	Amount.	Total Amount.	EXPENDITURE.	Amount.	Total Amount.
Balances due by Postmasters, 30th June, 1873.....	\$ cts.	\$ cts.		\$ cts.	\$ cts.
Amount of Gross Postage (Money).....	718 86	1,736 42	Report: (Conveyance of Mails by Land Steamboats and do by Sailing Vessels.....	6,158 81	
Amount of Gross Postage (Stamps).....	3,367 71		do do by Railways.....		
Amount of Letter Box Rents.....			2 D. Making and repairing Mail Bags and Locks.....	2 13	6,160 94
Amount of Miscellaneous Receipts.....	4,086 57		3 D. (A. Salaries.....	2,563 01	
Less—Returned, refused, mis-sent and re-directed Letters.....	89 67	3,996 90	(B. Forward Allowances.....		
			C. Allowances towards Rent, Fuel and Light.....		
			(D. Discount to Stamp Vendors.....		
			4 D. (A. Travelling Expenses.....	69 98	
			(B. Tradesmen's Bills.....	135 00	
			C. Rents and Taxes.....	68 71	
			D. Stationery, Printing and Advertising.....	197 42	
			E. Fuel and Light.....	6,912 81	
			F. Miscellaneous Disbursements.....		
Balance.....		12,272 75	Balances due by Postmasters, 30th June, 1874.....		7,383 92
		\$18,006 07			1,898 20
					\$18,006 07

D. A. MACDONALD,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.



REPORT No. 1, E.

STATEMENT of the Receipts and Expenditure of the Post Office Department of Canada, in the Province of British Columbia, within the year ended 30th June, 1874.

RECEIPTS.	Amount.	Total Amount.	EXPENDITURE.	Amount.	Total Amount.
Balances due by Postmasters, 30th June, 1873. ....	\$ cts.	\$ cts.		\$ cts.	\$ cts.
Amount of Gross Postage (Money) . . . \$ 1,549 33	.....	.....	Conveyance of Mails by Land.....	34,469 25	
Amount of do (Stamps)..... 11,390 61½	.....	.....	do do by Steamboats and Sailing Vessels....	19,033 79	
Amount of Letter Box Rents..... 590 00	.....	.....	do do by Railways .....	.....	53,503 04
Amount of Miscellaneous Receipts.....	13,529 94½		Making and repairing Mail Bags and Locks .....	.....	
do do at the P. O. Department.....	121 57		A. Salaries .....	9,475 21	
Less-Returned, refused, mis-sent and re-directed Letters.....	60 96½	13,590 55	B. Forward Allowances .....	142 82	
Balances due to Postmasters, 30th June, 1874. ....	.....	243 76	C. Allowances towards Rent, Fuel and Light .....	200 00	9,818 03
	.....	.....	D. Discount to Stamp Vendors .....	.....	
	.....	.....	A. Travelling Expenses .....	732 68	
	.....	.....	B. Tradesmen's Bills .....	144 24	
	.....	.....	C. Rents and Taxes .....	277 50	
	.....	.....	D. Stationery, Printing and Advertising.....	430 30	
	.....	.....	E. Fuel and Light .....	264 79	
	.....	.....	F. Miscellaneous Disbursements .....	6,455 60	8,305 20
Balance .....	.....	58,938 71	Amount due to Postmasters, 30th June, 1873, and paid during this year.....	.....	1,146 75
		\$72,773 02			\$72,773 02

D. A. MACDONALD,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.

REPORT No. 1, F.

STATEMENT of the Receipts and Expenditure of the Post Office Department of Canada, in the Province of Prince Edward Island, within the year ended 30th June, 1874.

N. B.—Including accounts from Country Offices for three quarters only.

RECEIPTS.	Amount.	Total Amount.	EXPENDITURE.	Amount.	Total Amount.
	\$ cts.	\$ cts.		\$ cts.	\$ cts.
Balances due by Postmasters, 30th June, 1873 .....			Report: { Conveyance of Mails by Land .....	9,038 86	
Amount of Gross Postage, (Money) .... \$3,027 60			do { Steamboats and Sailing Vessels .....	6,916 63	
do (Stamps) ... 12,047 24			do { Railways .....	645 60	16,604 09
Amount of Letter Box Rents .....	537 85		Making and repairing Mail Bags and Locks.	6,227 66	
Amount of Miscellaneous Receipts .....			(A. Salaries .....	374 50	
	15,612 69		B. Forward Allowances .....	7 08	7,109 24
Less—Returned, refused, mis-sent and re-directed Letters .....	80 21	15,532 48	C. Allowances towards Rent, Fuel and Light .....	40 00	
			(A. Travelling Expenses .....	247 21	
Balance .....		\$0,895 12	B. Tradesmen's Bills .....	582 28	
		\$26,427 60	C. Rents and Taxes .....	220 18	
			D. Stationery, Printing and Advertising .....	254 63	
			E. Fuel and Light .....		1,344 30
			F. Miscellaneous Disbursements .....		1,369 97
			Balances due by Postmasters, 30th June, 1874 .....		\$26,427 60

H. A. WICKSTEED,  
Accountant.

D. A. MACDONALD,  
Postmaster-General.

REPORT No. 2, A.

DETAIL of all payments for Mail Transportation, in Ontario and Quebec, made within the year ended 30th June, 1874.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in miles.	No. of Trips per week.	Period.	Amount.	
						\$	cts.
Abbotsford, Granby and Milton.	J. J. Dougherty.	Vehicle	18	6	12 months	450	00
Aberarder and Railway Station.	G. McBean	Foot or vehicle	8	As req.	6 do	13	00
do do	W. Johnston.	do	8	6	do	13	00
Abercorn and Glen Sutton	W. A. Brown.	Vehicle	7	1	6 do	22	00
do do	C. D. Esty.	do	7	1	6 do	22	00
Abercorn, &c., and Railway Station	A. B. Foster	Optional	2	12	do	816	67
Abercorn and Railway Station.	A. A. Shepard	do	2	6	do	8	27
Acton and Knatchbull	W. Reed.	do	5	2	12 do	72	00
Acton Vale and Leonard's Hill.	M. Leonard	Vehicle	10	1	12 do	40	00
Acton Vale and Roxton Falls.	A. Desautels	do	6	6	12 do	132	00
Acton Vale and St. Théodore d'Acton	P. Detelle	do	4	3	12 do	50	00
Adamsville and Brigham	R. Goddard	do	4	6	12 do	90	00
Adamsville and Granboro'	do	do	6	3	12 do	78	00
Adderley and St. Pierre Baptiste	P. A. Drolet.	Horse or vehicle.	3	3	12 do	45	00
Addington Road and Harlowe.	G. Bishop	do	4	1	12 do	24	00
Addison and Railway Station.	A. Taplin.	Vehicle	7	6	12 do	127	00
Agincourt Station and L'Amoureux	W. Long	Horse or vehicle.	4	3	9 do	52	50
Ailsa Craig and Falkirk.	T. Hey	Optional	4	3	12 do	88	00
Aird and Clarenceville	S. O. Clark	Vehicle	6	3	12 do	60	00
Airlie and Bauda	R. Dixon	Optional	44	2	9 do	36	75
do do	do	do	74	2	3 do	20	25
Albert and Marysville	W. McMurray.	Horse or vehicle.	74	3	3 do	31	25
Alberton and Lynden.	L. Lawrence	do	7	6	12 do	200	00
Albion and Macville	G. Taylor.	do	3	3	12 do	65	00
Albion and Mount Hurst.	do	do	6	3	9 do	48	00
Albion and Palgrave	R. Elliott.	Vehicle	14	3	12 do	234	00
Albion and Railway Station.	D. Small	Optional	4	24	12 do	80	00
Albury and Rednersville	J. Rose	do	4	3	12 do	48	52
Aldboro' and Rodney	G. Gordon	do	6	2	12 do	50	00
Aldershot and Waterdown	A. Baker	Horseback	24	12	6 do	109	00
do do	J. Roderick	do	24	12	6 do	105	00
Alexandria and Athol	J. Fisher	do	20	3	12 do	229	00
Alfred and L'Original	E. Holmes	Optional	15	3	7mo. 18 days	94	00
Algonquin and Maitland	E. McKenzie	Horse or vehicle.	6	2	12 months.	52	00
Allanburg and Railway Station.	J. Waters	On foot.	4	12	12 do	78	24
Allard Settlement and Nouvelle.	A. Kerr	Horse or vehicle.	6	2	12 do	40	00
Allendale Mills and Keene	T. Aitkin	Optional	24	6	3 do	11	50
Allendale and Painswick	J. Huggard	Horse or vehicle.	34	3	12 do	60	00
Allendale and Railway Station	A. Miscampbell	On foot	8	24	12 do	75	00
Allenwood and Elmvale	J. G. Dickinson	Optional	6	1	7 do	26	25
Alliston and Elm Grove	J. Berridge	Horse or vehicle.	6	6	12 do	200	00
Alloa and Edmonton	W. Townsend	Optional	3	3	12 do	39	00
Allumette Island and Fort Coulonge	J. Landon	do	21	3	1 do	28	75
Allumette Island and Waltham.	do	do	8	2	11 do	45	83
Alma and Railway Station	C. Milne	do	3	12	12 do	69	00
Alma and Winfield	T. A. Hambly	Horse or vehicle.	8	3	12 do	140	00
Almonte and Clandeboye	H. Kennedy	do	6	2	12 do	80	00
Almonte and Clayton	J. Gemmill	Vehicle	11	6	12 do	312	00
Almonte and Railway Station	E. Dowdall	Optional	4	18	3 do	23	40
do do	do	do	4	24	9 do	94	00
Almonte and West Huntley	E. Horan	Horse or vehicle.	8	3	12 do	150	00
Alport and Bracebridge	W. H. Taylor	Vehicle	4	2	5 mo. 5 days	46	00

REPORT No. 2, A.—Detail of all payments for Mail Transportation, in Ontario and Quebec, made within the year ended 30th June, 1874.—Continued.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in miles.	No. of Trips per week.	Period.	Amount.	
						\$	cts.
Alton and Cataract	A. Dick	Vehicle	3	6	12 (less fine).	86	00
Alton and Railway Station	do	Optional	1	12	12 do	98	00
Alvinston and Watford	W. Ellis, jun	do	8	3	12 months..	100	00
Amberley and Lurgan	J. P. McCrindle	do	4	3	12 do	52	00
Amherstburg and Oxley	J. Dunbar	Horse or vehicle.	20	6	12 do	400	00
Amherstburg and Windsor	A. M. McKay	Vehicle	18	6	12 do	393	00
Amiens and Lobo	J. McArthur	do	9	3	12 do	88	00
Ancaster and Hamilton	T. Hunter	do	7	12	12 do	250	00
Ancienne Lorette and sub-office.	G. Dufresne	Foot or vehicle	2	3	7½ do	18	75
do do	do	do	2	6	4½ do	22	50
Anderson and Kirkton	H. White	Optional	5	2	12 do	50	00
Anderson's Corners and Dewittville	J. Anderson	Horse or vehicle.	4	2	12 do	40	00
Angeline and Clarina	N. Giroux	Vehicle	4	2	12 do	40	00
Angeline and Railway Station	O. Boisvert	On foot	33	6	12 do	15	00
Angers and Wharf	L. Moncion	Horse or vehicle.	6	3	Season, 1873.	60	00
Angus and Railway Station	J. R. Brown	Optional	1	12	12 months..	24	00
Appin and Mayfair	J. Dalton	Horse or vehicle.	3	3	12 do	62	48
Appleby and Railway Station	D. Alton	Optional	3	6	12 do	78	00
Appleton and Railway Station	W. Young	Horse or vehicle.	3	12	6 do	50	00
do do	M. Brennan	do	3	12	6 do	48	00
Apto and Fergusonvale	C. McLaughlin	Optional	3	3	12 do	80	00
Arden and Tamworth	G. Boomhower	Horse or vehicle.	20	1	12 do	99	00
Ardrea and Orillia	W. Blair	do	5	2	11 do	70	50
Argyle and Railway Station	J. W. Kay	Optional	4	6	12 (& arrears)	50	00
Arkona and Keyser	L. Eastman	Horse or vehicle.	5	2	12 months..	49	92
Arkona and Widder Station	W. Davidson	Vehicle	7½	6	12 do	197	00
Arkona and Wisbeach	G. N. Eastman	do	7	3	12 do	97	48
Armagh and St. Raphael.	A. Roy	do	15	2	12 do	60	00
Armow and Kincardine	J. Reekie	Optional	9	2	3 do	16	25
do do	G. Bigger	do	11	2	9 do	75	00
Arnot and Railway Station	W. G. Murray	do	1	12	5 do	20	83
Arnuprior and Fitzroy Harbor	W. A. Shirreff	Vehicle	12	6	12 do	320	00
Arnuprior and Railway Station	James Havey	do	1	12	3 do	21	06
do do	do	do	1	24	9 do	126	90
Arnuprior and White Lake	do	do	20	3	12 do	280	00
Aros and Kirkfield	C. MacJames	Optional	5½	1	12 do	42	00
Arthabaska Station and Bultrode	B. Bergeron	do	9	1	12 do	35	00
Arthabaska Station and St. Christophe	P. Beauchéne	Vehicle	3	12	12 do	75	00
Arthabaska Station and St. Clothilde	J. B. Metivier	do	18	1	12 do	59	00
Arthur and Fergus	R. B. & S. V. Coulson	do	12	6	12 do	200	00
Arthur and Monck	J. Malone	Foot or vehicle.	12	1	3 do	16	42
do do	J. Robinson	do	12	1	9 do	37	41
Arthur and Railway Station	C. C. Green	Optional	1	24	2 mo. 11 days	24	40
do do	do	do	1	12	19 days.....	3	40
do do	do	do	1	24	9 months..	94	00
Arundel and Harrington	D. Dewer	do	12	1	12 do	52	00
Arva and Iderton	W. B. Bernard	Foot or horseback	25½	2	12 do	140	00
Arva and Union Hill	do	Optional	11	2	12 do	85	40
Ashburnham and Peterboro'	R. D. Rogers	do	1	12	10 mo. 14 days	35	00
Ashdown and Turtle Lake	D. Ross	do	6½	1	12 months..	40	00
Ashley and Hoath Head	G. Follis	Horse or vehicle.	6	1	12 do	52	00
Ashley and Railway Station	do	Optional	1½	3	5 do	16	66
Ashton and Prospect	W. Burrows	do	11	3	12 do	234	00
Ashton and Railway Station	H. Sykes	Horse or vehicle.	2	6	12 do	93	90

REPORT No. 2, A.—Detail of all payments for Mail Transportation, in Ontario and Quebec, made within the year ended 30th June, 1874.—Continued.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Aspdin and Utterson.....	J. Aspdin.....	Optional.....	6½	1	3 months..	11 25
Athelton and Powerscourt....	D. W. Johnson..	Vehicle.....	2	3	12 do ..	32 00
Atherley, Beaverton and Orillia..	J. Harvie.....	Optional.....	3 & 22	3 & 3	12 do ..	600 00
Atherley and Rathburn .....	T. Cuddahee....	do .....	6	1	12 do ..	35 00
Athlone and Bond Head.....	T. Millard, jun..	Horse or vehicle	33	6	12 (less fine)..	382 00
Athlone and Mono Mills .....	E. Fomlinson ..	do .....	15	6	12 months..	399 80
Athol and Plantagenet .....	P. O. Fisher....	Vehicle.....	16	3	12 do ..	265 00
Aubigny and St. André Avellin..	P. G. Aubry....	Horse or vehicle	7	3	12 do ..	90 00
Aubigny and Sevigné .....	do .....	Optional.....	25	1	12 do ..	64 00
Aubrey and St. Jean Chrysostôme	A. D. Lafleur..	Horse or vehicle	3½	2	12 do ..	36 00
Anghrim and Bothwell.....	J. Walker.....	do .....	9	3	12 do ..	123 00
Aultsville and East Williamsburg	H. E. Snyder....	Vehicle.....	2½	6	12 do ..	60 00
Aultsville and Gallington.....	E. Marshall....	Horse or vehicle	5	2	3 do ..	12 50
Aurora and Railway Station.....	F. Suttle.....	Foot or vehicle	4	6	12 do ..	50 00
Aurora and Schomberg .....	H. Hulse.....	Vehicle.....	15	6	12 do ..	290 00
Aurora and White Rose.....	J. Lloyd.....	do .....	4	2	12 do ..	80 00
Avignon and Matapediac .....	M. Blaquière..	Optional.....	7	1	12 do ..	35 00
Avoca, Grenville & Pte au Chêne.	J. McCallum....	Horse or vehicle	16			
			& 7	2	12 do ..	125 00
Avon and Ingersoll .....	W. Douglas....	Vehicle.....	11	3	12 do ..	150 00
Ayer's Flat and Boynton.....	H. Libbey.....	Optional.....	4½	2	12 do ..	25 00
Ayer's Flat and Magog.....	W. W. Paige....	Vehicle.....	9	6	4 do ..	33 33
Ayer's Flat and Railway Station..	C. Ayer.....	On foot.....	246			
			yds.	12	12 do ..	25 00
Aylmer and Dorchester Station..	R. C. Wright....	Vehicle.....	22	3	12 do ..	248 00
Aylmer and Earley .....	R. Fogarty....	do .....	17	2	9 do ..	118 00
Aylmer and Grovesend .....	H. Martin.....	do .....	11	3	9 do ..	90 75
do .....	G. Bates.....	do .....	11	3	3 do ..	39 00
Aylmer and Ottawa .....	A. M. Holt....	do .....	9	12	12 do ..	276 00
Aylmer and Portage du Fort.....	J. Wyman.....	do .....	50	6	9 do ..	600 00
Aylmer and St. Thomas.....	G. Bates.....	do .....	11½	6	12 do ..	94 00
Ayr and Galt.....	E. Ray.....	Optional.....	12	6	12 do ..	299 00
Ayr and Paris Station .....	G. Ray.....	do .....	7	6	12 do ..	199 00
Ayton and Orchard .....	T. Davis.....	Vehicle.....	10½	3	12 do ..	160 00
Baden and Wellesley .....	E. Harrifield..	do .....	9	6	12 do ..	399 00
Bagot and Burnstown.....	J. Halliday....	do .....	5	3	12 do ..	80 00
Bagot and High Falls.....	T. Dillon.....	Optional.....	13	1	12 do ..	80 00
Baillieboro', Bewdley and Millbrook .....	T. Bateson....	Horse or vehicle	7 & 4	6 & 2	12 do ..	239 00
Bala and Gravenhurst .....	J. Coulter....	Optional.....	14	1	7 do ..	62 50
Bala and Wharf .....	T. Burgess....	On foot.....	2	2	24 days....	4 00
Balderson and Harper .....	F. Daron.....	Horse or vehicle	3½	1	9 months..	22 50
Balderson and Playfair.....	W. Smith.....	do .....	6	3	12 do ..	106 25
Ballantyne's Station and Railway Station .....	J. Hesop.....	On foot.....	½	2	12 do ..	26 00
Ballyduff and Drum .....	D. Hunters....	Horse or vehicle	5	2	12 do ..	34 00
Balmoral and Cayuga.....	R. McDonald ..	do .....	6	3	12 do ..	85 00
Balsam and Myrtle.....	R. Huribert....	Vehicle.....	5	6	1 month..	12 50
Baltimore and Cobourg .....	G. Kelley....	Horse or vehicle	5	3	12 do ..	75 00
Bamberg and St. Agatha.....	F. Walter.....	do .....	5½	2	12 do ..	60 00
Banda and Stayner .....	T. Grainger....	Horseback....	13	6	12 do ..	473 00
Bandon and Seaforth .....	A. Campbell....	Optional.....	12½	3	12 do ..	150 00
Bardsville and Falkenburg.....	M. Moore.....	do .....	6	1	6mo. 22days	23 20
Bark Lake and Rockingham .....	R. Skuce.....	Horse or vehicle	21	1 & 2	12 months..	158 64
Barrie and Ivy .....	J. Scott.....	do .....	13	6	12 do ..	440 00
Barrie and Minesing .....	W. F. Ronald..	do .....	10	2	12 do ..	80 00
Barrie and Penetanguishene.....	C. E. Smith....	Vehicle.....	32	6	12 do ..	793 00
Barrie and Phelpsston .....	W. H. Crosby..	Stage or vehicle	14	3	12 do ..	280 00

REPORT No. 2, A.—Detail of all payments for Mail Transportation, in Ontario and Quebec, made within the year ended 30th June, 1874.—Continued

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in miles.	No. of trips per week.	Period.	Amount.
						\$ cts.
Barrie and Railway Station .....	W. H. Crosby .....	Horse or vehicle	1	24	12 months...	118 94
Bath and Railway Station .....	W. Aylsworth .....	Vehicle .....	3 1/2	12	3 do ..	117 00
do do .....	H. Armstrong and R. Kennedy, Exts .....	do .....	3 1/2	12	9 do ..	225 00
Bath and Stella .....	A. McMullen .....	Optional .....	7	2	12 do ..	90 00
Batiscan and St. Narcisse .....	A. Lacoursière .....	Vehicle .....	9	3	4 do ..	24 00
Batiscan and Three Rivers .....	do .....	do .....	28	6	8 do ..	400 00
Batiscan Bridge and St. Stanislas .....	N. Trugere .....	do .....	14	6	12 do ..	172 00
Batiscan Bridge and St. Pierre les Becquets .....	F. Magny .....	do .....	3	6	Season, 1873 .....	15 00
Battersea and Kingston .....	J. Holder .....	Optional .....	16	3	12 months ..	187 48
Bayfield and Seaforth .....	T. Johnson .....	Vehicle .....	15	6	12 do ..	349 00
Bayham and Ingersoll .....	C. Cook .....	do .....	20	3	12 do ..	325 00
Bayview and Morley .....	J. Lemon .....	Optional .....	7	1	12 do ..	60 00
Beachburg and Gower Point .....	T. M. Carswell, jr. .....	Horse or vehicle	9	2	12 do ..	96 00
Beachburg and Westmeath .....	A. Acheson .....	do .....	7	3	12 do ..	117 00
Beachville and Embro .....	J. McKay .....	do .....	6	6	12 do ..	195 00
Beamsville and Candaville .....	J. A. McQueen .....	Optional .....	18	3	12 do ..	222 00
Beauharnois and Caughnawaga .....	Mde. P. Duquett .....	Vehicle .....	15 1/2	6	12 do ..	290 00
Beauharnois and St. Louis de Gonzague .....	B. Pare .....	do .....	10	6	12 do ..	198 00
Beauharnois and St. Timothee .....	F. H. Rapin .....	do .....	9	6	12 do ..	208 00
Beaulieu and Quebec .....	P. Plante .....	Boat and foot ..	5	3	3 do ..	24 00
Beaurivage and Parkhurst .....	O. Laughrey .....	Optional .....	3	3	12 do ..	32 00
Beaverton and Railway Station .....	J. Cameron .....	do .....	1/2	12	12 do ..	45 00
Becancour and Railway Station .....	S. Charron .....	Vehicle .....	9	6	12 do ..	124 80
Becancour and Ste. Gertrude .....	M. E. L. Rivard .....	do .....	10 1/2	2	12 do ..	72 00
Becancour and Ste. Gertrude .....	C. Leblanc .....	do .....	10 1/2	1	10 do ..	33 33
Becancour and St. Julie de Somerset .....	D. McKinnon .....	do .....	1 1/2	12	12 do ..	42 48
Bedford and North Stanbridge .....	A. M. Stone .....	do .....	4 1/2	3	12 do ..	75 00
Beebe Plain and Railway Station .....	J. L. House .....	On foot .....	396 yds	12	12 do ..	35 00
Bégon and Trois Pistoles .....	T. P. Pelletier .....	Optional .....	12	1	9 do ..	37 50
do do .....	do .....	do .....	12	2	3 do ..	25 00
Belfast and St. Helen's .....	W. Phillips .....	do .....	2 1/2	6	12 do ..	90 00
Belfountain and Erin .....	N. Herring .....	do .....	3 1/2	3	12 do ..	60 00
Belgrave and Marnock .....	P. Porterfield .....	As required .....	3 1/2	2	12 do ..	30 00
Belleville and Bridgewater .....	W. B. Wemp .....	Vehicle .....	30	6	12 do ..	550 00
Belleville and Hillier .....	A. Phillips .....	do .....	24	3	12 do ..	400 00
Belleville and Madoc .....	S. Barnum .....	do .....	28	6	6 do ..	212 50
do do .....	E. Cameron .....	do .....	28	6	6 do ..	195 00
Belleville and Sidney Crossing .....	W. R. Vandervoort .....	Horse or vehicle	6 1/2	2	12 do ..	41 60
Belleville and Stirling .....	T. Caniff .....	Vehicle .....	16	6	6 do ..	97 50
do do .....	A. Chard .....	do .....	16	6	6 do ..	112 50
Bell Ewart and Railway Station .....	P. E. Drake .....	On foot .....	1	12	12 do ..	72 89
Bellrock and Colebrook .....	E. Snider .....	Horse or vehicle	12 1/2	3	12 (less fine) ..	141 00
Bell's Corners and Fallowfield .....	P. Hayes .....	do .....	4	3	4 months ..	24 00
Bell's Corners and Railway Station .....	G. Arnold .....	Optional .....	1/2	6	4 do ..	31 50
Belmont and London .....	L. Olmstead .....	Horse or vehicle	13	6	12 do ..	152 92
Beloeil Village and St. Hilaire Station .....	E. Gladrey .....	Ferry .....	1	3	special trips ..	1 50
do do .....	G. Thibeault .....	do .....	1	12	special trips ..	7 50

REPORT No. 2, A.—Detail of all payments for Mail Transportation, in Ontario and Quebec, made within the year ended 30th June, 1874.—Continued.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in miles.	No. of Trips per week.	Period.	Amount.
Belœil Village and St. Hilaire Station	E. Goulet	Ferry	1	12	9 months	\$ 67 50
do do	P. Authier	do	1	12	3 do	25 00
Benmiller and Goderich	W. Vanstow	Horseback	6	2	12 do	58 00
Bensfort and South Monaghan	A. D. Galloway	Horse vehicle	5	2	12 do	58 32
Bentley and Rondeau	T. K. Morris	Optional	8	3	12 do	200 00
Beresford and St. Adèle	V. Charbonneau	Horse or vehicle	12	2	12 do	125 00
Berkeley and Railway Station	G. Fleming	Optional	6	6	5 do	25 00
Berlin and Glenallan	W. D. Ellis	Vehicle	22	6	12 do	640 00
Berlin and Mannheim	G. Pepler	do	7	2	3 do	23 33
do do	C. Lederman	do	7	2	9 do	69 99
Berlin and Millbank	W. Irwin	do	22	6	12 do	745 00
Berlin and West Montrose	J. Zuber	do	13	6	6 do	225 00
Berlin and Winterbourne	V. Gildner	do	10	6	6 do	192 50
Berne and Drysdale	R. Drysdale	Optional	2½	3	5 do	10 83
Berne and Kippen	J. H. Schwartzentruber	Horse or vehicle	7½	3	5 do	50 00
Beramis and Les Escoumains	W. S. Church	Optional	63	1	12 do	479 15
Beramis and Moisie	W. H. Molson	do			Season '72-73	320 00
Berthier and Isle Dupas	J. B. Moreau	do	2½	3	12 months	48 00
Berthier and Montreal	M. Archaibeault	Vehicle	50	6	12 (less fine)	1,554 00
Berthier and Railway Station	F. Beaudoin	Optional	2½	3	12 months	80 00
Berthier and Ste. Elizabeth	J. Leclair	Vehicle	9	3	12 do	92 00
Berthier and St. Norbert	P. J. Allert	do	15	6	12 do	300 00
Berthier and Sorel	S. Latour	Ferry and vehicle	5	7	9 do	150 00
do do	S. Valois	do	5	7	3 do	70 00
Berthier and Three Rivers	M. Gelinas	Vehicle	45	6	12 do	1,030 00
Bethany and Lifford	W. Douglas	Horse or vehicle	30	6	12 do	386 64
Bethany and Railway Station	W. M. Graham	do	1½	12	12 do	40 00
Bethel and South Durham	W. Bartlett	Vehicle	6	2	12 do	50 00
Bexley and Victoria Road Station	J. Belfey	Optional	6	3	8 do	73 33
Billings' Bridge and Ottawa	T. Taylor	do	3	3	12 do	78 00
Binbrook and Stony Creek	G. Slingerland	do	12	3	3 do	37 50
do do	E. B. Smith	do	12	3	3 do	55 50
do do	L. Neal	do	12	3	6 do	96 50
Bingham Road and Rainham	J. Goehringer	do	5	3	9 do	45 00
Birchton and Sawyerville	W. Paige	Horse or vehicle	6	6	12 do	200 00
Birr and Devizes	J. M. Young	Optional	9½	2	12 do	80 00
Bishop's Mills and Oxford Mills	A. W. Bishop	Horse or vehicle	8	2	12 do	65 00
Black Bank and Honeywood	W. Rusk	Horseback	3½	1	6 do	16 00
do do	J. Newell	do	3½	1	6 do	12 50
Black Creek and Point Abino	R. B. Wilson	Optional	10	3	9 do	101 25
Black Creek and Railway Station	J. H. Allen	do	½	12	3 do	4 50
Black Heath and York	J. Blair	do	5½	2	12 do	75 00
Black River Station and Railway Station	L. Olivier	On foot	150 yds	3	4 do	6 66
Blanche and Thurso	C. Abraham	Horse or vehicle	16	1	7 do	49 00
Blessington and Shannonville	G. R. Earle	do	11½	2	12 do	127 00
Bloomington and Frieburg	F. Rombach	do	2½	6	12 do	132 50
Bluevale and Lucknow	W. Ross	Vehicle	16	3	12 do	170 00
Bluevale and Morrisbank	N. Johnston	Horse or vehicle	4	6	12 do	114 75
Blyth and Bushfield	P. Phelan	do	5	1	9 do	18 75
do do	do	do	10	1	3 do	12 50
Blytheswood and Leamington	W. Kimball	Optional	5	3	12 do	80 00
Bobcaygeon and Minden	H. Workman	Horse or vehicle	30	6	12 do	601 00
Bobcaygeon and Peterbro'	D. G. Henthorn	Vehicle	22	6	7 do	200 00
do do	E. Bottune	do	22	6	5 do	208 33
Bogart and Chapman	A. Dafoe	Optional	7	2	4 do	25 66
Bolingbroke and Glen Tay	S. Hanna	Horse or vehicle	17	1	12 do	75 00
Bolsover and Dartmoor	J. Dunn	do	17	1	12 do	75 48

REPORT No. 2, A.—Detail of all payments for Mail Transportation, in Ontario and Quebec, made within the year ended 30th June, 1874.—Continued.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Bolsover and P. R. Station	R. Killingworth	Horse or vehicle.	4	6	3 months..	35 00
do do	J. Merry	do	4	6	9 do	105 00
Bongard's Corners and Waupoos.	Mrs. C. Smith	do	4	2	9 do	15 00
Boscobel and Roxton Falls.	W. Hackwell	do	8	1	12 do	30 00
Bothwell and Clearville.	F. P. Poulin	Stage or vehicle	20	6	12 (less fine)	417 00
Bothwell and Florence	J. Catto	Optional	9	6	12 months..	195 00
Boucherville and Third Range.	A. Bémour	do	...	...	7 special trips	7 00
Boulter and York River.	B. H. Sweet, jun.	do	23	1	12 months	118 00
Bowling Green and Orangeville.	J. Rounding	Horse or vehicle	13	2	12 do	99 00
Bowmanville and Cæsarea	T. Shaw	Vehicle	18	6	12 do	548 00
Bowmanville and Tyrone	C. Walter	do	7	6	12 do	149 00
Bowood and Fernhill.	J. Owen	Horse or vehicle	4	2	12 do	50 00
Boyne and Omagh.	G. Henderson	do	12	6	12 do	100 00
Bracebridge and Huntsville.	A. Shay	do	26	2	12 do	295 00
Bracebridge and Orillia.	J. P. Cockburn	As required.	36 & 40	6	4 ms. 17 days (less fines)	362 93
Bracebridge and Port Carling.	B. H. Johnston	Optional	21	2	4 ms. 15 days	157 50
Bracebridge, Muskoka Falls and Uffington.	J. Doherty	As required.	10-7	3 & 3	12 months	138 00
Bracebridge and Rosseau	J. Millard	Vehicle	27	3	6 ms. 15 days	210 00
Bracebridge and Stoneleigh	C. Piper	Optional	8	1	4 months..	15 00
Bracebridge and Ullswater	J. Gaffney	Horse or vehicle	22	2	9 do	159 50
Bracebridge and Washago.	J. P. Cockburn	Optional	28	6	7 ms. 13 days	456 62
Bracebridge and Ziska	W. H. Spencer	do	5	2	12 months	54 25
Bradford and Deerhurst.	J. Tindall	Foot or vehicle	5	3	9 do	55 86
do	E. Proctor	do	5	3	3 do	18 62
Bradford and Newton Robinson.	S. Manning	Vehicle	10	6	12 do	170 00
Bradford and Railway Station.	do	do	1	24	12 do	75 12
Braemar and South Zorra.	A. Anderson	Horseback	3 1/2	2	12 do	45 00
Braemar and Railway Station.	J. Gillies, jun.	On foot	1 7/8	12	12 do	62 60
Bramley and Railway Station.	J. Black	Optiona	1 1/8	12	12 do	24 00
Brampton and Claude.	Mary Manning	do	11	6	3 do	100 00
do	P. Garvey	do	11	6	9 do	300 00
Brampton and Huttonsville.	G. James	do	4	3	3 do	18 75
do	N. Elliott	do	4	3	6 do	49 50
Brantford and Burch.	G. Metlin	do	7	3	12 do	165 00
Brantford and Langford.	H. Langs	Horse or vehicle.	8	6	12 do	239 00
Brantford and Norwich.	J. Sealy	Optiona	24	6	12 ms. and 17 special trips	417 00
Brantford and Railway Station (G. W. R.)	J. Hale	Vehicle	1/2	As req.	12 months..	234 00
Brautbarl and Railway Station (J. & L. H.)	do	do	1	12	12 (less fine)	95 16
Brantford and Simcoe.	A. A. Pursel	Stage coach	24	6	11 ms. 3 days	830 00
do	do	do	28	6	28 days	81 67
do	A. A. Pursel & A. Bradley	do	24	6	4 ms. 28 days	512 00
Brentwood and Railway Station.	L. E. Dubois	Optional	1/2	12	9 months..	37 50
do	J. Graham	do	1/2	12	3 do	12 50
Brewster and Moray.	A. Armstrong	Horse or vehicle	12	2	12 do	95 00
Bridgewater and Flinton.	J. A. Carscallen	Foot or vehicle	12	1	12 do	70 00
Bridgewater and Madoc.	W. B. Wemp	do	21	2	12 do	240 00
Brigham and Farnham Centre.	T. Hill, sen.	do	2	6	12 do	60 00
Brigham, &c. and Railway Station	A. B. Foster	On foot	1/2, 1/3 & 1/3	12	3 do	20 00
Bright and Railway Station.	J. Cameron	do	1/8	as req.	12 do	50 00
Bright and Walmer.	R. Parker	Horse or vehicle	5	2	6 do	25 00
do do	T. Parker, ex	do	5	2	6 do	25 00



REPORT No. 2, A.—Detail of all payments for Mail Transportation, in Ontario and Quebec, made within the year ended 30th June, 1874.—Continued.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in miles.		Period.	Amount.
			Distance in miles.	No. of Trips per week.		
Bright and Washington	J. Brunelle	Vehicle	9	6	12 months	150 00
Brighton and Campbellford	W. Wade	do	20	6	12 do	488 00
Brighton and Picton	W. G. Curry	do	35	6	12 do	950 00
Brinsley and Lieury	A. Smith	Horse or vehicle.	4	3	9 do	37 50
Briston's Corners and New Ross	T. Currie	Optional	4 <sup>3</sup>	1	5 do	12 08
Bristol and Clarendon Centre	G. Hodgins	Vehicle	8	6	12 do	295 00
Bristol and Clarendon Front	N. McKellup	Optional	3	6	9 do	60 00
Bristol and North Bristol	W. Shirley	Horse or vehicle.	5	2	12 do	48 00
Bristol and Sand Point	G. Hodgins	Vehicle	4	6	9 do	90 00
Britannia Mills and Railway Station	H. Guilbert	On foot	1 <sup>4</sup>	12	3 do	7 50
Britonville and St. Sauveur	G. Hamilton	Horse or vehicle.	7	3	12 do	80 00
Brockville and Morristown, N.Y.	T. M. Gray	Ferry or vehicle.	2	6	12 do	150 00
Brockville and Railway Station	W. Masterson	Vehicle	4 <sup>4</sup>	24	12 do	228 60
Brockville and Sherwood Springs	J. Simpson	Horse or vehicle.	8	1	11 do	47 66
Brockville and Westport	H. Mott	Vehicle	44	6	12 do	1,200 00
Brodhagen and Carronbrook	E. Brodhagen	Optional	7	1	12 do	50 00
Brompton and Brompton Falls	H. Addison	Horse or vehicle.	4	3	12 do	80 00
Bronte and Milton	J. & J. Marshall	do	12	6	12 do	300 00
Brookbury and Robinson	R. Rowe	Vehicle	5	1	12 do	24 00
Brooklin and Railway Station	A. F. Darlington	Optional	12	3	do	15 00
do do	J. Gibbs	do	12	6	do	50 00
do do	Mrs. J. Gibbs	do	12	3	do	25 00
Brooksdale and Embro	J. McKay	Vehicle	5	3	3 do	24 37
Brooksdale and Maplewood	G. Ross	Optional	5	2	3 do	12 00
Brougham and Markham	S. Woodruff	do	12	6	12 do	293 00
Brougham and Whitby	A. Somerville	do	12	6	12 do	225 00
Broughton and East Broughton	C. H. J. Hall	Horse or vehicle.	6	1	12 do	30 00
Broughton and St. Joseph	C. Arcand	do	12	1	12 do	60 00
Brudenel and Castile	E. Bennett	do	9	1	12 do	52 51
Brunner and Topping	S. Crozier	As required	4	1	12 do	45 00
Brunswick and Railway Station	S. R. Beamish	Optional	1 <sup>10</sup>	12	12 do	55 00
Buckingham and Mayo	T. Burke	do	8	1	5 do	13 33
Buckingham and Wharf	N. Jelliboix	Vehicle	5	12	Season '73, '74	15 00
Buckland and St. Lazare	F. Lemieux	Horse or vehicle.	15	3	12 months	139 00
Buckland and St. Magloire	P. Tanquay	Vehicle	18	1	12 do	50 00
Burford and Cathcart, &c	D. Dunn	Optional	8 <sup>3</sup>	3 & 2	9 do	111 75
Burford and Fairfield Plains	J. Catton	do	3 <sup>4</sup>	2	3 do	13 00
Burnhamthorpe and Summerville	W. O'Brien	Horse or vehicle.	3	3	12 do	80 00
Burnley and Rosenearth	J. McCann	do	5	3	12 do	75 00
Burnt River and Shedden	S. Moore	Optional	6	1	9 do	30 00
Burton and Cartwright	J. McGill	Horse or vehicle.	5	3	12 do	60 00
Bury's Green and Fenelon Falls	J. Fell	Optional	7	1	12 do	45 00
Byron and Lambeth	J. Charles	As required	3	3	12 do	69 00
Cacouna and Railway Station	J. B. Beaulieu	Optional	3	12	5mo. 13days	95 00
do do	do	do	3	12	9 months	235 00
Caintown and Mallorytown	J. B. Mallory	Horse or vehicle.	5	2	12 do	45 00
Cairngorm and Strathroy	F. Brown	Vehicle	9	2	12 do	52 00
Caistorville and Canboro	J. Doak	Optional	7	3	9 do	84 00
Caistorville and Winona	H. G. Johnson	do	16	3	9 do	204 75
Calder and Talbotville	J. Musgrave	do	6	2	3 do	15 00
Caldwell and Caledon	E. Dawson	Horse or vehicle.	10	3	12 do	106 66
Caledon and Railway Station	do	Optional	1	12	do	80 00
Caledon East, and Lockton	M. Wallace	Horse or vehicle.	4 <sup>4</sup>	3	12 do	70 00
Caledonia Springs and L'Orignal	J. Rochon	Optional	9	3	Season, 1873.	20 00
Calton and Vienna	G. W. Cartwright	Horse or vehicle.	4	1	12 months	30 00
Calumet Island and Collfield	J. Cahill	Boat or vehicle	1 <sup>1</sup>	6	12 do	89 00
Calumet Island and Dunraven	J. Letts	Vehicle	5	2	12 do	50 00
Cambay and Railway Station	R. Moffat	Optional	2 <sup>1</sup>	12	12 do	144 00

REPORT No. 2, A.—Detail of all payments for Mail Transportation, in Ontario and Quebec, made within the year ended 30th June, 1874.—Continued.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Camden East and Napanee .....	H. Finkle .....	Vehicle .....	9 $\frac{1}{2}$	6	12 months..	144 00
Camden East and Tamworth .....	do .....	do .....	16	6	12 do ..	180 00
Camerontown and Railway Station .....	A. Cameron .....	Horse or vehicle.	200			
			yds.	12	12 do ..	50 08
Camerontown and Summerstown .....	A. J. Baker .....	do .....	3	6	1 do ..	20 00
do .....	A. Cameron, jun..	do .....	3	6	9 do ..	75 00
Camilla and Mono Centre .....	J. Wilson .....	do .....	4	2	7 do ..	34 41
do .....	do .....	do .....	4	3	5 do ..	36 66
Camilla and Orangeville .....	H. Currie .....	Vehicle .....	6	1	5 do ..	20 83
Camilla and Whittington .....	R. Bowsfield .....	do .....	3	3	5 do ..	25 00
Camlachie and Erroll .....	G. Whiting .....	Optional .....	2	3	12 do ..	52 00
Campbellford and Stirling .....	P. J. Weaver .....	Horse or vehicle.	17	3	12 do ..	275 00
Campbell's Cross and Cheltenham .....	P. Neil .....	do .....	4 $\frac{1}{2}$	6	12 do ..	225 00
Campbellton, Paspebiac and Perce .....	D. Kerr .....	Vehicle .....	156	3 & 6	3 do ..	1,251 28
Campbellton and Paspebiac .....	D. Kerr .....	do .....	88	6	9 do ..	3,150 00
Campbellton and St. Flavie .....	D. Fraser .....	do .....	111	6	12 do ..	4,500 00
Canboro' and Winona .....	N. W. White .....	Horse or vehicle.	23	3	3 do ..	74 75
Canfield and Cayuga .....	J. Mason .....	do .....	6	12	12 do ..	370 00
Canfield and Port Robinson .....	B. Sutherland .....	do .....	28	3	12 (less fine.)	499 00
Canfield and Railway Station .....	J. Mason .....	On foot .....	$\frac{1}{2}$	12	12 months..	25 00
Cannifton and Wallbridge .....	W. Moon .....	Optional .....	6	3	12 do ..	68 00
Canning and Paris Station .....	R. McDonald .....	As required .....	5	6	6 do ..	70 00
Cannington and Lindsay .....	J. Thornhill .....	Vehicle .....	20	6	12 do ..	490 00
Cannington and Pefferlaw .....	J. Chambers .....	do .....	10	3	12 do ..	219 48
Cannington and Railway Station .....	J. Ward .....	Optional .....	$\frac{1}{2}$	12	12 do ..	65 00
Canrobert and West Farnham .....	S. L'Ecuyer .....	Vehicle .....	5	6	12 do ..	125 00
Canterbury and Robinson .....	R. Clark .....	Horse or vehicle.	8	1	7 do ..	18 66
Canterley and Kirk's Ferry .....	J. Kirk .....	Boat or vehicle ..	2	6	12 do ..	50 00
Canterley and Lucerne .....	R. Blackburn .....	Optional .....	19	1	12 do ..	80 00
Cap à l'Aigle and Murray Bay .....	J. Savard .....	Vehicle .....	3	As		
				req.	2 do ..	43 00
Cape Croker and Colpoy's Bay .....	J. Shackleton .....	Optional .....	15	1	5 mo. 19 days	62 50
Capleton and Railway Station .....	J. Lafontaine .....	On foot .....	495			
			yds.	6	9 months..	22 50
do .....	J. Valcourt .....	do .....	495			
			yds.	6	3 do ..	10 00
Cape Rich and Meaford .....	R. Cox .....	Stage .....	10	2	12 do ..	104 00
Cap Rouge and Quebec .....	C. Hough .....	do .....	9	6	12 do ..	156 50
Cap Santé and Les Ecureils .....	P. Page .....	On foot .....	3	7	4 mo. 20 days	72 00
Carden and V. R. Station .....	J. Belfry .....	Optional .....	2	3	4 months..	18 33
Carden and Uphill .....	W. Boden .....	Horse or vehicle.	9	1	12 do ..	52 00
Carillon and Lachute .....	A. Burch .....	Vehicle .....	10	6	12 do ..	250 00
Carillon, Montreal and St. Eustache .....	J. B. Binette .....	do .....	48 &			
			21	6	12 do ..	750 00
Carillon and Ottawa (North Shore) .....	J. W. Campbell .....	do .....	82	6	9 do ..	1,150 00
Carillon and Ottawa (South Shore) .....	J. Murray .....	do .....	79	6	9 do ..	1,080 00
Carillon and Point Fortune .....	A. St. Denis .....	do .....	$\frac{1}{2}$		Special trip.	0 75
do .....	J. Piquette .....	do .....	1	6	Season, 1873.	30 09
Carillon and St. Philippe d'Argenteuil .....	F. Naubert .....	do .....	6	2	12 months..	50 00
Carillon and Vaudreuil Station .....	N. Proulx .....	do .....	25 $\frac{1}{2}$	6	9 (less fine.)	324 00
Carillon and Wharf .....	W. Fletcher .....	Optional .....	$\frac{1}{2}$	12	Season, 1873.	38 00
Carleton Place and Railway Station .....	G. A. Cornell .....	Vehicle .....	3	12	12 months..	50 08
Carlingford and Sebringville .....	E. Crawford .....	As required .....	8 $\frac{1}{2}$	2	6 do ..	36 50
do .....	do .....	do .....	11 $\frac{1}{2}$	2	6 do ..	49 38

REPORT No. 2, A.—Detail of all payments for Mail Transportation, in Ontario and Quebec, made within the Year ended 30th June, 1874.—Continued.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in miles.	No. of Trips per week.	Period.	Amount.	
						\$	cts.
Carlow and Westfield .....	W. Johnston .....	Vehicle .....	10	3	12 months ..	148	00
Carluke and Glanford .....	J. Walker .....	Optional .....	5 $\frac{1}{2}$	3	12 do ..	122	20
Carnarvon and Minden .....	A. Moore .....	do .....	12	1	12 do ..	90	00
Carnegie and Paisley .....	S. Ewart .....	Horse or vehicle.	8	1	12 do ..	52	00
Carp and Elm .....	T. Smith .....	Optional .....	3	3	3 do ..	18	75
do do .....	Mrs. Mary Smith.	do .....	3	3	9 do ..	56	25
Carronbrook and Farquahar .....	W. Carpenter .....	Horse or vehicle.	11	6	12 (less fine.)	261	00
Carronbrook and Railway Station	G. J. Kidd .....	As required .....	$\frac{1}{16}$	12	12 months ..	101	65
Cafrville and Patterson .....	J. L. Strong .....	Horse or vehicle.	2 $\frac{1}{2}$	3	3 do ..	10	00
do do .....	G. Wiley .....	do .....	2 $\frac{1}{2}$	3	9 do ..	33	75
Carsonby and North Gower .....	B. Eastman .....	Optional .....	3 $\frac{1}{2}$	2	12 do ..	40	00
Carthage and Morningdale Mills.	W. Henderson .....	do .....	7 $\frac{1}{2}$	3	12 do ..	75	00
Casselman and Chrysler .....	M. Casselman .....	Horse or vehicle.	10	3	12 do ..	65	00
Castleford and Railway Station ..	J. Warnock .....	do .....	2	6	12 do ..	200	00
Cathcart and Princeton .....	A. Kennedy .....	Optional .....	6	3	3 do ..	21	25
Caughnawaga and Huntingdon ..	W. Sheriff and A.						
	McArthur .....	Vehicle .....	38	6	12 do ..	1,165	00
Caughnawaga and Wharf .....	W. de Lorimier ..	do .....	750	12	12 do ..	88	00
Cayuga and Seneca .....	E. Wigg .....	do .....	11	6	12 do ..	385	00
Cazaville and La Guerre .....	O. Quenneville ..	do .....	3 $\frac{1}{2}$	3	12 do ..	50	00
Cedar Hill and Pakenham .....	J. Connery .....	Horse or vehicle.	5 $\frac{1}{2}$	2	12 do ..	55	00
Cedars and Côteau Landing .....	E. Hurteau .....	Vehicle .....	10	6	12 do ..	312	00
Cedars and St. Dominique des							
Cédres .....	P. Poirier .....	do .....	7 $\frac{1}{2}$	3	12 do ..	90	00
Centralia and Crediton .....	W. Donnelly .....	do .....	5 $\frac{1}{2}$	6	8 do ..	66	67
do do .....	L. Holeman .....	do .....	5 $\frac{1}{2}$	6	3 do ..	4	93
Centre Augusta and Prescott .....	C. Murphy .....	Horse or vehicle.	12	2	12 (less fine.)	98	72
Centreville and Enterprise .....	E. Lyons .....	do .....	10	3	12 months ..	80	00
Chambly Basin and Railway Station	W. Valley .....	Optional .....	$\frac{1}{4}$	18	7 m. 14 dys.	45	32
Chambly Basin and St. Césaire ..	L. St. Germain ..	Vehicle .....	15	6	12 months ..	239	00
Chambly Basin and St. Hilaire							
Station .....	P. Scott .....	do .....	13	6	6 do ..	140	00
Chambly Basin and St. John's .....	E. St. Germain ..	do .....	13	6	6 do ..	75	00
Chambly Basin and St. Mathias ..	G. Frouillette ..	do .....	5	6	6 do ..	90	00
Chambly Canton and Longueil .....	F. Daigneault ..	do .....	14	6	4 do ..	17	33
Chambly Canton and Montreal ..	L. Robert .....	do .....	16	6	4 m. 16 dys.	52	50
Chambly Canton and Railway							
Station .....	J. Hackett .....	Optional .....	$\frac{1}{4}$	18	1 m. 14 dys.	9	32
do do .....	do .....	do .....	$\frac{1}{4}$	6	6 months ..	26	00
Champlain and Vincennes .....	P. Lacourcière ..	do .....	5	3	12 do ..	40	00
Chantelle and Rawdon .....	M. Granger .....	Vehicle .....	17	2	9 months ..	102	00
do do .....	D. Morin .....	do .....	17	2	3 do ..	34	00
Chantry and Harlem .....	S. Chant .....	Optional .....	1 $\frac{1}{2}$	2	12 do ..	20	00
Charing Cross and Stoney Creek.	G. W. Dutton .....	Vehicle .....	32	3	12 do ..	749	00
Charleston and Farmersville .....	P. F. Green .....	Horse or vehicle.	5 $\frac{1}{2}$	2	3 do ..	15	00
do do .....	J. Mulvene .....	do .....	5 $\frac{1}{2}$	2	9 do ..	56	25
Chatboro' and Cushing .....	C. A. Bradford ..	Vehicle .....	3	2	12 do ..	26	00
Chatham and Darrell .....	E. Hall .....	Optional .....	7	2	12 do ..	75	00
Chatham and Dover South .....	A. Robert .....	Horseback .....	6	2	12 do ..	75	00
Chatham and Dresden .....	C. McCrae .....	Optional .....	22	6	12 do ..	550	00
Chatham and Morpeth .....	F. P. Kelly .....	Vehicle .....	20	6	12 do ..	600	00
Chatham and Rondeau .....	I. Farley .....	Optional .....	12	6	12 do ..	190	00
Chatham and Wallaceburg .....	T. Kinney .....	Vehicle .....	17	6	12 (less fines)	433	00
Chatsworth and Massie .....	W. Howey .....	do .....	6	1	12 months ..	40	00
Chatsworth and Orangeville .....	A. Menshaw .....	do .....	59	2	7 do ..	347	08
Chatsworth and Railway Station.	R. Miller .....	Optional .....	$\frac{1}{2}$	12	5 do ..	25	00
Chatsworth and Sullivan .....	W. Buchanan .....	do .....	5 $\frac{1}{2}$	6	5 do ..	75	00

REPORT No. 2, A.—Detail of all payments for Mail Transportation, in Ontario and Quebec, made within the Year ended 30th June, 1874.—Continued.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Chaudière Mills and Railway Station .....	A. Lemieux .....	Horse or vehicle.	3½	6	12 months ..	100 00
Chaudière Station and Railway Station .....	J. Ochlschlaeger ..	On foot .....	300			
			yds.	6	5 do ..	8 33
Cheddar and Paudash .....	R. Thompson .....	Horse or vehicle.	6	1	12 do ..	30 00
Chepstow and Dunkeld .....	W. Henessey .....	do .....	4	3	6 do ..	44 00
Chepstow and Greenock .....	W. Henessey .....	do .....	4	2	6 do ..	20 00
Cherry Valley and Point Petre ..	J. Scott .....	do .....	7	1	12 do ..	25 00
Cherrywood and Whitevale .....	J. Williams .....	Optional .....	3½	3	12 do ..	75 00
Chester and East Chester .....	N. Darois .....	Horse or vehicle.	9	1	3 do ..	10 00
do do .....	J. Jutras .....	do .....	9	1	9 do ..	30 00
Chester and North Ham .....	P. Beauchêne .....	Vehicle .....	10	2	12 do ..	80 00
Chester and St. Christophe .....	do .....	do .....	8	3	12 do ..	100 00
Cheviot and Riversdale .....	J. McLean .....	Horse or vehicle.	4	2	12 do ..	65 00
Chichester, Fort William and Pembroke .....	H. Jewel .....	do .....	11 &			
			11	3 & 6	12 do ..	370 00
Chicoutimi and Jonquières .....	A. Gagnon .....	do .....	12	2	12 do ..	100 50
Chicoutimi and Grande Baie .....	A. Neron .....	Optional .....	13	As		
				req	Season, 1873	52 00
Chicoutimi and Labarre .....	F. Saulnier .....	Horse or vehicle.	45	5	5 months ..	90 00
Chicoutimi and Lanse au Foin .....	P. Potvin .....	do .....	10	1	3 do ..	17 50
do do .....	do .....	do .....	10	3	9 do ..	150 00
Chicoutimi and Roberval .....	F. Ouillet .....	Vehicle .....	75	3	8 do ..	623 58
Chicoutimi and St. Pauls Bay .....	L. Gaudreault .....	Horse or vehicle.	87	3	3 do ..	278 25
do do .....	Jule Simard .....	do .....	87	6	7 do ..	1,186 10
Chicoutimi and Tremblay .....	P. Potvin .....	Foot or boat .....	3	2	3 do ..	10 00
Chicoutimi and Wharf .....	A. Neron .....	Horse or vehicle.	2	As		
				req.	Season, 1873	30 00
Chippawa and Clifton .....	W. Clark .....	Vehicle .....	6	6	12 months ..	295 00
Churchill and Lennox .....	R. Heppenstall .....	Horse or vehicle.	3	2	12 do ..	50 00
Churchville and Malton .....	T. Manes .....	Vehicle .....	11	6	12 do ..	460 00
Clairvaux and St. Paul's Bay .....	J. Guay .....	Horse or vehicle.	9	1	12 do ..	30 00
Clapham and Inverness .....	A. Johnston .....	Vehicle .....	18	3	3 (& arrears)	44 92
do do (via Millfield) .....	do .....	do .....	13½	2	9 months ..	118 00
Claremont and Stouffville .....	M. F. Mertons .....	Optional .....	19	6	12 do ..	350 00
Clarence and Clarence Creek .....	S. G. A. Raiche .....	Vehicle .....	5	3	12 do ..	67 51
Clarence and Thurso Wharf .....	T. Wilson .....	Optional .....	2	12	9 do ..	72 00
Clarenceville and Malmaison .....	M. Barry .....	Vehicle .....	13½	6	12 do ..	339 00
do do .....	A. Lanthier .....	do .....	13½	...	Special trip.	5 00
Clarenceville and Noyan .....	C. Stewart .....	do .....	4½	3	12 months ..	60 00
Clarendon Centre & Thorne Centre ..	C. A. Smith .....	Horse or vehicle.	12	1	3 do ..	13 00
do do .....	R. Hodgins .....	do .....	12	1	9 do ..	63 75
Clarke and Kendal .....	J. Emerson .....	do .....	6½	3	12 do ..	116 00
Clarke and Railway Station .....	J. McMurdy .....	Vehicle .....	3	12	12 do ..	206 58
Clarksburg and Heathcote .....	P. F. LeRoy .....	Horse or vehicle.	6	3	6 do ..	36 74
do do .....	G. Hendry .....	do .....	6	3	6 do ..	64 00
Clarksburg and Railway Station .....	P. F. LeRoy .....	do .....	1½	12	12 do ..	100 00
Clarksburg and Ravenna .....	do .....	do .....	7	2	3 do ..	15 00
do do .....	J. Reid .....	do .....	7	2	9 do ..	48 00
Clayton and Tatlock .....	M. Gauthier .....	do .....	9	1	12 do ..	40 00
Clifford and Hanover .....	J. Koiley .....	Vehicle .....	16	6	12 do ..	400 00
Clifford and Lakelet .....	R. Young .....	Optional .....	6	3	12 do ..	90 00
Clifford and Mount Forest .....	T. Smith .....	Horse or vehicle.	14	2	12 do ..	140 00
Clifford and Railway Station .....	F. Carroll .....	Optional .....	½	12	12 do ..	68 84
Clifton and Niagara .....	W. Clark .....	Vehicle .....	15	6	12 do ..	400 00
Clifton and Railway Station .....	W. W. Woodruff .....	Optional .....	½	As		
				req.	12 do ..	52 00
do do .....	do .....	do .....	½	do	12 do ..	84 00

REPORT No. 2, A.—Detail of all payments for Mail Transportation, in Ontario and Quebec, made within the Year ended 30th June, 1874.—Continued.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Clinton and London.....	A. Jamieson.....	Vehicle.....	53	6	12 months..	1,139 00
Clinton and Porter's Hill.....	J. Cunningham.....	Optional.....	7 $\frac{1}{2}$	3	12 do	117 00
Clinton and Railway Station.....	T. Fair.....	do.....	24	12	do	187 80
Clinton and Wingham.....	W. J. Johnston.....	Vehicle.....	23	6	3 do	36 75
do do.....	T. F. W. Colles.....	do.....	23	6	9 do	110 25
Clontarf and Rockingham.....	J. R. McDonald.....	Horse or vehicle.....	18	3	6 do	134 50
Clover Hill and Morrisvale.....	R. McClain.....	do.....	4	2	12 do	66 75
Cloyne and Denbigh.....	J. Lane.....	Optional.....	28	1	12 do	166 00
Cloyne and Erinsville.....	B. York.....	Horse or vehicle.....	40 $\frac{1}{2}$	1	12 do	147 08
Coaticook and Drew's Mills.....	A. K. Fox.....	do.....	5	3	1 do	6 16
do do.....	P. C. Baldwin.....	do.....	5	3	11 do	67 84
Coaticook and Hereford.....	G. Thomas.....	Vehicle.....	15	1	12 do	100 00
Coaticook and Paquette.....	T. Paquette.....	do.....	22	2	12 do	175 00
Coaticook and Stanstead.....	S. C. Burns.....	do.....	19	6	3 do	100 00
do do.....	G. T. Cooper.....	do.....	19	6	9 do	450 00
Cobden, Forester's Falls and Osceola.....	W. Graham.....	Horse or vehicle.....	5 & 12	3	12 do	156 00
Coboconk and Norland.....	J. Perkins.....	do.....	5	3	2 do	29 16
Coboconk and Rosedale.....	M. McNeil.....	do.....	6	3	2 do	29 16
Cobourg and Harwood.....	B. McAlister.....	Optional.....	16	3	12 do	350 00
Cobourg and Roseneath.....	D. McRoberts.....	Vehicle.....	20	3	12 do	295 00
Colbeck and Tarbert.....	W. Colbeck.....	Horse or vehicle.....	6	1	12 do	38 00
Colborne and Dundonald.....	J. Barker.....	do.....	7	2	12 do	50 00
Colborne and Norwood.....	D. Simmons.....	Vehicle.....	31	6	12 do	620 00
Coldwater and Orillia.....	J. Millard.....	Horse or Vehicle.....	36	6	12 do	275 00
Coldwater, Port Severn, Victoria Harbor and Wabashene.....	T. W. Buck.....	Optional.....	7 4 7	6,33	9 do	225 00
Coldwater and Victoria Harbor.....	C. W. Bolton.....	do.....	40	3	3 do	75 00
Colebrook and Odessa.....	A. Lee.....	do.....	11	6	12 do	300 00
Collinville and Waubuno.....	T. Moore.....	Vehicle.....	6	1	11 do	35 75
Collfield and Otter Lake.....	D. Lunam.....	Horse or vehicle.....	20	1	12 do	125 00
Collingwood and Durham.....	C. Cameron.....	Vehicle.....	45	6	7 do	517 41
Collingwood and Flesherton.....	do.....	do.....	30	6	5 do	270 83
Collingwood and Gibraltar.....	J. Glenn.....	Optional.....	10	1	12 do	30 00
Collingwood and Railway Station.....	D. Darnock.....	Vehicle.....	13	24	12 do	212 84
Collin's Inlet and Killarney.....	D. Cameron.....	Optional.....	15	3per	12 do	11 60
do do.....	do.....	do.....	15	do	Season 71-72	43 50
Colpoys Bay and Mar.....	R. Laughlin.....	do.....	7 $\frac{1}{2}$	1	12 months..	35 00
Colpoys Bay and Owen Sound.....	J. Grier.....	Horse or vehicle.....	27	3	12 do	440 00
Combermere, Purdy and Rockingham.....	W. Murphy.....	Optional.....	3, 14	1 & 1	12 do	160 00
Como and Oka.....	C. Chaurrette.....	do.....	1	6	Season 72-73	22 00
Como and Wharf.....	J. Hodgson.....	do.....	1	6	do 1873	13 92
Compton and Eaton.....	H. Colby.....	Vehicle.....	19	2	6 months..	100 00
do do.....	J. Montour.....	do.....	19	2	6 do	125 00
Compton and St. Edwidge.....	F. Courtemanche.....	do.....	10	2	12 do	72 00
Coningsby and Hillsburg.....	J. W. Burt.....	Foot or vehicle.....	4 $\frac{1}{2}$	2	12 do	30 00
Conn and Egerton.....	J. Hunter.....	Optional.....	3	1	5 (& arrears)	13 33
Connaught and Winchester.....	P. Jordan.....	Horse or vehicle.....	5	2	12 months..	67 50
Conroy and Stratford.....	J. Smith.....	As required.....	6 $\frac{1}{2}$	2	12 do	80 00
Constance and Harlock.....	T. Neilans.....	Horse or vehicle.....	4	2	12 do	36 00
Contrecoeur and Montreal.....	J. Lavigne.....	Vehicle.....	30	6	12 do	825 00
Conway and Napanee.....	J. Murdock.....	Optional.....	24	3	12 do	270 00
Cookshire and Linda.....	S. Mallory.....	Vehicle.....	5	1	3 do	6 50
do do.....	D. B. Hall.....	do.....	5	1	9 do	19 50
Cookshire and West Ditton.....	P. Gendreau.....	do.....	22	1	12 do	96 00
Cookstown and Gilford.....	A. & W. Fraser.....	do.....	8	12	12 do	450 00

REPORT No. 2, A.—Detail of all payments for Mail Transportation, in Ontario and Quebec, made within the Year ended 30th June, 1874.—Continued.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in miles.	No. of Trips per week.	Period.	Amount.
Cookstown and Mulmur.....	A. Fraser.....	Horse or vehicle.	19	6	12 months..	450 00
Cooksville and Toronto.....	J. Schillar.....	Vehicle.....	16	6	12 do	373 00
Copleston and Petroles.....	R. P. Smith.....	Optional.....	4½	1	12 do	40 00
Cornwall and Monckland.....	A. J. McDonell.....	Horse or vehicle.	13	3	12 do	159 00
Cornwall and St. Regis.....	R. Tyre.....	Boat or vehicle.	6	2	12 do	52 00
Coteau Landing and Railway Station.....	M. Hurteau.....	Vehicle.....	2	18	12 do	187 00
Coteau Landing and St. Zotique.	O. F. Prieur.....	do.....	2½	6	12 do	60 00
Coteau Landing and Valleyfield.	G. Gauthier.....	Boat or vehicle.	6	6	12 do	200 00
Coteau Station, Dalhousie Mills and St. Polycarpe.....	J. Lefebvre.....	Vehicle.....	5 & 12	6 & 3	9 do	224 00
do do	do	do	17	6 & 3	3 do	78 00
Coteau Station and Ste. Marthe.	A. Blair.....	do	13	6	12 do	250 00
Côte des Saints and St. Monique des Deux Montagnes.....	F. Brière.....	Optional.....	1	6	3 do	11 50
Côte St. Paul and Montreal.....	P. Chicoine.....	do	4	6	8 do	126 66
Côte St. Paul, Sannery West and Railway Station.....	F. Faure.....	Vehicle.....	3	6 & 12	4 do	53 33
Coulson and Warminster.....	J. Coulson.....	Horse or vehicle.	7½	2	5 do	43 33
do do	do	do	7½	3	7 do	91 00
Coverley and Latona.....	W. Cranston.....	do	13	2	9 do	66 00
do do	A. Grant.....	do	13	2	3 do	48 00
Covey Hill and Vicars.....	W. Orr.....	Optional.....	2	6	12 do	52 00
Cowan and Iona.....	J. Mills.....	Horse or vehicle.	5½	1	12 do	52 00
Cowansville and Railway Station.	C. Brown.....	Vehicle.....	1½	12	2 do	8 37
Craigleith and Railway Station.....	A. G. Fleming.....	Horse or vehicle.	4	6	12 do	20 00
Craigsholme and Garafraxa.....	W. Conner.....	Optional.....	3	3	12 do	40 00
Craig's Road Station and Leeds.....	J. B. Demers.....	Vehicle.....	30	3	12 do	320 00
Craigvale and Railway Station.....	R. G. McCraw.....	Optional.....	1	12	12 do	34 16
Craigvale and Stroud.....	W. Webb.....	do	1	12	11 do	91 66
Cranbourne and Frampton.....	J. Colgan.....	do	8	2	12 do	69 80
Cranworth and Portland.....	P. Jones.....	do	5½	1	12 do	25 00
Credit and Sheridan.....	F. Lawrence.....	Horse or vehicle.	4	6	12 do	140 00
Crediton and Devon.....	L. Holman.....	As required.....	4	2	3 do	12 47
Creemore Mills and Lavender.....	J. B. Martin.....	Horse or vehicle.	6½	1	6 do	28 00
do do	do	do	6½	2	6 do	50 00
Cresey and Picton.....	C. Smith.....	do	19	2	9 do	71 25
do do	A. W. Brown.....	do	19	3	3 do	49 75
Crinan and Wardville.....	D. McIntyre.....	do	7½	1	12 do	52 00
Crysler and Morewood.....	G. Priece.....	do	7	3	12 do	85 00
Crysler and Wales.....	S. Johnson.....	Vehicle.....	23	3	7 do	227 22
do do	do	do	23	6	5 do	145 83
Cumberland and Buckingham Wharf.....	G. G. Dunning.....	Boat or canoe ..	1	12	9 do	60 00
Cumberland and Russell.....	R. Young.....	Horse or vehicle.	21	3	12 do	240 00
Cumberland Road and Navan.....	M. O'Meara.....	Optional.....	3	2	12 do	48 00
Curry Hill and River Beaudette.	A. McLeod.....	do	4	3	1 do	8 33
Cushing and Little Rideau.....	J. Little.....	do	3½	6	6 m. 22 dys	55 00
Cushing and Railway Station.....	J. B. Cushing.....	do	1	6	6 m. 22 dys	44 25
Dacre and Griffith.....	Mrs. C. Mills.....	do	20	2	12 do	260 00
Dacre and Renfrew.....	A. Jamieson.....	Horse or vehicle.	14	3	12 do	190 00
Dacre and Vanbrugh.....	M. Quinn.....	do	16	3	12 do	200 00
Daillebout and Joliette.....	P. Riberdy.....	Vehicle.....	14	6	12 do	310 00
Daillebout and Ste. Beatrix.....	G. Lemire.....	do	9	2	12 do	72 00
Dalesville and Etina.....	W. Tomalty.....	do	6	1	12 do	30 00
Dalesville and Lachute.....	P. McArthur.....	Horse or vehicle.	6	2	12 do	60 00
Dalketh and Vankleek Hill.....	N. McLean.....	do	7	3	12 do	156 00
Danville and Kingsley Falls.....	S. Leith.....	do	7	2	12 do	70 00

REPORT No. 2, A.—Detail of all payments for Mail Transportation, in Ontario and Quebec, made within the Year ended 30th June, 1874.—Continued.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Danville and St. George de Windsor	E. Marcotte	Horse or vehicle.	10	2	12 months	75 24
Danville and St. Patrick's Hill	J. C. Stevens	Vehicle	8	6	12 do	200 00
Danville and South Ham	G. Goodenough	Horse or vehicle.	24	3	12 do	399 00
Deerdock and Maberly	J. Warren	do	12	1	12 do	52 00
Delaware and London	L. Allen	Vehicle	12	3	12 do	100 00
Delaware and Mount Brydges	S. Waggoner	As required	3	6	12 do	145 00
Delhi and Ronson	J. A. Wilbur	Horse or vehicle.	6 $\frac{1}{2}$	3	12 do	135 00
Delta and Morton	W. Kelly	do	12	3	12 do	135 00
Demorestville and Gilbert's Mills.	J. D. Gilbert	do	9 $\frac{1}{2}$	2	3 do	20 00
do do	C. Black	do	9 $\frac{1}{2}$	2	9 do	75 00
Demorestville & Peterson's Ferry.	W. Baker	do	10	6	3 do	30 83
Denison's Mills and Richmond East	J. R. Denison	do	7	1	12 do	50 00
Deniston and Glendower	R. Howes	Optional	3	2	12 do	35 00
Derby Line and Stanstead	H. A. Channell	Vehicle	1 $\frac{1}{2}$	12	12 do	125 00
Desert Lake and Loughboro'	J. M. Snook	Optional	11	1	12 do	59 00
Dexter and Port Stanley	C. Ead	do	5 $\frac{1}{2}$	2	12 do	75 00
Diamond and Kinburn	R. Walker, jun.	Horse or vehicle.	4	2	12 do	50 00
Dillonton and Perdue's	D. R. Wood	do	2	3	9 do	30 00
do do	G. Cairns	do	2	6	3 do	25 00
Dillonton and Waterton	T. Perdue	do	12		Special trip.	3 00
Dingle and Ethel	N. Smaldon	Optional	10	3	12 months	142 48
Dion's and Ste. Dorothée	E. Charron	do	2	3	6 do	16 00
Dixon's Corners and Dundela	J. E. Tuttle	do	4	2	12 do	50 00
Dixon's Corners and New Ross	T. Currie	do	6	1	7 do	17 50
Dobbinton and Invermay	J. Dobbin	Horse or vehicle.	6	1	12 do	52 00
Domaine de Gentilly and Gentilly	D. Poisson	Vehicle	9	2	12 do	50 00
Don and Toronto	J. Hogg, jun.	Horse or vehicle.	8	2	12 do	100 00
Donegal and Hammond	J. Hammond	Optional	3 $\frac{1}{2}$	2	12 do	50 00
Donegal and Newry	C. Masson	do	3	3	12 do	80 00
Dorchester Station and Gladstone	L. McMurray	do	6	2	12 do	51 00
Dorking and Hawksville	M. P. Empey	Horse or vehicle	10	3	12 do	156 00
Dornock and Thamesford	J. McLeod	Optional	21 $\frac{1}{2}$	3	6 do	120 74
Douglas and Eganville	J. Quealy	Horse or vehicle.	10	6	12 do	238 00
Douglas and Renfrew	A. Jamieson	Optional	17	6	12 do	360 00
Downeyville and Omelee	M. O'Neil	Horse or vehicle.	5 $\frac{1}{2}$	3	12 do	97 00
Downsview and Railway Station.	R. Clarke	Optional	8	6	12 do	40 00
Drayton and Glenailan	W. D. Ellis	Vehicle	10	6	12 do	380 00
Drayton and Railway Station	Markle & Shaw	Optional	1	12	12 do	49 00
Dromore and Mount Forest	J. Bunston	Horse or vehicle.	15	3	12 do	195 00
Drumbo and Railway Station	J. L. Burgess	On foot	1	As req.	12 do	50 00
Drumbo and Wolverton	W. F. Meggs	Optional	2 $\frac{1}{2}$	6	12 do	124 00
Drummondville and Melbourne	T. Skillen	Horse or vehicle.	24	6	12 do	399 00
Drummondville and St. Germain	G. Lamothe	Vehicle	4 $\frac{1}{2}$	6	12 do	140 00
Drumquin, Oakville and Trafalgar	F. Crooks	Optional	4 & 6	6 & 5	12 do	199 00
Dryden and Listowel	S. Davidson	do	10	6	5 do	100 00
Dryden and Railway Station	R. Johnston	do	8	12	5 do	41 66
Drysdale and Kippen	R. Drysdale	do	10	3	7 do	85 17
Duart and Highgate	D. Teetzel	do	4	3	12 do	66 00
Dufferin and Oneida	J. Cossar	do	5	2	12 do	75 00
Dumblane and Paisley	W. Meadows	Horse or vehicle.	6	3	12 do	124 00
Dunany and Lachute	S. Smith	do	8	2	12 do	52 00
Dunany and Shrewsbury	J. Chambers	do	6	2	12 do	50 00
Dunbar and Grantley	A. Drummond	Optional	5 $\frac{1}{2}$	2	12 do	45 00
Dunbarton and Rouge Hill	W. Hall	do	2	6	12 do	60 00
Duncan and Heathcote	A. C. McRae	do	5	1	12 do	48 00
Dundalk and Railway Station	J. May	do	6	6	5 do	20 83
Dundalk and Ronaldsay	J. McArdle	Horse or vehicle.	10	2	12 do	90 00

REPORT No. 2, A.—Detail of all payments for Mail Transportation, in Ontario and Quebec, made within the Year ended 30th June, 1874.—Continued.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Dundalk and Ventry.....	C. Johnston.....	Horse or vehicle.	6 <sup>1</sup> / <sub>2</sub>	1	12 months..	35 00
Dundas and Mill Grove.....	R. Hallady.....	Optional.....	5 <sup>3</sup> / <sub>4</sub>	2	12 do ..	75 00
Dundas and Sheffield.....	J. Moore.....	Vehicle.....	14	6	12 do ..	380 00
Dundee and Huntingdon.....	J. Ford.....	do.....	22	3	3 do ..	80 00
do do.....	D. McArthur.....	do.....	22	3	9 do ..	296 25
Dunham and East Dunham.....	R. A. Wales.....	do.....	4 <sup>3</sup> / <sub>4</sub>	2	12 do ..	60 00
Dunham and Stanbridge Station..	W. Turnbull.....	do.....	13	6	11 do ..	286 91
Dunkeld and Railway Station..	T. Whitehead.....	Optional.....	3 <sup>3</sup> / <sub>4</sub>	6	12 do ..	73 00
Dunnville and Port Dover.....	L. B. Johnston.....	Vehicle.....	35	6	12 (less fine)	939 00
Dunnville and Port Maitland.....	T. Siddall.....	do.....	7	6	12 months..	184 00
Dunnville and Railway Station..	J. McNeal.....	do.....		12	12 (less fines)	105 55
Dunrobin, March & South March	T. Smyth.....	do.....	6 & 18	3	12 months..	120 00
Dunsford and Lindsay.....	H. Ireton.....	Horse or vehicle.	10	3	12 do ..	140 00
Dunvegan and McPhee's Corners.	D. McMillan.....	do.....	13	3	12 do ..	156 00
Durham and Flesherton.....	N. J. Middaugh.....	do.....	15	6	5 do ..	114 58
Durham and Latona.....	do.....	do.....	8	3	5 do ..	58 33
Durham and Mount Forest.....	S. V. Coulson.....	Vehicle.....	16	6	12 do ..	313 56
Durham and Traverston.....	T. Travers.....	Horse or vehicle.	14 <sup>3</sup> / <sub>4</sub>	2	8 do ..	96 66
do do.....	do.....	do.....	10 <sup>3</sup> / <sub>4</sub>	2	4 do ..	41 36
Durham and Walkerton.....	C. Cameron.....	Vehicle.....	17	6	7 do ..	172 08
do do.....	N. J. Middaugh.....	do.....	17	6	5 do ..	122 91
Dutton and Eagle.....	D. McKillop.....	Optional.....	4	6	3 do ..	16 25
Eagle and West Lorne.....	do.....	do.....	4	6	9 do ..	48 75
Eagle Lake and Haliburton.....	C. Wensley.....	Horse or vehicle.	7	1	7 do ..	20 41
East Arthabaska and Stanfold...	P. Juneau.....	Optional.....	12	3	12 do ..	100 00
East Bolton and South Bolton...	J. McMannis.....	Horse or vehicle.	8	3	12 do ..	120 00
East Broughton and West Broughton	C. Vallée.....	do.....	18	1	12 do ..	75 00
East Clifton and Sawyerville.....	H. E. Cairns.....	Vehicle.....	6	1	3 do ..	6 25
East Farnham & Railway Station	C. H. Mansfield.....	do.....	1	6	2 do ..	8 67
East Magdala and Lyster.....	W. J. Smyth.....	do.....	8	1	12 do ..	30 00
Eastman's Springs and Ottawa...	D. H. Eastman.....	Horse or vehicle.	13	1	12 do ..	100 00
East Templeton and Perkins.....	J. Freney.....	do.....	9	2	12 do ..	64 00
East Templeton and Wharf.....	E. Mason.....	Optional.....	1	6	Special trip.	5 00
do do.....	do.....	do.....	1	6	9 months..	45 00
Edgar and Hawkstone.....	W. Hodges.....	do.....	27	3	12 do ..	225 00
Edgecombe and Milverton.....	U. McFadden.....	Foot or horseback	2	2	12 do ..	39 00
Edgely and Railway Station.....	J. Barnes.....	Optional.....	2	2	12 do ..	50 00
Edmonton and Mayfield.....	W. Knox.....	As required.....	3	3	6 do ..	20 00
do do.....	W. Townsend.....	do.....	3	3	6 do ..	32 50
Edmundston and Rivière du Loup	J. R. Tupper.....	Vehicle.....	79	6	12 do ..	4,740 00
Egaaville and Pembroke.....	D. King.....	Horse or vehicle.	26	2	6 do ..	94 50
do do.....	J. Dennison.....	do.....	26	2	6 do ..	115 00
Eganville and Tramore.....	P. Jeffray.....	Optional.....	26	12	3 do ..	24 50
Egerton and Mount Forest.....	J. Hunter.....	Horse or vehicle.	18	2	12 do ..	165 00
Egypte and St. Ephrem d'Upton.	V. Laperche.....	Vehicle.....	8 <sup>1</sup> / <sub>2</sub>	3	12 do ..	117 00
Elder and Rosemont.....	C. Conn.....	Optional.....	6	2	12 do ..	80 00
Elgin and Phillipsville.....	F. C. Mitchell.....	Vehicle.....	5	6	12 do ..	140 00
Elizabethville and Osaca.....	G. Gordon.....	Optional.....	3	3	3 do ..	17 55
do do.....	W. F. Rowland.....	do.....	3	3	9 do ..	41 25
Elizabethville and Port Hope.....	J. Harcourt.....	Horse or vehicle.	16	3	12 do ..	238 48
Ellengowan and Paisley.....	A. McWilliams.....	do.....	4	3	12 do ..	90 00
Ellengowan and Vesta.....	do.....	do.....	4	2	12 do ..	64 00
Elmbank and Malton.....	J. Sanders.....	Vehicle.....	4 <sup>1</sup> / <sub>2</sub>	6	9 do ..	105 00
Elmbank and Richview.....	T. Trainor.....	do.....	1 <sup>1</sup> / <sub>2</sub>	6	3 do ..	19 50
Elmira and Flora.....	J. Devit.....	Horse or vehicle.	4	2	12 do ..	55 00
Elmvale and Penetanguishene Road	W. Harvey.....	do.....	5	2	12 do ..	74 10
Elmwood and Malcolm.....	D. Sullivan.....	Optional.....	2 <sup>1</sup> / <sub>2</sub>	3	12 do ..	35 00



REPORT No. 2, A.—Detail of all payments for Mail Transportation, in Ontario and Quebec, made within the Year ended 30th June, 1874.—Continued.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Elora and Harriston	J. Dunn	Vehicle	31	6	12 months	795 00
Elora and Pentland	W. Coxhead	Horse or vehicle	5	2	12 do	40 00
Elora and Railway Station	T. Biggar	Vehicle	4	36	12 do	95 44
Elora and Salem	J. R. Wissler	Optional	1	6	12 do	30 00
Elphin and McDonald's Corners	J. Gilmour	Horse or vehicle	6	1	12 do	40 00
Elsinore and Skipness	J. Johnston	Optional	5 1/4	1	12 do	35 48
Embro and Harrington	J. McKay	Vehicle	9	3	9 do	112 50
Embrum and Grant	J. Edmonstone	Horse or vehicle	8	1	6 do	20 00
Embrum and Russell	J. Clement	Optional	5	2	6 do	25 00
Enfield and Oshawa	W. Martyn	Vehicle	14	2	3 do	30 33
do do	do do	do	14	3	9 do	136 47
Enniskillen and Haydon	T. Shaw	Horse or vehicle	1	6	12 do	185 00
Ennismore and Frankhill	T. Franks	do	6	1	12 do	38 00
Erbeville and Waterloo	J. L. Erb	do	5	1	12 do	46 00
Erie and Jarvis	R. McBurney	Optional	5	2	12 do	60 00
Erin and Guelph	J. Crozier	Vehicle	20	3	3 do	95 00
do do	J. Willis	do	20	3	9 do	375 00
Erinsville and Napanee	W. Grange	Horse or vehicle	25	2	5 do	100 00
do do	do do	do	21 1/2	2	7 do	120 98
Erinsville and Tamworth	R. Mahoney	do	4	6	7 do	70 00
Escuminac and Shoolbred	J. Dalton	Vehicle	15	1	3 do	14 75
Escuminac and Fleurant	W. Gray	Horse or vehicle	8	1	9 do	51 20
Essex Centre and Gesto	W. T. Marlow	Optional	6 1/2	2	6 do	34 00
Etchemin and Lewis	H. Kimlin	do			Special trip	1 50
Eugenia and Flesherton	G. Park	Horse or vehicle	5	1	12 do	26 00
Evelyn and London	J. Burns	As required	12	2	12 do	130 00
Everett and West Essa	T. Gordon	Horse or vehicle	3 1/2	6	12 do	100 00
Exeter and St. Mary's	C. Willis	Optional	20	3	12 do	365 50
Exeter and Sarepta	W. Reynolds	Vehicle	7	3	3 do	19 50
do do	do do	do	7	3	9 do	39 00
Fafard and St. Sylvester East	J. Lessard	Horse or vehicle	8	1	3 do	7 50
do do	do do	do	11	1	6 do	18 80
Fairfield East and Railway Station	A. C. Johns	Vehicle	1	3	12 do	25 00
Fairview and Stratford	R. Forrest	Optional	9	2	12 do	100 00
Falkenburg and Ufford	W. F. Morley	do	10	1	3 do	6 43
do do	H. W. Gill	do	10	1	9 do	58 50
Falkland and Paris	G. T. Simpson	Horseback	3	3	6 do	37 50
Falkland and Paris Station	H. Hough	Vehicle	9	6	6 do	107 50
Farmersville and Plum Hollow	V. W. O. Sherman	Horse or vehicle	6	2	12 do	65 00
Farnboro' and West Shefford	L. Wells	Vehicle	2 1/2	3	12 do	52 00
Farnon and Haseville	T. Hase	Horse or vehicle	7	2	12 do	50 00
Farnon and Railway Station	S. W. Ross	On foot	75	12	2 do	1 33
Farran's Point, Woodlands and Oznabrock Centre	C. C. Farran	Horse or vehicle	2 & 1/4	3	12 do	185 00
Farran's Point and Railway Station	C. C. Farran	Optional	1/2	12	12 do	100 00
Father Point and Rimouski	P. Rouleau	Vehicle	6	As req.	Season, 1873, and Extra Trips	78 75
do do	J. T. Green	do	6	As req.	Special trips	17 00
Father Point and Steamers	D. Lawson	Boat	1/2	As req.	Season, 1873	50 00
Fenaghvale and Riceville	C. Gates	Optional	7	3	12 do	84 48
Fenelon Falls and Lindsay	H. Workman	Horse or vehicle	32	6	12 do	400 00
Fergus and Garafraxa	C. Sargent	do	8	6	3 do	86 75
do do	J. Robinson	do	8	6	9 do	185 25
Fergus and Metz	J. Mitchell	do	8	1	12 do	50 00
Fergus and Mimosa	E. Mooney	do	15	2	12 do	148 00

REPORT No. 2, A.—Detail of all payments for Mail Transportation, in Ontario and Quebec, made within the Year ended 30th June, 1874.— *continued.*

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Fergus and Railway Station	A. Anderson	Vehicle	36	12	months	150 00
Ferguson's Falls and Perth	R. Scott	Optional	17	3	3 do	64 50
do do	J. Emison	do	17	3	9 do	193 50
Fernoy and Westport	T. W. Watt	Horse or vehicle	8	2	12 (less fine)	68 00
Feversham and Maxwell	A. Fisher	do	4	6	6 do	42 50
do do	J. Bates	do	4	6	6 do	47 50
Fingal and West Magdala	D. Turner	Optional	7	2	12 do	52 00
Fisherville and Selkirk	J. Mehlanbacher	do	5	2	12 do	38 00
Fitzroy Harbour and Kilmaurs	W. Munro	do	5	2	12 do	48 00
Flesherton and Markdale	C. Reynolds	Horse or vehicle	6	4	8 do	76 66
Flesherton and Meaford	J. Benson	do	28	2	12 do	280 00
Flesherton and Railway Station	W. Strain	Optional	13	12	5 do	64 50
Flesherton and Vandeleur	T. Gilbert	Horse or vehicle	6½	2	12 do	50 00
Florence and Rutherford	T. Murcott and A. McDonald	Optional	6	1	3 do	10 00
do do	D. McDonald	do	6	1	9 do	27 00
Florence and Shetland	D. M. Kerby	Horse or vehicle	4	3	12 do	85 00
Fontenoy and Melbourne	R. Frazer	Vehicle	6	2	12 do	48 00
Font Hill and St. John's	J. Harper	Optional	4	2	12 do	45 00
Fordwich and Gowanstown	J. Kerr	do	15	3	4 do	50 00
Fordwich and Newbridge	J. Kerr	do	43	6	6 do	45 00
Fordyce and St. Helen's	W. Farquharson	do	5½	1	12 do	40 00
Forest and Hillsboro'	W. Yates and J. Hill	Vehicle	5	3	6 do	44 00
do do	P. Smith	do	5	3	6 (less fine)	48 00
Forfar and Harlem	R. Hales	Optional	8	6	12 do	156 00
Fort Coulonge and Hargrave	J. MacMullen	Vehicle	16	3	12 do	290 00
Fort Coulonge and Waltham	J. Landon	Horse or vehicle	13	2	11 do	165 00
Fort Erie and Railway Station	G. Lewis	On foot	11	12	12 do	200 00
do do	do	do	8	12	9 do	37 50
Fort William & Pigeon River, U.S.	A. A. Parker	do	do	do	Special trip.	17 85
Fort William and Thunder Bay	C. Graham	do	do	do	do	3 00
Fox River and Grande Prairie	C. Paquette	Optional	23	2	12 months	225 00
Fox River and St. Anne des Monts	J. Lepage	Foot or horseback	107	1	6 do	260 00
do do	T. J. Lamontagne	do	107	1	6 do	500 00
Frampton and Ste. Claire Bridge	J. Devereux	Vehicle	18	6	12 do	400 00
Frankford and Stockdale	D. Bull	do	2	3	12 do	36 00
Frankford and Trenton	W. Kinny	do	8	6	12 do	184 00
Franklin and Mount Horeb	W. Reynolds	do	6	2	12 do	60 00
Franklin and Railway Station	W. Maguire	Optional	100	As	req. 12 do	30 00
Franklin Centre and Starnesboro'	C. Meunier	do	2	6	12 do	64 00
Franktown and Railway Station	J. Jackson	Vehicle	1½	12	6 do	34 54
do do	Mrs. J. Jackson	do	1½	12	2 do	11 44
do do	W. Moore	do	1½	12	4 do	22 88
Frankville and Irish Creek Station	J. Church	do	11	6	12 do	195 00
Freelton and Mountsberg	J. McCormack	Horse or vehicle	3½	3	12 do	100 00
Frelighsburg and North Pinnacle	C. Scofield	Vehicle	6½	2	12 do	68 00
Frelighsburg and St. Armand Station	R. H. Reynolds	Horse or vehicle	10	6	12 do	300 00
Frelighsburg and Sweetsburg	A. Pickle	Vehicle	13	6	12 do	240 00
Frome and St. Thomas	J. Cole	As required	8½	3	3 do	29 16
do do &c.	G. G. Silcox	do	16	3 & 2	3 do	73 75
Fulford and Waterloo East	G. England	Vehicle	4	2	12 do	40 00
Fullarton and Mitchell	J. Woodley	Horse or vehicle	6	6	11 do	128 33
do do	do	do	8	6 & 3	1 do	14 17
Galt and Puslinch	A. Bannatyne	Vehicle	14	2	12 do	130 00
Gananoque and Willetsholme	D. Root	Horse or vehicle	14	2	6 do	62 50
do do	J. Abram	do	14	2	6 do	62 50
Gananoque Station and Marble Rock	G. Emery	Optional	4½	2	12 do	45 00

REPORT No. 2, A.—Detail of all payments for Mail Transportation, in Ontario and Quebec, made within the year ended 30th June, 1874.—Continued.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in miles.		Period.	Amount.
				No. of Trips per week.		
						\$ cts.
Gananoque Station and South Lake .....	W. Scott .....	Horse or vehicle.	4	2	12 months..	45 00
Garafraza and Hereward .....	W. Conner .....	do .....	5	2	12 do ..	52 00
Gardien Island and Kingston .....	J. Donnelly .....	Boat or sleigh...	2	6	12 do ..	100 00
Garthby and Lake Weedon .....	F. Brière .....	Vehicle .....	6	1	12 do ..	32 00
Garthby and North Ham .....	E. Grenier .....	Horse or vehicle.	13	1	12 do ..	50 00
Garthby and Stornoway .....	do .....	do .....	16	1	12 do ..	80 00
Gaspé Basin and Grand Grève .....	J. Savidant .....	Optional .....	15	3	12 do ..	230 00
Gaspé Basin and Percé .....	P. E. Vardon .....	Vehicle .....	36	3	8 do ..	665 34
do do .....	do .....	do .....	36	6	4 do ..	665 33
Gaspé Basin and Gulf Ports Steamers .....	J. J. Kavanagh ..	Optional .....	100	As req.	Season 1873.	20 00
Gemley and Mountain Grove .....	W. H. Kennedy ..	Horse or vehicle	27	1	12 (less fine)	167 00
Gemley and Vennachar .....	J. Roark .....	do .....	15	1	12 months..	98 00
Genoa and St. Hermas .....	J. Gordon .....	Vehicle .....	3½	2	12 do ..	40 00
Georgetown and Milton .....	J. & J. Marshall ..	do .....	14	6	12 do ..	290 00
Georgetown and Reading .....	W. Willis .....	do .....	22	6	12 do ..	530 00
Georgetown and Salmonville .....	J. Stringer .....	do .....	6	6	12 do ..	129 00
Georgville and Knowiton Landing .....	G. W. Fogg .....	do .....	3	6	12 do ..	156 00
Georgeville and Magoon's Point .....	A. Magoon .....	Horse or vehicle.	5½	2	12 do ..	52 00
Georgeville and Smith's Mills .....	W. Paige .....	Vehicle .....	10½	6	12 do ..	307 00
Georgina and Newmarket .....	W. Earle .....	do .....	24	6	12 do ..	680 00
Georgina and Vachel .....	J. Sheppard .....	Horse or vehicle.	4	2	12 do ..	52 00
Gilford and Railway Station .....	T. Maconchy .....	Optional .....	½	24	12 do ..	60 00
Glamis, Pinkerton and Pinkerton Station .....	W. Gorman .....	Horse or vehicle.	7 & 2½	6 & 6	12 do ..	250 00
Glamorgan and Mill Brook .....	J. Kennedy .....	Optional .....	6	2	3 do ..	17 50
Glanmire and Millbridge .....	S. Armstrong .....	Horse or vehicle.	7	1	12 do ..	32 00
Glanworth and Killerby .....	J. Hicks .....	Optional .....	5	2	12 do ..	40 00
Glanworth and Railway Station .....	J. Turnbull .....	On foot .....	½	12	12 do ..	43 68
Glascott and Latona .....	D. Quirk .....	Horse or vehicle.	7	2	12 do ..	68 00
Glastonbury and Kaladar .....	J. A. Carscallen ..	Optional .....	4½	1	12 do ..	26 00
Glenarn and Woodville .....	T. Morison .....	do .....	24	2	12 do ..	120 00
Glencairn and New Lowell .....	J. McBride .....	do .....	5	3	12 do ..	80 00
Glencoe and Kilmartin .....	D. McKellar .....	As required .....	4½	3	12 do ..	75 00
Glencoe and Strathburn .....	J. Smith .....	do .....	2	3	12 do ..	60 00
Glen Huron and Gravel Road .....	H. M. Frame .....	Optional .....	1	3	9 do ..	30 00
Glen Huron and Ough's Tavern .....	do .....	do .....	1	3	3 do ..	7 50
Glen Major and Myrtle .....	R. Hurlbut .....	Vehicle .....	6½	6	11 do ..	178 76
Glennmeyer and Straffordville .....	R. W. Smuck .....	Optional .....	8	3	9 do ..	104 25
Glen Norman and Military Road .....	W. D. McMillan ..	do .....	3	3	3 do ..	3 75
Glen Tay and Perth .....	O. Jackson .....	Horse or vehicle.	4	6	12 do ..	150 00
Gloucester Station and Russell .....	J. Carson .....	Vehicle .....	24	6	12 do ..	600 00
Goderich and Kincardine .....	A. M. Polley .....	do .....	38	6	12 do ..	975 00
Goderich and Lucknow .....	P. G. White .....	do .....	23	6	12 do ..	350 00
Goderich and Railway Station .....	do .....	do .....	1	24	9 do ..	217 12
do do .....	A. M. Polley .....	do .....	1	24	3 (less fine)	68 84
Goldstone and Railway Station .....	J. Gibbons .....	Optional .....	1½	6	12 months..	100 16
Gooderham and Kinnmount .....	U. May .....	do .....	20	1	5 do ..	77 08
Goodwood and Railway Station .....	M. Chapman .....	do .....	½	6	12 do ..	30 00
Gormley and Unionville .....	F. Eckards .....	Horse or vehicle.	22	6	12 do ..	450 00
Gosport and Napanee .....	J. E. McHurdey ..	do .....	13	1	12 do ..	65 00
Gowanstown and Lisadel .....	J. Kerr .....	Optional .....	15	3	2 do ..	25 00
Gowanstown and Shipley .....	E. Bristow .....	do .....	3	3	6 do ..	27 60
Grafton and Veruonville .....	G. Johnston .....	Horse or vehicle.	14	2	12 do ..	123 00
Grafton and Wicklow .....	C. Southon .....	do .....	2½	3	12 do ..	65 00

REPORT No. 2, A.—Detail of all payments for Mail Transportation, in Ontario and Quebec, made within the year ended 30th June, 1874.—Continued.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Granby and Railway Station ....	A. B. Foster.....	Optional.....	12 <sup>3</sup> / <sub>4</sub>	12	12 do ..	100 00
Granby and Roxton Pond .....	J. Wilkins.....	Horse or vehicle.	12 <sup>3</sup> / <sub>4</sub>	3	12 do ..	175 00
Grande Baie and L'Anse St. Jean	A. Harvey.....	On foot or canoe.	3	req.	Season 72-73	62 50
Grande Baie and Wharf.....	E. Leveque .....	Optional.....	3	As req.	Season 1873.	48 00
Grand Entry and House Harbor.	J. McPhail .....	Optional.....	30	Tri m'ly	5 months.	30 00
Grandes Coudées and Jersey Beauce .....	M. Cahill.....	Horseback.....	14	1	12 do ..	50 00
Grant and Russell .....	J. Andrew.....	Foot or vehicle..	13	2	6 do ..	50 00
Granton and Whalen .....	J. H. Wilson .....	Optional.....	3	2	12 do ..	35 00
Gravel Hill and Monckland.....	J. Crawford.....	Horse or vehicle.	5	2	12 do ..	50 00
Gravelotte and Lynedoch.....	S. F. Lovell.....	do ..	8	2	12 do ..	65 00
Greenbank and Wick Station .....	E. Phoenix .....	do ..	6	6	12 do ..	156 00
Greenfield and Loch Garry.....	J. Fisher .....	do ..	4	3	10 do ..	12 50
Green River and St. Antonin.....	F. Queen .....	Optional.....	3	2	12 do ..	20 00
Green River and St. Modeste.....	do ..	Horse or vehicle.	7	3	12 do ..	54 80
Green River and Whitby Road.....	J. Windsor .....	Optional.....	1 <sup>3</sup> / <sub>4</sub>	6	12 do ..	60 00
Green Valley Corners and Munroe's Mills .....	M. Munroe .....	Horse or vehicle.	6 <sup>3</sup> / <sub>4</sub>	2	2 do ..	13 33
Green Valley Corners and Sierra.	C. J. McRae.....	Vehicle .....	3	2	10 do ..	41 66
Grenfell and Railway Station.....	D. McIntosh .....	Optional.....	2 <sup>1</sup> / <sub>4</sub>	2	7 do ..	20 41
Grenville and Harrington.....	D. B. Campbell.	Horse or vehicle.	16	1	12 do ..	80 00
Grenville and Wharf .....	J. Shepherd.....	Optional.....	1 <sup>3</sup> / <sub>4</sub>	12	9 do ..	44 90
Griffith and Matawatchesan.....	J. McGregor.....	do ..	10	1	12 do ..	40 00
Grimsbly and Welland Port.....	J. L. Becker.....	Vehicle.....	17	6	12 do ..	649 00
Guelph and Hamilton.....	S. V. Coulson .....	do ..	32 <sup>3</sup> / <sub>4</sub>	6	3 do ..	190 25
do do .....	J. Mennell.....	do ..	32 <sup>3</sup> / <sub>4</sub>	6	9 do ..	750 00
Guelph and Ponsonby.....	J. Bunyan .....	do ..	20	3	12 do ..	272 00
Guelph and Wellington Square...	R. Johnston .....	do ..	37	6	12 do ..	1,197 00
Hagersville and Springvale.....	J. Anderson .....	Optional.....	4	2	9 do ..	37 50
do do .....	C. Hager .....	do ..	4	2	3 do ..	11 25
Haliburton and Minden.....	S. Thompson.....	do ..	19	3	12 do ..	273 00
Hallerton and Hemmingford.....	A. McCrea.....	Vehicle .....	4 <sup>3</sup> / <sub>4</sub>	2	3 do ..	8 75
do do .....	J. H. Blain .....	do ..	4 <sup>3</sup> / <sub>4</sub>	2	9 do ..	26 25
Hall's Bridge and Lakehurst .....	J. Farlington .....	Optional.....	7	2	12 do ..	90 00
H. I's Bridge and North Douro...	W. Hamilton .....	Horse or vehicle.	12	3	12 do ..	175 00
Hallville and North Mountain...	W. Wylie .....	Optional.....	2 <sup>3</sup> / <sub>4</sub>	3	8 do ..	16 66
Hamilton and Milton .....	C. Raspberry .....	Vehicle .....	28	6	12 do ..	745 00
Hamilton and Port Dover.....	A. A. Almas.....	do ..	37 <sup>3</sup> / <sub>4</sub>	6	12 do ..	1,500 00
Hamilton and Stony Creek.....	J. Eden .....	do ..	7	6	12 do ..	185 00
Hamilton and Street Letter Boxes	J. H. H. Mottram.	do ..	6	18	12 do ..	547 50
Hamlet and Perth .....	M. Stanley.....	Horse or vehicle.	9 <sup>3</sup> / <sub>4</sub>	2	11 do ..	77 40
do do .....	J. Emison .....	do ..	9 <sup>3</sup> / <sub>4</sub>	2	1 month ..	9 00
Hampton and Solina.....	P. Allin .....	do ..	2 <sup>1</sup> / <sub>4</sub>	3	3 months..	7 50
do do .....	J. C. Groat .....	do ..	2 <sup>1</sup> / <sub>4</sub>	3	9 do ..	30 00
Harcourt and Renfrew.....	A. R. Hutton .....	do ..	9	1	12 do ..	60 00
Hargrave and Portage du Fort .....	E. Murphy.....	do ..	7	6	12 do ..	220 00
Harold and Wellman's Corner .....	P. Hubble.....	Optional.....	4	2	12 do ..	50 00
Harrington and Lakeside.....	R. Armstrong.....	do ..	4 <sup>3</sup> / <sub>4</sub>	3	3 do ..	16 25
Harrisburg and St. George, &c.....	C. VanEvery .....	Vehicle .....	11	6 & 3	12 do ..	273 00
Harriston and Mount Forest.....	S. V. Coulson.....	Horse or vehicle.	10	6	9mo. 21days	242 50
Harriston and Railway Station.....	A. G. Markle.....	Optional.....	1 <sup>3</sup> / <sub>4</sub>	12	2mo. 10days	9 96
do do .....	do ..	do ..	1 <sup>3</sup> / <sub>4</sub>	12	12 months..	52 03
Harriston and Wroxeter .....	J. McLaughlin.....	Horse or vehicle.	16	6	12 do ..	250 00
Harrowsmith and Kingston.....	E. Shibley.....	Vehicle.....	16	6	9 do ..	139 50
do do .....	J. J. Abrams.....	do ..	16	6	3 do ..	100 00

REPORT No. 2, A.—Detail of all payments for Mail Transportation, in Ontario and Quebec, made within the year ended 30th June, 1874.—Continued.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in miles.		Period.	Amount.
			Distance in miles.	No. of Trips per week.		
Harrowsmith, Mountain Grove and Parham.....	W. H. Kennedy..	Horse or vehicle.	22 & 32	1	12 do ..	275 00
Hartford and Waterford .....	L. P. Pursell .....	do	9	3	12 do ..	116 00
Hartman and Vivian.....	W. Terry.....	do	2 1/2	3	3 do ..	13 00
do do .....	R. Readhead.....	do	2 1/2	3	9 do ..	45 00
Harwich and Thamesville.....	D. J. Hutchinson	Optional .....	5 1/2	2	12 do ..	104 00
Hatley and Railway Station.....	D. H. Pope.....	Vehicle.....	3 1/2	6	12 do ..	140 00
Hawkesbury and Grenville Wharf	T. Kelly.....	Optional .....	2	6	6mo. 22days	115 05
Hawtstone and Railway Station.	W. Hodges .....	do .....	1/2	12	12 months..	100 00
Haysville and New Hamburg.....	H. M. Johnson ..	Horse or vehicle.	3	6	12 do ..	172 00
Hazledean and Stittsville.....	J. Young.....	do .....	3 1/2	3	12 do ..	75 00
Heckstone and Kemptville.....	J. Dickinson.....	do .....	12	3	12 do ..	160 00
Hedleyville and St. Roch de Quebec.	J. DeBlois.....	On foot.....	1	12	6 do ..	30 28
Hemison and St. Malachie .....	L. Bernard.....	Horse or vehicle.	2	6	12 do ..	52 00
Hemison and Standon.....	J. Nicholson.....	do .....	10 1/2	2	12 do ..	71 40
Hemmingford and Huntingdon.....	J. H. Vosburgh..	Vehicle.....	32	6	12 do ..	950 00
Hemmingford and Roxham.....	T. Wallis.....	do .....	5	2	12 do ..	35 00
Henry and L'Original.....	C. H. Flynn.....	Horse or vehicle.	4 1/2	3	12 do ..	68 86
Henrysburg and Lacolle.....	W. Cockerline..	Vehicle.....	5 1/2	2	12 do ..	48 00
Hepworth and Park Head.....	W. Simpson.....	Optional .....	3	2	12 do ..	55 00
Herbert and Manonville.....	M. M. Geer.....	do .....	5 1/2	2	12 do ..	48 00
Hereford and Canaan, U. S.....	A. H. Workman ..	Vehicle.....	3	1	12 do ..	7 52
Hereford and Sawyerville.....	J. Cairns.....	Horse or vehicle.	30	1	3 do ..	23 75
do do .....	do .....	do .....	30	2	9 do ..	172 50
Hiawatha and Keene.....	H. Kent.....	Optional .....	6	1	12 do ..	40 00
Highfield and Malton.....	J. Sanders.....	Horse or vehicle.	3	2	12 do ..	47 00
Hillier and Rosehall.....	A. G. Ferguson..	do .....	2 1/2	2	12 do ..	50 00
Hillsdale and Medonte.....	A. Hill.....	do .....	9	2	6 do ..	65 00
Hilton and Ongley.....	A. H. Smith.....	do .....	4	1	12 do ..	30 00
Hinch and Newburgh.....	W. Hinch.....	do .....	6	2	11 do ..	55 00
Hoasic and Morrisburgh.....	J. B. Bedstad ..	do .....	8	2	12 do ..	60 00
Hochelaga and Montreal.....	F. Painchaud....	Foot or vehicle..	3	1	5 do ..	6 25
Holland Landing and Railway Station	H. Chapman.....	On foot.....	1/2	24	12 do ..	100 16
Hollen and Wallace.....	T. Mannell.....	Horse or vehicle.	9	3	12 do ..	140 00
Holyrood and Lisburn.....	D. McLeod.....	do .....	22 1/2	2	6 do ..	47 50
do do .....	J. Dempsey.....	do .....	22	2	6 do ..	52 00
Honeywood, McIntyre and Singhampton	J. Richards.....	do .....	17 & 5	2 & 1	3 do ..	37 49
Honeywood and Singhampton...	do .....	do .....	17	3	9 do ..	168 72
Morning's Mills and Shelburne...	J. Airth.....	do .....	6	2	7 do ..	35 00
do do .....	do .....	do .....	6	3	5 do ..	37 50
Howe Island and Pitt's Ferry.....	T. Thompson.....	Optional .....	5	1	12 do ..	52 00
Hudson and Wharf.....	D. Reay.....	do .....	200	12	Season 1873.	10 00
Humber, Tormore and Weston.....	W. W. Scott.....	Horse or vehicle.	8 & 9	6 & 3	12 do ..	413 71
Humberstone and Port Colborne.	J. Thompson.....	do .....	1	6	12 do ..	100 00
Hunsdon and Tottenham.....	W. S. Fry.....	do .....	8	3	12 do ..	96 00
Hunterstown and Rivière du Loup	F. Clermont.....	Vehicle.....	17	6	12 do ..	450 00
Hunterstown and St. Elie.....	O. Chamberlin..	do .....	4	3	3 do ..	10 00
do do .....	C. H. Coutu.....	do .....	7 1/2	3	9 do ..	52 50
Huntingdon and La Guerre.....	J. J. Higgins.....	do .....	18	3	12 do ..	180 00
Huntingville and Lennoxville.....	J. R. Moy.....	Optional .....	2	6	12 do ..	75 00
Huntsville and Melissa.....	W. H. Baker.....	do .....	5	2	7 do ..	29 16
Huntsville and Ravenscliff.....	J. Sharp.....	do .....	8	1	12 do ..	52 00
Huston and Railway Station.....	D. Callaway.....	do .....	1	12	12 do ..	102 88

REPORT No. 2, A.—Detail of all payments for Mail Transportation, in Ontario and Quebec, made within the year ended 30th June, 1874.—Continued.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in miles.	No. of Trips per week.		Period.	Amount.
							\$ cts.
Huston and Treacastle . . . . .	D. Callaway . . . . .	Horse or vehicle.	4	6	12	months.	98 00
Ingersoll and Port Burwell . . . . .	A. M. McKay . . . . .	Vehicle . . . . .	32	6	12	do	485 00
Inge-soll and Thamesford . . . . .	J. Lee . . . . .	Horse or vehicle.	5	6	12	do	150 00
Inisti-ge and Proton Station . . . . .	H. Armstrong . . . . .	Optional . . . . .	21	3	5	do	81 25
Inkerman and Iroquois . . . . .	M. Ault . . . . .	Vehicle . . . . .	21	6	12	do	450 00
Innerkip and Woodstock . . . . .	E. Brown . . . . .	As required . . . . .	24	6	12	do	380 00
Innisfil and Le'roy . . . . .	J. Black . . . . .	Horse or vehicle.	8½	6	12	do	230 00
Inverary and Kingston . . . . .	L. E. Day . . . . .	do	12	3	12	do	139 00
Inverhuron and Tiverton . . . . .	A. McDougall . . . . .	do	3	3	3	do	17 50
do do . . . . .	J. Urquhart . . . . .	do	3	3	7	days.	1 00
Inverness and Leeds . . . . .	H. McCutcheon . . . . .	Vehicle . . . . .	12	3	12	months.	158 16
Inverness and New Ireland . . . . .	J. B. Hall . . . . .	do	17	3	12	do	261 00
Inverness and Reedsdale . . . . .	W. Lowry . . . . .	Horse or vehicle.	4	3	12	do	75 00
Inverness and Ste Juliiè de Somersset . . . . .	D. McKinnon . . . . .	Vehicle . . . . .	9½	6	9	do	33 00
do do . . . . .	W. Gardiner . . . . .	do	9½	6	3	do	31 00
Iona and Morpeth . . . . .	T. Luton . . . . .	Horse or vehicle.	30	6	12	do	350 00
Iona and St. Thomas . . . . .	J. Decow . . . . .	Vehicle . . . . .	13	6	12	do	480 00
Irish Creek Station and Merrickville . . . . .	Mrs. S. Crozier . . . . .	do	9	6	12	do	200 00
Iron Hill and Sweetsburg . . . . .	W. Moffatt . . . . .	do	6	2	12	do	36 00
Isle aux Coudres and St. Paul's Bay . . . . .	A. Dufour . . . . .	Boat or vehicle.	12	1	12	do	120 00
Isle aux Grues and Montmagny . . . . .	L. Lebel . . . . .	do	6	1	12	do	130 00
Isle Bizard and St. Gen-viéve . . . . .	A. Barbeau . . . . .	Optional . . . . .	4	6	5	do	9 00
Iste Perrot and St. Anne . . . . .	T. B. Ricard . . . . .	Horse or vehicle.	7	3	12	do	80 00
Isle Verte and Railway Station . . . . .	L. A. Bertram . . . . .	Optional . . . . .	1	12	10	m. 19 dys.	70 98
Isle Verte and Riviere du Loup . . . . .	J. Deslaurier . . . . .	do	1	1	1	Special trip.	5 00
Isle Verte and St. Eloi . . . . .	C. Thériault . . . . .	Horse or vehicle.	8	3	12	do	160 00
Jersey and Marlow . . . . .	M. Cahill . . . . .	do	13	3	12	do	230 56
Jersey and St. François . . . . .	do	do	13½	6	12	do	290 00
Johnson and Owen Sound . . . . .	D. Butchart . . . . .	Optional . . . . .	15	3	12	do	225 00
Johnston's Mills and Zurich . . . . .	C. Hill . . . . .	Horse or vehicle.	4	2	6	do	24 00
do do . . . . .	C. Burschlen . . . . .	do	4	2	6	do	24 00
Joliette and L'Assomption . . . . .	A. Fontaine . . . . .	Optional . . . . .	18	6	12	do	400 00
Joliette and Rawdon . . . . .	P. O. Morin . . . . .	Vehicle . . . . .	18	6	12	do	360 00
Joliette and St. Elizabeth . . . . .	J. Desilets . . . . .	Optional . . . . .	10	6	12	do	216 00
Jordan and Pelham Union . . . . .	J. Johnston . . . . .	do	4	2	9	do	30 00
Jura and Widder Station . . . . .	J. McCordie . . . . .	Vehicle . . . . .	7	2	12	do	72 00
Kamouraska and St. Paschal . . . . .	T. Ward . . . . .	do	4½	12	12	do	152 00
Katevale and North Hatley . . . . .	F. Lagorgendière . . . . .	Horse or vehicle.	4½	2	9	do	31 56
do do . . . . .	J. Gorel . . . . .	do	4½	2	3	do	10 50
Kazibazua and Otter Lake . . . . .	F. Irwin . . . . .	do	30	1	12	do	268 00
Keene and Lang . . . . .	D. Fife . . . . .	Optional . . . . .	2½	6	9	do	56 25
Keene and Norwood . . . . .	R. Richardson . . . . .	Vehicle . . . . .	18	3	12	(less fine.)	277 00
Keene and Peterboro' . . . . .	J. McLachlan . . . . .	do	12	6	12	do	340 00
Keith and Wallaceburg . . . . .	W. Judson . . . . .	Optional . . . . .	5	2	12	do	80 00
Kelso and Trout River . . . . .	P. McFarlane . . . . .	do	2½	3	12	do	48 00
Kemble and Wolsley . . . . .	A. Johnston . . . . .	do	7	1	1	do	3 33
Kemptville and Merrickville . . . . .	G. A. Leslie . . . . .	Vehicle . . . . .	18	6	6	do	237 50
do do . . . . .	C. W. Putman . . . . .	do	18	6	6	do	237 50
Kemptville and Railway Station . . . . .	G. A. Leslie . . . . .	Optional . . . . .	1	18	9	do	70 80
do do . . . . .	do	do	1	24	3	do	38 30
Kenilworth and Petherton . . . . .	M. Enright . . . . .	do	3	6	12	do	99 00
Kenilworth and Railway Station . . . . .	R. Gordon . . . . .	do	4	12	12	do	50 08
Kenilworth and Riverstown . . . . .	J. Kelcher . . . . .	do	3	6	12	do	69 00
Kenilworth and Wagram . . . . .	J. Craig . . . . .	do	5	2	8	do	40 00
Kerrwood and Napier . . . . .	J. Irving . . . . .	do	6	6	12	do	134 00
Keswick and Roach's Point . . . . .	R. McCoidie . . . . .	do	3	6	12	do	100 00

REPORT No. 2, A.—Detail of all payments for Mail Transportation, in Ontario and Quebec, made within the year ended 30th June, 1874.—Continued.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Kildare and St. Alphonse .....	A. Basinets .....	Vehicle .....	12	3	12 months..	118 80
Kilkenny and Smiths .....	F. X. Poitras .....	do .....	3	2	12 do ..	36 00
Kilmanagh & Mono Road Station .....	H. Lindsay .....	Horse or vehicle.	3	3	12 do ..	80 00
Kilmarnock and Smith's Falls .....	J. Corbett .....	do .....	8 <sup>1</sup> / <sub>2</sub>	2	12 do ..	85 00
Kilsyth and Peabody .....	J. Milburn .....	do .....	15	2	12 do ..	150 00
Kincardine and Lorne .....	G. Bisset .....	do .....	5	2	3 do ..	12 00
Kincardine and Saugeen .....	A. M. Polley and J. Gentle .....	do .....	28	6	12 do ..	700 00
Kincardine and Walkerton .....	T. Smith .....	do .....	28	6	12 do ..	460 48
King and Nobleton .....	J. Weller .....	do .....	8	6	12 do ..	265 70
King and Oak Ridges .....	W. Conner .....	do .....	7 <sup>1</sup> / <sub>2</sub>	6	12 do ..	265 00
King and Railway Station .....	B. Lloyd .....	On foot .....	4	6	12 do ..	55 00
Kinglake and Straffordville .....	R. W. Snuck .....	Optional .....	18	3	3 do ..	43 50
Kinglake and Vienna .....	J. Featherston .....	do .....	8	2	9 do ..	48 75
Kingsbury and Melbourne .....	G. Williamson .....	Vehicle .....	6	3	12 do ..	75 00
Kingsford and Marysville .....	J. Schermehorn .....	Horse or vehicle	6 <sup>1</sup> / <sub>2</sub>	3	(4 less fine)	29 61
Kingston and Cape Vincent, U.S.	C. Hinckley .....	Vehicle .....	11	6-12	3 months..	150 00
Kingston and Kingston Station .....	W. Neilson .....	Optional .....	2	6-12	4 do ..	6 66
Kingston and Loughboro' .....	H. Dean .....	Vehicle .....	17	6	12 do ..	300 00
Kingston Division .....					Special trips consequent upon change of gauge on G. T. R., Oct., 1873..	72 40
Kingston and Morton .....	W. Copeland .....	Vehicle .....	29	3	12 months..	394 00
Kingston and Newburgh .....	H. Finkle .....	do .....	22	6	12 do ..	300 00
Kingston and Picton .....	W. Aylesworth .....	do .....	40	6	12 do ..	1,325 50
Kingston and Portsmouth .....	W. Wilson .....	Horse or vehicle	2	6	12 do ..	100 00
Kingston and Street Letter Boxes .....	Wilson and Davis .....	Optional .....	4	18	1 mo. 20 dys.	66 00
do .....	W. D. Graves .....	do .....	4	18	3 months..	92 50
Kingsville and O'ley .....	A. Wigle .....	do .....	10	3	12 (less fine)	164 00
Kinkora and Sebringville .....	J. Stock .....	As required .....	8	2	12 months..	60 00
Kinloss and Lucknow .....	T. Smith .....	Stage coach .....	12	6	12 do ..	278 00
Kinnear's Mills and Leeds .....	H. McCutcheon .....	Vehicle .....	9	3	12 do ..	117 00
Kirkfield and Railway Station .....	J. McTaggert .....	do .....	3	12	12 do ..	65 00
Kirkwall and Rockton .....	W. Stockwell .....	Horse or vehicle	15	6	12 do ..	160 00
Klineburg and Railway Station .....	J. Dennis .....	Optional .....	1 <sup>1</sup> / <sub>2</sub>	12	12 do ..	95 00
Knardale and Newbury .....	H. McLean .....	Horse or vehicle	6	1	12 do ..	22 00
Knowlton and St. Etienne de Bolton .....	L. Paulin .....	do .....	9	3	12 do ..	120 00
Knowlton and Sutton Junction .....	J. McMannis .....	Vehicle .....	7	6	12 do ..	190 00
Knowlton Landing and Waterloo loo, &c. .....	do .....	do .....	39	6	4 do ..	292 88
Knowlton Landing and Waterloo .....	do .....	do .....	24	6	8 do ..	390 66
Kossuth and Preston .....	J. D. Groh .....	Optional .....	5 <sup>1</sup> / <sub>2</sub>	2	9 do ..	48 00
do .....	C. Kelber .....	do .....	5 <sup>1</sup> / <sub>2</sub>	2	3 do ..	16 00
La Baie and Nicolet .....	L. Vigneau .....	Vehicle .....	9	6	12 do ..	240 00
La Baie and St. Zephérim .....	do .....	do .....	8	6	12 do ..	190 00
La Baie and Sorel .....	D. Guevremont .....	do .....	40 <sup>1</sup> / <sub>2</sub>	6	12 (less fine)	974 00
Labarre and Roberval .....	L. Boudreau .....	On foot .....	33	2	5 months..	91 66
La Beauce and St. Bernard .....	M. Routier .....	Horse or vehicle	10	3	12 do ..	90 00
La Beauce and St. Elzéar .....	E. Landrit .....	do .....	3	2	12 do ..	85 00
L'Acadie and St. Jacques le Mineur .....	J. O. Poirier .....	Vehicle .....	5	3	3 do ..	20 00
do .....	do .....	do .....	5	6	9 do ..	120 00
Lachenaie and Terrebonne .....	F. S. Jean .....	Horse or vehicle	4 <sup>1</sup> / <sub>2</sub>	3	12 do ..	52 00

REPORT No. 2, A.—Detail of all payments for Mail Transportation, in Ontario and Quebec, made within the year ended 30th June, 1874.—Continued.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in miles.	No. of Trips per week.		Period.	Amount.	
							\$	cts.
Lachute and Lakefield .....	G. Rogers.....	Horse or vehicle.	9	2	12	months..	72	80
Lac Masson and New Glasgow...	F. X. Poitras .....	Vehicle .....	21	2	12	do ..	190	00
Lac Masson Road and St. Hippolyte .....	Mrs. R. Martin .....	Optional .....	3	2	12	do ..	32	00
Lafontaine and Pentanguishene..	P. Brasseur .....	Horse or vehicle	9	1	12	do ..	47	50
Lake Aylmer and Stornoway .....	G. Champoux.....	do .....	9	1	12	do ..	30	00
Lake Etchemin and Langevin .....	L. Vermette .....	do .....	12	2	12	do ..	115	00
Lake Etchemin and Standen .....	J. Nicholson .....	do .....	15	2	12	do ..	116	00
Lake Megantic and Piopolis .....	C. H. Langlais.....	Vehicle .....	7	1	12	do ..	40	00
Lake Megantic and Stornoway .....	J. B. McDonald .....	do .....	15	2	12	do ..	120	00
Lake Opinicon and Loughboro' .....	W. D. Waters .....	Horse or vehicle	17	2	12	do ..	160	00
Lake Temiscamingue & Mattawa .....	Hudson Bay Co. ....	Optional .....	90	fully	12	do ..	320	00
Lake Weedon and Sherbrooke .....	W. Paige .....	Horse or vehicle	41	3	12	do ..	453	00
L'Amaroux and Agincourt Station .....	W. Long .....	Optional .....	4	3	3	do ..	17	50
Lambton and Robinson .....	H. & T. Leonard .....	Vehicle .....	35	6	3	do ..	299	75
Lambton and St. Francois .....	N. Gagné .....	do .....	36	3	12	do ..	325	00
Lambton and Stornoway .....	E. Belanger .....	Optional .....	9	6	9	do ..	162	00
Lambton and Valletort .....	P. Mercier .....	Horse or vehicle	8	1	12	do ..	28	00
Lanark and McDonald's Corners .....	J. Bowes .....	do .....	14	3	12	do ..	234	00
Lanark and Middleville .....	J. Affleck .....	do .....	7	1	12	do ..	40	00
Lanark and Perth .....	J. Allan .....	Optional .....	12	6	12	do ..	136	00
Lanark and Rosetta .....	R. McFarlane .....	do .....	15	2	12	do ..	112	00
Lancaster and Rivière Raisin .....	W. Gillespie .....	do .....	1	12	12	do ..	156	50
Lancaster and Summerstown .....	do .....	Horse or vehicle	6	3	2	do ..	19	50
Langside and Lucknow .....	E. Greyell .....	do .....	8 $\frac{1}{2}$	2	12	do ..	77	00
Langstaff and Thornhill .....	H. Richards .....	Optional .....	1 $\frac{1}{2}$	6	12	do ..	40	00
Langton and Marston .....	W. Mills .....	Horse or vehicle	4 $\frac{1}{2}$	2	12	& arrears	62	50
Lansdown and Warburton .....	J. H. Keating .....	Optional .....	4 $\frac{1}{2}$	1	12	months ..	27	72
La Petite Rivière St. Francois and St. Paul's Bay .....	E. Bluteau .....	do .....	10	3	12	do ..	60	00
La Pigeonnière and St. Edouard .....	J. Hamelin .....	Vehicle .....	4	6	12	do ..	100	00
Laprairie, St. Constant and St. Philippe .....	A. Lamarre .....	do .....	9	3	4	do ..	46	67
do do .....	do .....	do .....	9	6	5	do ..	116	67
Laprairie and St. Constant .....	J. O. Longtin .....	do .....	6	6	3	do ..	37	50
Laprairie and St. Philippe .....	L. L'Ecuyer .....	do .....	6	6	3	do ..	37	50
La Présentation and St. Hyacinthe .....	A. Millet .....	do .....	6	3	12	do ..	78	00
Largie and Wallacetown .....	W. M. Laws .....	Optional .....	7	1	12	do ..	45	48
L'Assomption and St. Julienne .....	J. Renaud .....	Vehicle .....	23	6	12	do ..	450	00
Latimer and Wolf's Corners .....	S. Coverley .....	Optional .....	1	3	2	do ..	5	00
do do .....	A. Hemmington .....	do .....	1	3	3	do ..	7	50
Lauzon and Levis .....	H. Martin .....	Horse or vehicle	2	6	12	do ..	100	00
Laval and Quebec .....	A. Simons .....	Vehicle .....	19	2	12	do ..	194	40
Lavant and Watson's Corners .....	A. Browning .....	Horse or vehicle	13	1	12	do ..	60	60
Lawrenceville and North Stukely .....	C. Gendron .....	Vehicle .....	4	3	12	do ..	63	60
Leamington and Rondeau .....	C. H. Fox .....	do .....	38 $\frac{1}{2}$	3	12	do ..	490	00
Leamington and Windsor .....	G. Wigle .....	do .....	38	6	12	do ..	560	00
Leeds and Leeds Village .....	H. McCutcheon .....	Horse or vehicle	1	3	12	do ..	30	00
Leeds and West Broughton .....	M. Rousseau .....	Optional .....	13	3	12	do ..	116	00
Lefroy and Railway Station .....	D. Davidson .....	Vehicle .....	$\frac{3}{4}$	12	12	do ..	50	00
Leinster and Napanee .....	W. Grange .....	Horse or vehicle	15	2	12	do ..	139	00
Lemonville, Ringwood and Stouffville .....	M. Flint .....	do .....	4 $\frac{1}{2}$	3&6	12	do ..	137	48
Lennoxville and Railway Station .....	J. P. Cushing .....	On foot .....	158	12	3	do ..	16	25
do do .....	E. W. Abbott .....	do .....	158	12	9	do ..	48	73



REPORT No. 2, A.—Detail of all payments for Mail Transportation, in Ontario and Quebec, made within the year ended 30th June, 1874.—Continued.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in miles.		Period.	Amount.
				No. of Trips per week.		
Les Eboulemens and Settrington.	C. Chouinard ....	Horse or vehicle	8½	2	3 months..	18 75
do do	C. Desbiens .....	do	8½	2	9 do ..	56 25
Les Eboulemens and Wharf .....	Z. Nadeau .....	do	3	3	As req. Season 1873.	36 40
Les Escoumains and Tadousac...	E. Lessard. ....	do	27	2	9 months..	295 49
do do	do .....	do	27	3	3 do ..	162 50
Leskard and Newcastle .....	T. Douglas .....	Vehicle .....	10	6	12 do ..	244 00
Lester's and London .....	W. Nicholls .....	Optional .....	1	12	14ms., 22dys.	132 60
do do	N. McNeil .....	do .....	1	12	12 months.	93 90
Lévis and New Liverpool .....	P. Cauchon .....	Vehicle .....	6	12	12 do ..	249 60
Lévis and Quebec .....	H. Martin .....	Ferry .....	1	12	1½ do ..	36 60
do do	do .....	do .....	1	18	7½ do ..	196 92
do do	do .....	do .....	1	12	3 do ..	59 50
Lévis and Railway Station .....	do .....	Optional .....	1	12	12 do ..	90 00
Lévis and St. Michael .....	do .....	Vehicle .....	15	6	12 do ..	425 00
Lévis and Sub Office .....	T. Bertrand .....	Optional .....	½	12	1½ do ..	7 68
do do	do .....	do .....	½	18	7 do ..	41 37
Lévis and Three Rivers .....	R. G. Lajoie .....	Vehicle .....	91	6	12 (less fine.)	2,482 00
Lieury and West McGillivray .....	M. Coates .....	Optional .....	9	3	3 do ..	18 62
Lilley's Sub Office and London .....	C. Lilley .....	Vehicle .....	1	12	12 months..	156 50
Limelake and Roblin .....	J. Jarmin .....	Optional .....	10	1	12 do ..	36 00
Lindsay and Railway Station .....	B. Guingle .....	On foot .....	½	24	12 do ..	145 50
Linton and Lloydton .....	R. Lodge .....	Optional .....	¾	3	12 do ..	69 00
Linwood and St. Jacobs .....	J. R. Williams .....	do .....	12	6	6 do ..	196 50
do do	J. Playford .....	do .....	12	6	6 do ..	172 50
Lisbon and Wellesley .....	J. Zinkann .....	do .....	2	2	12 do ..	50 00
L'Islet and St. Cyrille .....	J. B. Cloutier .....	As required .....	7	2	12 do ..	96 00
Listowel and Mitchell .....	J. Hicks & Ex'rs.	Vehicle .....	22	6	12 do ..	275 00
Listowel and Molesworth .....	S. Lougheed .....	Optional .....	11	3	3 do ..	27 25
do do	do .....	do .....	11	6	9 do ..	169 28
Listowel and Palmerston .....	S. Davidson .....	do .....	10	6	7 do ..	140 00
Little Britain, Oakwood, Port Hoover and Valentia .....	W. A. Silverwood	Horse or vehicle	4,	6,		
Little Britain, Oakwood and Port Hoover .....	do	do	4&5	3&3	8 do ..	158 32
Little Britain and Valentia .....	do	do	4&4	6&3	4 do ..	55 88
Little Current and Manitowaning .....	do	do	5	3	2 do ..	15 00
Lochaber Bay and Thurso .....	B. Mackey .....	Boat .....	22	...	Special trips	71 25
Lochiel and Mongenais .....	A. Campbell .....	Vehicle .....	5	2	12 months..	44 00
London and Muir .....	H. R. Macdonald	Horse or vehicle	12½	2	12 do ..	106 24
London and Nairn .....	W. Bryce .....	Optional .....	1	12	3 do ..	39 00
London and Petersville .....	A. Fraser .....	Vehicle .....	21	3	12 do ..	249 00
London and Railway Station .....	W. Loughrey .....	do .....	1	6	12 do ..	78 25
do do	W. Hendrie .....	do .....	1	24	3 do ..	91 65
do do	do .....	do .....	1	30	6 do ..	185 64
London and St. James' Park .....	J. Taylor .....	do .....	1	12	12 do ..	78 25
Long Island Locks, Manotick and Manotick Station .....	J. Tyghe .....	Horse or vehicle	3½ & 4	3 & 6	12 do ..	131 86
Longueuil and Montreal .....	P. Lespérance .....	Ferry or vehicle	4	6	12 do ..	100 00
Lonsdale and Maryville .....	J. Schermerhorn .....	Optional .....	4½	3	5 do ..	33 33
Lorette and Quebec .....	L. Richard .....	Vehicle .....	10	4	2 do ..	35 00
do do	do .....	do .....	9	4	9 do ..	157 00
L'Orignal and Rivière Raisin .....	D. McPhee .....	Optional .....	41	6	12 do ..	1,200 09
L'Orignal and Wharf .....	T. W. Lee .....	do .....	½	12	6mo., 22dys.	39 00
Lotbinière and Rivière Bois Claire .....	I. G. Boucher .....	Horse or vehicle	6½	3	9 months..	52 50
do do	M. Lemay .....	do .....	6½	3	3 do ..	17 50
Low and Venosta .....	J. Macauley .....	do .....	8	1	12 do ..	52 00
Lowbanks and Stromness .....	J. Michener .....	Optional .....	6	2	12 do ..	78 00

REPORT No. 2, A.—Detail of all payments for Mail Transportation, in Ontario and Quebec, made within the year ended 30th June, 1874.—Continued.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in miles.		Period.	Amount.
				No. of trips per week.		
Lumley and Stewarts Corners ...	W. Dinnin .....	Horse or vehicle	3	3	12 months..	45 00
Luther and Peepabun .....	S. Stuckey .....	Optional.....	5	2	12 do ..	50 00
Luther and Railway Station.....	W. Dawson .....	Horse or vehicle	4 <sup>3</sup> / <sub>4</sub>	2	12 do ..	45 00
Luther and Tarbert .....	S. Stuckey .....	do .....	4 <sup>3</sup> / <sub>4</sub>	2	12 do ..	50 00
Lyn and Railway Station.....	J. S. Bell .....	Optional.....	1	6	12 do ..	62 60
Lynedoch and Oakland .....	R. Power .....	Vehicle.....	50	6	12 do ..	35 00
Lynedoch and Silver Hill.....	H. C. Gifford .....	Optional.....	4	2	12 do ..	60 00
Lynville and Simcoe .....	J. W. McNally.....	do .....	6 <sup>3</sup> / <sub>4</sub>	2	12 do ..	80 00
McDonald's Corners and North Lancaster .....	A. Leclair .....	Horse or vehicle	3	6	12 do ..	100 00
McDonalds Corners and Ompah .....	T. Anderson .....	do .....	22	1	12 do ..	140 00
McDonalds Corners and St. Raphael, West .....	M. McDonell .....	do .....	2	6	12 do ..	70 00
McKellar and Newcombe .....	A. Millan .....	Optional.....	12	1	12 do ..	60 00
McKellar and Parry Sound .....	J. Armstrong .....	do .....	16	1	12 do ..	78 00
Maberly and Perth.....	A. McLaren .....	Horse or vehicle	21	1	9 do ..	93 75
do .....	J. Allan .....	do .....	21	2	3 do ..	60 00
Macbeth and Rigaud.....	A. McBean .....	Optional.....	6	3	1 do ..	7 50
Maddington and Stanfold .....	J. Guilmette.....	Vehicle.....	13	2	12 (less fine.)	85 00
Madoc and Thanet .....	E. Cameron .....	Horse or vehicle	31	2	12 months..	295 00
Magnetawan and Rousseau .....	J. Miller.....	Vehicle.....	33	1	1 do ..	13 00
do do .....	do .....	do .....	33	2	2 do ..	52 00
do do .....	do .....	do .....	34	2	9 do ..	390 00*
Magog and Sherbrooke.....	H. N. Fraser.....	do .....	19 <sup>1</sup> / <sub>2</sub>	6	12 do ..	400 00
Magog and Waterloo.....	J. G. Cowie .....	do .....	20	6	12 do ..	500 00
Malakoff and North Gower .....	W. Elliott.....	Optional.....	4	2	12 do ..	35 40
Mallorytown and Rockport .....	E. Natty .....	Horse or vehicle	11	3	9 do ..	135 00
do do .....	J. R. Gibson.....	do .....	11	3	9 do ..	43 75
Malmaison and St. Charles de Stanbridge .....	L. C. Gauvin .....	Vehicle.....	3	3	12 do ..	50 00
Malone and Armora .....	W. Derry .....	Horse or vehicle	13	2	12 do ..	104 00
Malton and Richview .....	T. Trainor.....	Vehicle.....	3 <sup>1</sup> / <sub>2</sub>	6	3 do ..	31 28
Malton and Sandhill .....	E. Heacock .....	do .....	12	6	12 do ..	400 00
Malvern and Scarboro' Junction.....	R. Davidson.....	Horse or vehicle	21	6	12 do ..	340 00
Manchester and Railway Station.....	W. Davis .....	do .....	1	12	12 do ..	95 00
Mandamin and Oban .....	W. Carrick .....	As required....	3	3	12 do ..	78 00
Manitowaning and Michael's Bay .....	R. A. Lyon.....	Optional.....	21	1	9 do ..	90 00
do do .....	do .....	do .....	21	3	Seasons 72-3 per and 73-4.... mth	75 00
Mansfield and Mulmur.....	W. Paisley .....	Horse or vehicle	6	3	6 do ..	45 00
Mansfield and Perm .....	P. Gallagher.....	do .....	2	3	9 do ..	12 00
Mansonville, Potton and West Potton .....	M. L. Elkins .....	Vehicle.....	5	2	12 do ..	40 00
Maple and Purpleville.....	R. Rumble .....	do .....	12	3	12 do ..	125 00
Maple and Railway Station.....	J. Gordon .....	On foot .....	<sup>1</sup> / <sub>2</sub>	12	12 do ..	78 00
Maple Grove and St. Ferdinand.....	J. B. Hall .....	Vehicle.....	3	3	3 do ..	5 20
Maple Grove and Sanborn .....	T. Hurley .....	Horse or vehicle	11 <sup>1</sup> / <sub>2</sub>	3	12 do ..	120 00
Maple Grove and Somerset .....	M. Dubois .....	Vehicle.....	19	3	10 do ..	116 66
Maple Leaf and Sawyerville.....	W. G. Planche.....	Horse or vehicle	3 <sup>1</sup> / <sub>2</sub>	1	12 do ..	20 00
Mapleton and New Sarum .....	L. W. Learn .....	do .....	4	3	12 do ..	57 00
Maple Valley and Shrigley .....	G. Sandilands.....	do .....	5 <sup>1</sup> / <sub>2</sub>	1	12 do ..	22 72
Maubleton and South Ham .....	G. Goodenough.....	Vehicle.....	10	2	12 do ..	65 00
March and Wharf.....	W. H. Berry .....	On foot .....	4	6	Season 1873.	10 00
Marchmont and Warminster.....	G. Abbott .....	Optional.....	.....	.....	Special trip.	0 25
Marchmont Corners and River David .....	D. Therien .....	Vehicle.....	16	6	5 months..	133 33
Markdale and Railway Station.....	T. S. Sproul.....	Optional.....	5	12	5 do ..	31 25
Markham and Milliken .....	W. Gorvett.....	Horse or vehicle	<sup>1</sup> / <sub>2</sub>	3	12 do ..	122 50
Markham and Milnesville .....	W. S. Reed.....	do .....	2 <sup>1</sup> / <sub>2</sub>	3	12 do ..	40 00

REPORT No. 2, A.—Detail of all payments for Mail Transportation, in Ontario and Quebec, made within the year ended 30th June, 1874.—Continued.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Markham and Railway Station	A. J. Wotten	Optional	2	24	12 (less fine)	79 00
Marlow and United States (boundary line)	M. Cahill	Horse or vehicle	14½	3	12 months	224 00
Marmora and Norwood	S. Ackerman	do	21	3	12 do	240 00
Marmora and Stirling	D. Fitchett	Vehicle	16	6	12 months	78 00
Marshville and Wainfleet Centre	P. Buchanan	do	3½	6	12 (less fine)	109 00
Martintown and Rivière Raisin	A. McVean	do	12	6	12 months	298 00
Mary Lake and Seely	O. Seely	Optional	7	1	9 do	39 00
Mary Lake and Utterson	A. H. Ladell	do	3	2	3 do	10 00
do do	do	do	3	4	6 do	37 50
Mascouche and Terrebonne	W. Roy	Horse or vehicle	7	6	12 do	156 00
Masham and Wakefield	W. Bennett	do	8	2	12 do	84 00
Maskinongé and St. Justin	L. St. Antoine	Vehicle	2	3	12 do	59 00
Matane and Metis	W. E. Page	do	33	3	12 do	481 00
Matane and St. Anne de Monts	F. Perron	do	57	2	12 do	449 00
do do	E. St. Pierre	do	57	1	9 do	300 00
Matapedia and Runnymede	J. Lawlor	Optional	12	1	12 do	65 50
Matlock and Wyoming	J. P. Jarmain	do	4	2	12 do	40 00
Mattawa and Nippissingan	J. Chapman	Foot or canoe	64	1 & 2	12 do	200 00
Mattawa and Rapides des Joachim	N. Timmins	Canoe or sleigh	55	1	12 do	500 00
Maxwell and Wareham	G. Wright	Horse or vehicle	5	2	12 do	45 00
Maynooth and Monteagle Valley	J. Lees	Optional	12	1	5 do	37 50
do do	P. F. Green	do	12	1	3 do	20 00
Maynooth and Thanet	J. Power	Horse or vehicle	36	2	12 do	400 00
Meaford and Owen Sound	T. Spiers	do	19	6	12 do	501 00
Meaford and Railway Station	S. Paul	Optional	1	12	12 do	60 00
Meaford and Strathnairn	R. Ford	Vehicle	8	1	12 do	49 48
Meaford and Walter's Falls	J. H. Delevee	Horse or vehicle	14	2	12 do	134 00
Medonte and Penetanguishene Road	T. Craig	do	10	2	6 do	52 00
Melancthon and Shelburne	J. Brown	Optional	4	3	5 do	33 33
Melbourne and Waterloo	E. Lawrence	Horse or vehicle	33	3	12 do	500 00
Melrose and Shannonville	G. R. Earle	do	5½	1	12 do	35 00
Menie and Rylstone	J. Ray	do	9	1	12 do	46 00
Merivale and Ottawa	E. B. Hopper	do	8	2	12 do	66 00
Methot's Mills and St. Agathe	J. Fournier	do	8	2	12 do	60 00
Methot's Mills and St. Flavien	do	do	14	2	12 do	45 00
Métis and Post Road	J. Croteau	Vehicle			Special Trip	00 50
Métis and Rimouski	J. B. Martin	do	30	6	6½ months	539 76
Métis and St. Octave	J. D. Page	Optional	3	2	12 do	66 00
Métis and Trois Pistoles Post Road	J. B. Martin	Vehicle	73	6	5½ do	1,095 85
Midland and Penetanguishene Road	T. B. J. Gladstone	Optional	2	6	12 months	75 00
Mildmay and Railway Station	M. Campbell	do	2	12	12 do	50 00
Milford and Picton	W. Ogden	Horse or vehicle	10	6	12 do	250 00
Milford and Point Traverse	M. Hodgkin	do	12	1	9 & arrears	41 37
do do	J. H. Vandusen	do	12	1	3 months	16 12
Milbrook and Mount Pleasant	J. Armstrong	do	8	6	12 do	263 00
Milbrook and Railway Station	W. Vosburgh	Foot or vehicle	24	6	do	144 44
do do	W. Nugent and J. Martin	do	24	6	(less fine)	144 82
Mille Isles and St. Jérôme	S. Pollock	Vehicle	12	2	12 do	190 00
Mille Roches and Moose Creek	J. Cleary	do	20	2	12 do	185 00
Mille Roches and Railway Station	P. U. Tait	Optional	1½	12	12 do	75 12
Milton and Speyside	J. Michie	Horse or vehicle	6	3	12 do	120 00
Milverton and Poole	V. Kertcher	Vehicle	4	6	12 do	200 00

REPORT No. 2, A.—Detail of all payments for Mail Transportation, in Ontario and Quebec, made within the year ended 30th June, 1874.—Continued.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Mitchell and Railway Station	J. Hicks, per ex'rs.	Optional	24	12	12 months	500 80
Mitchell's Bay and Ungah	R. Joines	Horse or vehicle	8	2	12 do	80 00
Moffatt and Nassaggiweya	D. Little	Optional	3	2	12 do	40 00
Moira and Plainfield	W. H. Dean	Horse or vehicle	8	3	12 do	90 00
Money more and Roslin	J. Harigan	Optional	5	1	12 do	30 00
Mongenaiss and Peveril	I. Sicart	Vehicle	7½	3	12 do	66 00
Monkton and Stowe	J. McNaught	do	4	2	12 do	60 00
Mono Mills & Mono Road Station	J. Hassard	Optional	9	6	6 do	225 00
do do	T. Lloyd	do	9	6	6 (less fine.)	197 00
Mono Mills and Relessey	W. Wilson	Horse or vehicle	15	2	12 months	124 00
Monte Bello and Wharf	C. Mason	Optional	3	12	Season, 1873	15 00
Montmorency Falls and Quebec	L. Laplante	do	6	3	5 months	41 66
Montreal Division					(Special trips consequent upon change of gauge on G. T. Ry. Oct., 1873.)	998 50
Montreal and New Glasgow	M. Tindale	Vehicle	36	6	12 months	900 00
Montreal and Point St. Charles	T. Akin	do	1½	12	12 do	125 00
Montreal and St. Jérôme	P. Labelle	do	33	6	12 do	530 00
Montreal and Terrebonne	Vincent & Co.	do	17	6	12 do	300 00
Montreal and Wharf	C. A. Dumaine	do	½	6	7 m 29 days	119 00
Montrose and Port Robinson	O. Clark	As required	4½	3	12 months	75 00
Morningdale Mills and Stratford	J. Russell	Vehicle	19	6	12 do	530 00
Morpeth and Thamesville	M. McDonald	do	15	6	12 do	200 00
Morrisburg and West Winchester	C. Henderson	do	22	6	12 do	850 00
Morrisburg and Waddington, U.S.	S. S. Stata	Optional	3	6	12 do	47 48
Motherwell and St. Mary's	W. Roger	Horse or vehicle	10	2	12 do	100 00
Mount Albert and Sharon	L. Lepard	Vehicle	7	6	7 do	113 75
do do	A. Clifford	do	7	6	5 do	109 75
Mount Albion and Ryckman's Corners	D. F. Davis	Optional	7	3	12 do	112 00
Mount Brydges and Muncey	R. E. Whiting	do	7	2	12 do	60 00
Mount Forest and Owen Sound	K. B. and S. V. Coulson	Vehicle	47	6	7 do	603 44
Mount Forest and Railway Station	J. Coyne	do	½	24	12 do	85 26
Mount Johnson and Versailles	I. Marcoux	Horse or vehicle	3	7	12 do	79 00
Mount St. Patrick and Shamrock	G. Godwin	do	5	2	9 do	52 50
do do	John Brady	do	5	2	3 do	24 00
Mulmur and Perm	R. Gallagher	do	7	3	6 do	42 50
Murray Bay and Quebec	H. Audet	Vehicle	90	3	5 do	541 66
do do	L. Verreault	do	90	6	7 do	1,313 66
Murray Bay and St. Agnès	E. Gagné	Horse or vehicle	11	2	12 months	34 00
Murray Bay and Savards' Portage	H. Foster	Optional	43	2	5 do	164 58
Murray Bay and Tadousac	T. Carre	do	45	3	7 do	513 33
Murray Bay and Wharf	F. Tremblay	Vehicle	3	As req.	Season, 1873	108 60
Muskelburg and Poole	D. Mathews	Horse or vehicle	½	3	12 do	80 00
Myrthall and Plainfield	E. N. Gould	Optional	8	1	12 do	26 00

REPORT No 2, A.—Detail of all payments for Mail Transportation, in Ontario and Quebec, made within the year ended 30th June, 1874.—Continued.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in miles.	No. of Trips per week.		Period.	Amount.
							\$ cts.
Myrtle and Railway Station.....	R. Hurlbut .....	Optional .....	1	12	12	months..	50 00
Napanee and Picton.....	A. Gould .....	Vehicle .....	27	6	12	do ..	1,000 00
Napanee and Switzerville.....	P. E. R. Miller .....	Horse or vehicle.	6	3	12	do ..	75 00
Napierville and Stottville.....	A. Guay .....	Vehicle .....	7	6	12	do ..	130 00
New Aberdeen and New Dundee.	A. Wolfe .....	do .....	7½	6	12	do ..	234 72
New Aberdeen and Preston .....	J. Atkinson .....	do .....	7	6	12	do ..	223 00
Newboyne and Portland.....	G. Moss .....	Optional .....	5	2	12	do ..	42 00
Newbury and Wardville.....	A. D. Ward .....	Vehicle .....	3	12	12	do ..	249 60
New Carlisle and Wharf.....	M. Caldwell .....	Optional .....	3	As			
				req.	Season 1873.		53 00
New Dublin and Railway Station	J. A. Brown.....	do .....	3½	2	12	months..	40 00
New Edinburgh and Ottawa.....	J. W. Proctor .....	do .....	1½	6	12	do ..	40 00
New Edinburgh and Railway Station	do .....	On foot .....	1	12	12	do ..	40 00
New Liverpool and St. Jean							
Chrysostone.....	A. Pichet .....	Horse or vehicle.	3	6	12	do ..	68 00
New Lowell and Railway Station	P. Paton .....	Optional .....	1	12	12	do ..	24 00
Newmarket and Railway Station.	J. Wilson.....	Horse or vehicle.	1	24	9	do ..	60 00
do do	J. Bogart .....	do .....	1	24	3	do ..	30 00
Newmarket and Storffville.....	A. Touze .....	Vehicle .....	19	3	3	do ..	76 10
do do	J. McMullen .....	do .....	19	3	9	do ..	167 61
Niagara and Railway Station.....	R. Warren .....	Horse or vehicle.	1	12	12	do ..	60 00
Niagara and St. Catharines.....	W. Chase .....	do .....	12	6	12	do ..	371 00
Niagara and Youngstown, U.S.	R. Warren .....	Foot and ferry..	2	6	12	do ..	80 00
Nicolet and St. Grégoire.....	O. Hebert .....	Vehicle .....	8	6	12	do ..	99 00
Nicolet and St. Monique.....	H. Beaudry .....	do .....	8	6	12	do ..	119 27
Nicolston and Thompsonville.....	W. Train .....	Optional .....	3	6	12	do ..	90 00
Nissouri and Thamesford.....	T. McCarthy .....	Vehicle .....	20	3	6	do ..	150 00
Nithburg and Shakespeare.....	R. Armstrong .....	Optional .....	8½	2	12	do ..	75 00
Norland and Oak Hill.....	W. Perkins .....	Horse or vehicle.	23	2	9	do ..	105 00
do do	J. Griffin .....	do .....	22	2	3	do ..	40 00
Norland and Shedden.....	J. Perkins .....	do .....	5	3	7	do ..	80 33
do do	J. Griffin .....	do .....	5	3	3	do ..	34 50
Normandale and Walsh.....	H. Cassils .....	Optional .....	8	3	12	do ..	159 60
Normanton and Railway Station.	M. F. Eby .....	do .....	1	12	12	(less fine.)	58 00
North Augusta & Railway Station	S. Moit .....	Horse or vehicle.	4½	6	12	do ..	96 48
North Douro and Railway Station	W. Hamilton .....	Optional .....	1	12	12	months..	62 60
North Gower and Osgoode Station	D. P. Brown.....	Horse or vehicle.	8	6	12	do ..	312 60
North Hatley & Railway Station.	S. Robinson .....	Foot or vehicle..	1½	6	12	do ..	30 60
North Keppel and Owen Sound..	W. Cuddie .....	do .....	21	2	12	do ..	232 00
North Nation Mills and Thurso..	J. W. Campbell..	Vehicle .....	10	3 & 6	12	do ..	370 00
North Onslow and Onslow.....	J. O'Donnell .....	Horse or vehicle.	7	1	12	do ..	35 00
North Pelham and Port Robinson	W. D. McQueen ..	Vehicle .....	16½	3	12	do ..	160 00
North Seneca and Tyneside.....	E. Bayley .....	Optional .....	3	2	12	do ..	31 20
North Sutton and West Brome..	S. Sweet .....	Vehicle .....	2	6	12	do ..	50 00
North Wakefield and Ottawa.....	W. Patterson .....	do .....	26	6	12	do ..	148 00
North Wakefield & River Desert.	C. Brooks .....	Horse or vehicle.	65	3	12	do ..	1,089 00
North Wakefield and Rupert.....	J. Moncrief .....	do .....	5	2	12	do ..	62 50
Norwood and Peterboro'.....	S. Ackerman .....	Vehicle .....	20	3	12	do ..	150 00
Norwood and Round Lake.....	H. N. Cooper .....	Horse or vehicle.	15	1	7	do ..	43 75
Oban and Vyner .....	W. Carrick .....	Horseback .....	2	1	12	do ..	26 00
Odessa and Sharpton.....	P. S. Timmerman ..	Horse or vehicle.	4½	2	12	do ..	50 00
Odessa and Violet.....	D. W. Perry .....	Optional .....	1½	6	12	do ..	75 00
Ohaweken and Onondaga.....	R. Hill .....	do .....	5	3	10	do ..	65 00
Oil Springs and Petrolia.....	J. Keating .....	do .....	7 & 8	6	12	do ..	397 50
Old Montrose and Wheatley.....	H. Mills .....	do .....	3½	2	9	do ..	23 61
do do	J. W. Malott .....	do .....	3½	2	8	do ..	12 50
Olinda and Ruthven .....	J. C. Fox.....	As required .....	2	3	3	do ..	11 25

REPORT No. 2, A.—Detail of all payments for Mail Transportation, in Ontario and Quebec, made within the year ended 30th June, 1874.—Continued.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in miles.		Period.	Amount.
				No. of Trips per week.		
						\$ cts.
Olinda and Ruthven .....	J. C. Fox .....	As required .....	2	6	9 months..	67 50
Omenee and Railway Station .....	R. Grandy .....	Optional .....	12	12	7½ do ..	65 28
do .....	do .....	do .....	12	18	4½ do ..	55 84
Onondaga and Railway Station .....	W. S. Buckwell .....	do .....	4	6	12 do ..	125 20
Orangeville and Railway Station .....	J. Paisley .....	do .....	4	24	12 do ..	95 00
Orangeville and Vanatter .....	J. C. Reid .....	do .....	5	2	12 do ..	60 00
Orangeville and Whitfield .....	T. Williamson .....	Horse or vehicle .....	16	2	12 do ..	155 00
Orillia and Railway Station .....	W. Jackson .....	Optional .....	3	12	9ms. 23-tys.	121 74
do .....	H. W. B. McMullin .....	do .....	4	24	12 months..	313 00
Orillia and Rama .....	J. McPherson .....	Boat .....	9	2	12 do ..	105 00
Orleans and Ottawa .....	H. Dupuis .....	Horse or vehicle .....	9	3	9 do ..	75 00
Osceola and Stafford .....	R. Childerhose .....	do .....	9	2	12 do ..	80 00
Osgoode and West Winchester .....	H. Hughes .....	do .....	16	3	12 do ..	239 00
Oshawa and Raglan .....	J. Smith .....	Vehicle .....	9	6	12 do ..	287 50
Ossian and Sarina .....	D. W. Millikin .....	do .....	23	2	3 do ..	48 00
do .....	R. Miller .....	do .....	23	2	9 do ..	172 92
Ottawa Post Office and Post Office Department .....	E. Batterton .....	do .....	½	6	12 & ex. trips	327 00
Ottawa and Railway Stations .....	J. Stockdale .....	do .....	1 & 1	As req.	12 (less fine.)	1,681 00
Ottawa and Richmond .....	H. Rielly .....	Stage .....	20	6	8 do ..	465 33
Ottawa and Rochester .....	L. Booth .....	Optional .....	1½	6	12 do ..	136 50
Ottawa and Templeton .....	J. O'Hagan .....	Vehicle .....	2½	3	12 do ..	60 00
Ottawa Road and Rockland .....	W. C. Edwards .....	Optional .....	½	6	3 do ..	5 00
Owen Sound and Railway Station .....	T. Spiers .....	do .....	1½	12	5 do ..	64 50
Owen Sound and Saugeen (old road) .....	do .....	Vehicle .....	32½	6	12 do ..	889 00
Owen Sound and Saugeen (new road) .....	do .....	do .....	24	6	12 do ..	669 00
Owen Sound and Wharf .....	do .....	do .....	1½	3	4 do ..	14 40
Oxford Station and Railway Station .....	A. Holmes .....	Optional .....	½	3	12 do ..	20 00
Paisley and Railway Station .....	A. Kildrish .....	do .....	½	12	12 do ..	65 00
Paisley and Saugeen .....	W. Gilbert .....	do .....	21	6	3 do ..	20 00
Paisley and Underwood .....	W. Meadows .....	Horse or vehicle .....	13	1	12 do ..	50 60
Paisley and Williscroft .....	G. Williscroft .....	do .....	8	1	12 do ..	45 00
Pakenham and Panmure .....	R. Wilson .....	do .....	20	6	12 do ..	623 00
Pakenham and Railway Station .....	J. Shaw .....	Optional .....	½	12	3 do ..	19 50
do .....	do .....	do .....	½	24	½ do ..	4 32
do .....	H. H. Dickson .....	do .....	½	24	5½ do ..	87 60
do .....	W. Ellis .....	do .....	½	24	3 do ..	24 64
Palmer Rapids and Rockingham .....	H. F. McLachlin .....	do .....	8	1	12 do ..	50 00
Palmerston and Railway Station .....	R. Johnston .....	do .....	½	12	7 do ..	58 33
Papineauville and St. Andre .....	J. A. Levis .....	Vehicle .....	9	6	3 do ..	47 00
do .....	C. Gilbault .....	do .....	9	6	9 do ..	141 00
Papineauville and Wharf .....	J. Chabot .....	Boat .....	1	12	9 do ..	70 00
Paquette and St. Malo .....	M. Roy .....	Horse or vehicle .....	5	2	12 do ..	52 00
Parham and Tichborne .....	N. Clark .....	Optional .....	4	2	2 do ..	7 50
Paris and Railway Station .....	J. H. Robinson .....	Vehicle .....	1	As req.	12 (less fine.)	197 00
Paris Station and Simcoe .....	Molnskee & Stickney .....	do .....	28	6	9 months..	173 00
Park Hill and Sable .....	A. McDonald .....	do .....	6	2	12 do ..	60 00
Park Hill and Sarepta .....	W. Simpson .....	Horse or vehicle .....	16	3	12 do ..	185 00
Park Hill and Springbank .....	S. Ward and G. Summers .....	do .....	9½	2	6 do ..	22 00
Park Hill and Strathroy .....	J. Hawkey .....	Optional .....	16	3	6 do ..	136 50
Parry Sound and Rosseau .....	J. Millard .....	do .....	21	3 & 6	12 do ..	823 00
Paspébiac and Percé .....	A. Kerr .....	Vehicle .....	68	3 & 6	9 do ..	1,820 00

REPORT No. 2, A.—Detail of all payments for Mail Transportation, in Ontario and Quebec, made within the year ended 30th June, 1874.—*Continued.*

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in miles.	Nc. of Trips per week.	Period.	Amount.
						\$ cts.
Paudash and Peterboro'	T. Eastland	Optional	59	1	12 months	256 00
Pearceton and Riceburg	J. Briggs	Horse or vehicle	23	2	12 do	30 00
Pembroke & Rapides des Joachims	H. Hepmell	Vehicle	52	6	3 do	500 00
Pembroke and Kenfrew	J. Havey	do	42	6	9 do	843 27
Pendleton, Plantagenet and Wharf	J. Chatlin	do	13 & 10	3	9 do	119 00
Pendleton and Brown's Wharf	do	do	15	6	3 do	40 00
Penetanguishene and Sault St. Marie	J. McCarney	Optional	348	3	14 trips	1,890 00
Percé and Gulf Ports Stearers	J. E. Tuzo	do	1/4	As req	Season, 1873.	43 50
Perch Station and Railway Station	J. Irwin	do	1/8	As req.	12 months.	26 00
Perth and Railway Station	J. Allan	Vehicle	3	13	12 do	178 41
Perth and Tennyson	J. Devlin	orse or vehicle.	10	1	12 do	34 00
Peterboro' and Railway Station	T. Eastland	Vehicle	1	24	12 do	156 50
Peterboro' and Warsaw	C. Payne	Horse or vehicle.	16	3	12 do	209 00
Petersburg and St. Agatha	C. Bauer	do	2	6	12 do	90 00
Philipsburg & St. Arnaud Station	A. Hogel	Vehicle	2	18	12 do	175 00
Picton and West Lake	H. Lambeth	Horse or vehicle.	93	1	12 do	30 00
Pigeon River, Thunder Bay and Silver Islet	W. B. True	Optional	40 & 22	1 & 1	5 do	407 00
Pinedale and Wick	J. Barker	do	4	2	12 do	40 00
Pine Grove and Woodbridge	W. A. Sloan	do	14	6	12 do	50 00
Pittston and Spencerville	W. Pitt	Horse or vehicle.	10 1/2	2	2 do	13 33
do do	G. Huchcroft	do	10 1/2	2	10 do	83 33
Plantagenet and Treadwell	J. McGauvran	do	5	2	6 mo. 8 days	27 50
Pleasant Hill and Spring Arbor	J. W. Hazen	do	2	3	12 months.	26 00
Point Abino and Port Robinson	A. Wilson	Vehicle	20	3	12 do	225 00
Point Abino and Railway Station	B. M. Disher	As required.	3	12	12 do	100 16
Point Abino and Sherkston	R. B. Willson	Vehicle	5	3	12 do	72 00
Point Abino and Stevensville	do	do	7	3	3 do	23 62
Pointe aux Anglais and St. Benoit	A. Labrosse	Optional	7	6	6 1/2 do	132 00
Pointe aux Anglais, St. Benoit and St. Placide	C. Chenier	do	4 & 6	2 & 3	1 do	22 66
do do	do	do	4 & 6	3 & 3	2 do	13 83
Pointe aux Pins and Sault St. Marie	H. Wood	do	9	3	(per mo.)	Season 1872-73
Pointé aux Trembles and Rivière des Prairies	P. Roi	Vehicle	6	3	12 months.	15 00
Pointe aux Trembles and St. Raymond	J. Hewton	do	21	3	12 do	75 00
Pointe Claire and St. Geneviève	F. Lanthier	Horse or vehicle.	5	6	12 do	170 00
Pointe Fortune and Vankleek Hill	R. Thistlewaite	Vehicle	18	6	12 do	183 00
Pointe Fortune and Wharf	A. St. Denis	Optional.	50	6	Season, 1873.	380 00
Point Kaye and Port Carling	C. Kaye	do	5	1	7 mo. 7 days	14 00
Portage du Fort and Ross	E. Murphy	Vehicle	3	6	9 months.	18 75
Port Bruce and Port Burwell	G. A. Wannacott	do	14	3	12 do	100 00
Port Bruce and Sparta	do	do	6	6	12 do	190 00
Port Burwell and Simcoe	H. Swan	do	40	6	12 do	170 00
Port Colborne and Railway Station	G. Westall	Foot or horseback	1/4	36	12 do	1,350 00
Port Credit and Streetsville	A. Blakely	Vehicle	9	12	12 do	200 00
Port Dalhousie and Railway Station	P. Nath	Foot or boat	1/4	12	12 do	545 00
						81 38

REPORT No. 2, A.—Detail of all payments for Mail Transportation, in Ontario and Quebec, made within the year ended 30th June, 1874.—Continued.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in miles.	No. of Trips per week.		Period.	Amount.
							\$ cts.
Port Dover and Simcoe.....	G. Husted.....	Vehicle.....	9	6	12	months..	289 00
Port Emsley and Railway Station.....	J. Healy.....	Optional.....	1½	3	12	do ..	50 00
Port Franks and Widder Station.	J. Dalziel.....	do .....	6½	3	6	do ..	50 00
Port Hope and Railway Station.	R. W. Smart.....	Vehicle.....	1½	48	12	do ..	500 80
Port Lambton and Sarnia.....	W. D. Ragan.....	Optional.....	25	6	3	do ..	200 00
Port Lambton and Sombra.....	E. L. Stoddard.....	do .....	5	6	9	do ..	105 00
Port Lambton and Wallaceburg.	D. McLean.....	Vehicle.....	23	2	12	do ..	120 00
Port Nelson and Wellington Square .....	J. Cutler.....	do .....	1½	6	12	do ..	100 00
Portneuf and St. Bazile.....	G. Jobin.....	do .....	7	3	12	do ..	72 00
Port Perry and Railway Station.	H. Miller.....	do .....	½	12	6	do ..	37 22
do do .....	J. Cook.....	do .....	½	12	6	do ..	46 94
Port Perry and Scugog.....	J. Sweetman.....	do .....	7½	2	12	do ..	100 00
Port Perry and Sonya.....	J. Ireland.....	do .....	10	3	3	do ..	37 50
Port Perry and Uxbridge.....	J. Twohy.....	do .....	13	6	12	do ..	400 00
Port Robinson and Railway Station.....	W. Buckner.....	On foot.....	½	24	12	do ..	112 68
Port Rowan and Tilsonburg.....	A. M. McKay.....	Optional.....	28	3	12	do ..	394 00
Port Ryerse and Simcoe.....	H. Hall.....	Vehicle.....	6	6	12	do ..	225 00
Port Stanley and Railway Station.	M. Payne.....	As required.....	1	24	12	do ..	100 00
Port Sydney and Seeley.....	O. Seely.....	Optional.....	7	1	3	do ..	13 00
Port Sydney and Utterson.....	A. H. Ladell.....	do .....	3	4	3	do ..	18 75
Prescott and Ogdensburg, U. S.	C. Plumb.....	Ferry & vehicle.	2	18	12	do ..	400 00
Prescott and Railway Station....	E. Leslie.....	Vehicle.....	½	36	12	do ..	281 70
Preston and Waterloo.....	C. Kress.....	Horse or vehicle.	10	12	12	do ..	600 00
Prince Albert and Railway Station.....	H. H. McCaw.....	Optional.....	½	12	3	do ..	13 75
do do .....	T. W. Crozier.....	do .....	½	12	9	do ..	75 00
Prince Albert and Shirley.....	T. Taylor.....	do .....	5	2	7	do ..	35 00
Quebec Division.....						Special trips consequent upon change of gauge on G. T. R., Oct., 1873..	52 00
do do .....						Special trips consequent upon stoppage of trains by snow, Season 1873-74.	75 00
Quebec and St. François Beauce.	L. Barlow.....	Vehicle.....	54	6	12	months ..	1,449 00
Quebec and St. François d'Orleans.	F. Paradis.....	Boat or vehicle..	27	3	12	do ..	450 00
Quebec and St. Sauveur d'Québec.	J. L. Sancier.....	Foot or vehicle..	1½	18	12	months ..	281 68
Quebec and Spencer Cove.....	A. Flanagan.....	Vehicle.....	5	12	12	do ..	220 00
Quebec and Stoneham.....	W. Corrigan.....	do .....	22	1	12	do ..	47 00
Quebec and Three Rivers, (including indemnity for closing bridge on Quebec and Three Rivers route for two years, to 30th June, 1873, at \$400 per annum.)	R. G. Lajoie.....	do .....	90	6	7	ms. 23 days	1,750 56
Quebec and Three Rivers.....	G. Bigue.....	do .....	84	6	7	months ..	1,429 16
Quebec and Valcartier.....	C. S. Wolff.....	do .....	17	2	12	do ..	1 00
Quebec and Wharf.....	W. Reynolds.....	do .....	½	12	Season, 1873.	120 00	
do do .....	C. Hough.....	do .....	½	As req.	do	452 50	



REPORT No. 2, A.—Detail of all payments for Mail Transportation, in Ontario and Quebec, made within the year ended 30th June, 1874.—Continued.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Quebec and Wharf.....	E. Hammond....	Vehicle.....	3	As req.	Season, 1873	6 50
Queensville and Ravenshoe.....	Wass.....	Optional.....	6	2	12 months..	52 00
Rapides des Joachims and Rowan- ton.....	A. McDougall....	Horseback.....	20	2	12 do ..	200 00
Rathburn and Sebright.....	E. T. H. Herring..	Optional.....	7 1/2	1	6 do ..	27 50
Ratho and Railway Station ..	J. Williams.....	On foot.....	6	3	do ..	10 00
do do ..	J. Morron.....	do ..	6	6	9 do ..	30 00
Ravenswood and Widder Sta- tion.....	J. P. Bogart.....	As required ..	8	3	12 do ..	124 80
Reaboro' and Railway Station ..	J. Holbert.....	On foot.....	3 1/2	6	12 do ..	35 00
Red Rocks, Nepigon and Thander Bay.....	R. Crawford.....	Optional.....	75	1	4 do ..	100 00
Renfrew and Railway Station ..	A. Jamieson....	do ..	1 1/2	12	3 do ..	31 20
do do ..	do ..	do ..	1 1/2	24	9 do ..	188 00
Renton and Waterford ..	A. Dean.....	Vehicle.....	22 1/2	3	12 do ..	148 00
Repentigny and St. Paul l'Her- mite.....	T. Archambault..	Boat or vehicle.	2	6	12 do ..	75 00
Ricards and St. Hermenegilde ..	C. Dupuis.....	Foot or vehicle.	1	1	12 do ..	20 00
Richmond East and Sydenham Place.....	J. Millington....	Vehicle.....	15	6	12 do ..	300 00
Richmond Hill and Railway Sta- tion.....	R. Raymond.....	Horse or vehicle	3 1/2	12	6 do ..	62 80
do do ..	J. Palmer, jun...	do ..	3 1/2	12	6 do ..	90 48
Richmond West and Stittsville ..	H. Rielly.....	do ..	7	6	4 do ..	90 00
Richwood and Railway Sta- tion.....	W. Taylor.....	Optional.....	1	6	12 do ..	78 25
Rigaud and Ste. Marthe.....	C. Belanger.....	Vehicle.....	9 1/2	3	12 do ..	115 00
Rigaud and Wharf.....	E. N. Fournier..	Optional.....	2	18	9 do ..	136 00
Rimouski and Riviere du Loup..	V. Cannel.....	do ..	2	18	Special trip.	20 00
Rimouski and St. Anaclet.....	Z. Lavioie.....	Horse or vehicle	7	2	12 months..	49 48
Rimouski and Trois Pistoles ..	J. Werthington..	Optional.....	38 1/2	6	3 1/2 do ..	1,302 00
River David and St. Hugues ..	A. Milette.....	Vehicle.....	20	6	7 do ..	269 30
Riversdale and Wingham.....	S. Porter.....	Optional.....	18	6	12 do ..	235 00
Riviere aux Vaches and St. Guillaume.....	E. Coté.....	do ..	11 1/2	3	12 do ..	130 00
Riviere du Loup and Railway Sta- tion.....	N. Marchand....	Vehicle.....	1 1/2	12	1 mo. 19 dys.	21 50
do do ..	M. L. Marchand..	do ..	1 1/2	As req.	9 months..	151 75
Riviere du Loup and Ste Ursule ..	L. Lussier.....	do ..	5 1/2	6	12 do ..	120 00
Riviere du Loup and Trois Pistoles Post Road.....	J. B. Martin.....	do ..	31	6	1 mo. 12 days	236 00
Riviere Ouelle and Railway Sta- tion.....	N. Anctil.....	do ..	5	12	12 months..	274 42
Riviere Trois Pistoles and Rail- way Station ..	E. Marchmont..	Optional.....	100 yd.	12	7 1/2 do ..	10 82
Roberval and St. Prime.....	G. Laberge.....	Vehicle.....	10	1	12 do ..	40 00
Robinson and Scotstown.....	R. Clark.....	Horse or vehicle	12	2	5 do ..	52 03
Robinson and Sherbrooke ..	W. Paige.....	Vehicle.....	24	6	12 do ..	609 00
Robinson and Stornoway ..	W. McAuley.....	Stage.....	25	6	9 do ..	411 75
Rob Roy and Slaghampton.....	W. Hamilton....	Optional.....	6	1	12 do ..	39 00
Rochester and Woodlee.....	W. S. Lindsay..	Vehicle.....	6	6	12 do ..	175 00
Rockingham and Vaudbrugh ..	S. Kelly.....	Horse or vehicle	16	3	6 do ..	98 00
Rockland and Wharf ..	W. C. Edwards..	Optional.....	1	12	Season, 1873	35 00
Rockside and Salmonville.....	J. Stringer....	Vehicle.....	4	2	12 months..	66 00

REPORT No. 2, A.—Detail of all payments for Mail Transportation, in Ontario and Quebec, made within the year ended 30th June, 1874.—Continued.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Rodgerville and Zurich	C. Hill	Vehicle	8	6	3 months.	84 50
do do	C. Buschlan	do	8	6	6 do	84 50
Roebeck and Spencerville	S. Brown	do	43	2	12 do	52 00
Rosedale and Shedden	M. McNeil	Horse or vehicle	6	3	10 do	138 33
Rouge Hill and Toronto	W. Hall	Vehicle	17	6	12 do	199 00
Round Plains and Waterford	C. Merrill	As required	4	3	12 do	68 00
Roxton Falls and Waterloo	J. L. Bombardier	Vehicle	13	12	9 (less fine)	87 39
Russell and Winchester	D. Campbell	do	16	3	12 months.	194 50
Russettown and Vicars	C. Turcotte	Optional	2	6	12 do	60 00
St. Adèle and St. Jérôme	T. Trudelle	Vehicle	16	3	12 do	250 00
St. Aimé and St. Hugues	P. Gaumout	do	12	6	5 do	130 41
St. Aimé and Yamaska	J. Couturier	do	6½	6	12 do	146 00
St. Alban and Ste. Anne de la Pérade	A. Frenette	do	15	3	12 do	144 00
St. Alexandre and Railway Station	T. Morris	do	1	12	12 do	75 00
St. Alphonse and St. Côme	J. H. St. Jacques	Optional	12	1	12 do	56 00
St. André and Railway Station	P. C. Marquis	do	7	7	12 do	182 00
St. Angèle and Ste. Marie	M. O. Caron	Horse or vehicle	6	2	12 do	50 00
St. Angèle de Laval and Railway Station	O. Désilets	Optional	4	12	12 do	24 00
St. Anne de Beaupré and St. Féréol	L. Lachance	do	9	2	7 do	22 75
do do	do	do	9	3	5 do	24 37
St. Anne de la Pérade and St. Casimir	J. U. Marcott	Vehicle	9	3	3 do	21 50
St. Anne de la Pérade and St. Prosper	G. Bigué	Horse or vehicle	7	3	12 do	54 00
St. Anne la Pocatière and St. Onézime	L. Ouellet	Optional	6	3	12 do	60 00
St. Antoine and St. Denis	J. B. Lacroix	do	1	6	12 do	40 00
St. Appollinaire and Railway Station	F. Baron	do	7	2	12 do	50 00
St. Arsène and Viger	E. Martin	Horse or vehicle	6	3	3 do	18 75
do do	J. Gagnon	do	8	3	9 do	84 00
St. Athanase and St. John's	F. Monnette	Vehicle	1	12	12 do	120 00
St. Aubert and Railway Station	L. Poitras	Foot or vehicle	1½	6	12 do	40 00
St. Aubert and Vaillancourt	F. Vaillancourt	Vehicle	31	1	12 do	104 00
St. Augustin and St. Catharine's	P. Ouvrard	Horse or vehicle	12	3	12 do	130 00
St. Barnabé and Yamachiche	J. B. L. Duaine	Vehicle	12	3	12 do	120 00
St. Bazile le Grand and St. Bruno Railway Station	E. Lalumiere	Optional	4	6	12 do	68 00
St. Benoit and St. Hermas	P. Clairoux	do	7	6	9 do	92 00
St. Benoit and St. Placide	C. Chénier	Vehicle	6	3 & 2	6 do	34 00
St. Brigide and Railway Station	B. McGuire	do	3	6	12 do	90 00
St. Brigitte and St. Zéphérin	N. Rivet	Horse or vehicle	16	3	12 do	161 00
St. Bruno and Ste. Julie	Mrs. L. Blain	do	4½	2	12 do	52 00
St. Camille and Sberbrooke	T. Lemay	do	26	1	12 do	110 00
St. Casimir and St. Ubalde	A. G. Trottier	do	10	1	2 do	6 67
St. Catharine's & Railway Station	A. Cooke	do	¾	As req.	12 do	300 00
St. Charles and St. Gervais	E. Coté	do	5	6	12 do	134 50
St. Charles and St. Marc	A. Desjournin	Boat or vehicle	1	6	12 do	40 00
St. Claire and St. Henri	F. Lamontagne	Vehicle	12	6	12 do	180 00

REPORT No. 2, A.—Detail of all payments for Mail Transportation, in Ontario and Quebec, made within the Year ended 30th June, 1874.—Continued.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
St. Claire and St. Malachie . . . . .	E. Vermette . . . . .	Vehicle . . . . .	10	6	3 months . . . . .	48 00
do do . . . . .	C. Ruel . . . . .	do . . . . .	10	9	do do . . . . .	111 00
St. Columbin and St. Scholastique . . . . .	M. O. Phelan . . . . .	do . . . . .	9	3	12 do . . . . .	110 00
St. Damien de Brandon and St. Gabriel de Brandon . . . . .	J. B. Duperreault . . . . .	do . . . . .	6	2	12 do . . . . .	64 00
St. Denis and Railway Station . . . . .	S. Dionne . . . . .	do . . . . .	4	12	3 do . . . . .	29 64
do do . . . . .	J. St. Pierre . . . . .	do . . . . .	4	12	9 do . . . . .	90 00
St. Didace, St. Gabriel de Brandon and St. Norbert . . . . .	N. Neveux . . . . .	do . . . . .	6 & 10½	3 & 6	12 do . . . . .	313 00
Ste. Elizabeth and St. Félix de Valois . . . . .	E. Aubin . . . . .	do . . . . .	6½	6	12 do . . . . .	175 00
St. Ephrem d'Upton and St. Hélène de Bagot . . . . .	J. T. Poitras . . . . .	On foot . . . . .	7	3	12 do . . . . .	74 00
St. Eustache and St. Joseph du Lac . . . . .	J. McColl . . . . .	Horse or vehicle . . . . .	9	2	12 do . . . . .	60 00
St. Eustache and St. Scholastique . . . . .	J. B. Binette . . . . .	Vehicle . . . . .	15	6	12 do . . . . .	350 00
St. Evariste de Forsyth and St. Honoré . . . . .	P. Boucher . . . . .	Horse or vehicle . . . . .	7	1 & 3	12 do . . . . .	42 50
Ste. Famille and St. Pierre d'Orleans . . . . .	P. Turcotte . . . . .	do . . . . .	8	3	12 do . . . . .	95 00
St. Félix de Valois and St. Jean de Matha . . . . .	G. Marsile . . . . .	Vehicle . . . . .	8	3	12 do . . . . .	112 00
St. Ferdinand and Somerset . . . . .	J. Prince . . . . .	do . . . . .	17	3	2 do . . . . .	19 33
St. Flore and Shawenegan . . . . .	T. Mahoux . . . . .	Optional . . . . .	11	1 & 2	12 do . . . . .	39 00
St. Frederic and St. Joseph Beauce . . . . .	C. Arcand . . . . .	Horse or vehicle . . . . .	6	1	12 do . . . . .	25 00
St. Gervais and St. Lazare . . . . .	F. Roy . . . . .	Vehicle . . . . .	6	3	12 do . . . . .	63 88
St. Helens and Ulster . . . . .	G. McKay . . . . .	Optional . . . . .	6	1	12 do . . . . .	40 00
St. Henri and St. Lambert . . . . .	A. Boucher . . . . .	Vehicle . . . . .	11	3	12 do . . . . .	80 00
St. Hilaire Station and Railway Station . . . . .	T. Valiquet . . . . .	On foot . . . . .	½	30	12 do . . . . .	60 00
St. Hilaire Station and St. Jean Baptiste de Rouville . . . . .	F. Lamond . . . . .	Vehicle . . . . .	5	6	12 do . . . . .	166 00
St. Hilaire Station and Sorel . . . . .	D. Guevremont . . . . .	do . . . . .	33	6	12 less fine . . . . .	886 00
St. Hubert and Railway Station . . . . .	F. Robert . . . . .	On foot . . . . .	½	6	7½ months . . . . .	37 17
St. Hugues and St. Hyacinthe . . . . .	A. Houle . . . . .	Vehicle . . . . .	14	6	12 do . . . . .	295 00
St. Hyacinthe and St. Jude . . . . .	T. Lemieux . . . . .	do . . . . .	13½	6	12 do . . . . .	324 00
St. Hyacinthe and St. Pie . . . . .	L. Langevin . . . . .	do . . . . .	14½	6	12 do . . . . .	348 00
St. Isidore and St. Rémi . . . . .	F. Barrett . . . . .	do . . . . .	4	6	12 do . . . . .	100 00
St. Ives and Thorndale . . . . .	W. D. Logan . . . . .	Optional . . . . .	5	2	12 do . . . . .	42 00
St. Jean Chrysostôme and St. Rémi . . . . .	J. Boyer . . . . .	do . . . . .	14	6	12 do . . . . .	300 00
St. Jean de Matha and St. Michel des Saints . . . . .	F. X. Lassalle . . . . .	Vehicle . . . . .	45	1	12 do . . . . .	228 00
St. Joachim de Shefford and Waterloo . . . . .	J. Bachand . . . . .	do . . . . .	9	2	3 do . . . . .	18 00
St. John's and Railway Station . . . . .	A. B. Foster . . . . .	Optional . . . . .	½	12	12 do . . . . .	100 00
St. John's and St. Luc . . . . .	S. D. Hamilton . . . . .	Vehicle . . . . .	6	3	12 do . . . . .	72 00
St. John's and Sabrevois . . . . .	T. Jones . . . . .	do . . . . .	8½	3	6 do . . . . .	54 00
do do . . . . .	J. Breault . . . . .	do . . . . .	8½	3	6 do . . . . .	74 50
St. Leonard and Railway Station . . . . .	N. Doucet . . . . .	Optional . . . . .	9	3	12 do . . . . .	90 00
St. Lin and Terrebonne . . . . .	M. Gagnon . . . . .	Vehicle . . . . .	17	6	12 do . . . . .	350 00
Ste. Martine and St. Urbain . . . . .	J. B. Mathieu . . . . .	do . . . . .	4½	3	12 do . . . . .	66 00
St. Mathieu and St. Simon . . . . .	J. B. Belangé . . . . .	Optional . . . . .	3	2	12 do . . . . .	30 00
St. Maurice and Three Rivers . . . . .	A. Descôteau . . . . .	Vehicle . . . . .	10	3	4 do . . . . .	38 66
St. Maurice and Valmont . . . . .	C. Morant . . . . .	Horse or vehicle . . . . .	9	2	12 do . . . . .	78 00
Ste. Monique and Ste. Perpetue . . . . .	O. Rousseau . . . . .	do . . . . .	8	1 & 2	12 do . . . . .	31 17

REPORT NO. 2, A.—Detail of all payments for Mail Transportation, in Ontario and Quebec, made within the Year ended 30th June, 1874.—Continued.

Name of Route	Name of Contractor.	Mode of Conveyance.	Distance in miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
St. Ola and Thwaites Corners . . .	W. Morton . . . . .	Optional . . . . .	6	1	12 months . .	40 00
St. Ours and St. Roch de Richelieu	J. B. Paquette . . . . .	do . . . . .	1	6	12 do . .	20 00
St. Pacôme and Railway Station . .	A. Hudon . . . . .	Foot or vehicle . .	1 1/2	6	12 do . .	40 00
St. Patrick's Hill and Trout Brook . .	J. C. Stevens . . . . .	Horse or vehicle . .	3	6	1 do . .	2 60
St. Patrick's Hill and Warwick . . .	J. S. Braudette . . . . .	do . . . . .	5 1/2	6	9 do . .	67 50
St. Paul du Buton and St. Pierre Montmagny . . . . .	H. Blais . . . . .	do . . . . .	17	1	12 do . .	68 00
St. Paul's Bay and St. Urbain . . . .	L. Verreault . . . . .	Foot or horse'ck . .	9	3	2mo. 12 dys .	26 40
St. Paul's Bay and Wharf . . . . .	T. Simard . . . . .	Optional . . . . .	3	3	req. Season, 1873	78 00
St. Philippe de Néry and Railway Station . . . . .	F. Déschène . . . . .	On foot . . . . .	3	12	12 months . .	40 00
St. Raphael and Railway Station . . .	N. Fortier . . . . .	Optional . . . . .	6	6	12 do . .	90 00
St. Robert and Yamaska Junction . . .	L. Poirier . . . . .	Vehicle . . . . .	2	3	12 do . .	45 00
St. Scholastique and St. Therese . . .	J. B. Binette . . . . .	do . . . . .	13 1/2	6	9 do . .	25 00
St. Sebastien and Venice . . . . .	T. Hunter . . . . .	Horse or vehicle . .	3 1/2	2	12 do . .	40 00
St. Severin de Beauvillage and St. Sylvester, East . . . . .	J. Lessard . . . . .	do . . . . .	11	1	3 do . .	10 31
St. Stanislas and St. Tite . . . . .	H. Rivard . . . . .	Vehicle . . . . .	14	2	12 do . .	80 00
St. Stanislas de Kostka and Valleyfield . . . . .	F. Cardinal . . . . .	do . . . . .	7	3	12 do . .	90 00
St. Sylvester and St. Sylvester, East . . . . .	J. McDonald . . . . .	Optional . . . . .	3	3	12 do . .	60 00
St. Thomas and Railway Station . . . .	M. A. Broughner . . . . .	Vehicle . . . . .	3	30	12 do . .	174 99
St. Thomas and Sparta . . . . .	S. Moore . . . . .	do . . . . .	11	6	12 do . .	190 00
St. Thomas and Talbotville, &c. . . . .	J. Stacey . . . . .	Optional . . . . .	16	2, 3 & 6	6 do . .	150 00
St. Valentine and Stottville . . . . .	F. Hétiér . . . . .	do . . . . .	4 1/2	6	12 do . .	120 00
St. Victoire and Sorel . . . . .	H. Paul . . . . .	Vehicle . . . . .	9	3	12 do . .	80 00
Sanborn and South Ham . . . . .	G. Goodenough . . . . .	Horse or vehicle . .	15	1	12 do . .	52 00
Sandford and Zephyr . . . . .	W. B. Foot . . . . .	do . . . . .	6 1/2	2	12 do . .	60 00
Sand Point and Railway Station . . . . .	E. Derenzy . . . . .	Optional . . . . .	1 1/2	12 & 24	12 do . .	137 00
Sand Point and Wharf . . . . .	do . . . . .	do . . . . .	3	12	7 do . .	52 50
Sandwich and Windsor . . . . .	H. Askew . . . . .	Vehicle . . . . .	2	6	12 do . .	234 75
Sarnia and Sombra . . . . .	D. W. Millikin . . . . .	Vehicle . . . . .	21	6	9 do . .	507 00
Sarnia and Port Huron, U.S. . . . .	W. Murphy . . . . .	Optional . . . . .	2	6	12 do . .	96 00
Saugeen and Railway Station . . . . .	T. Lee . . . . .	Vehicle . . . . .	1	12	12 do . .	60 00
Sault Ste. Marie and United States . . .	M. C. Pim . . . . .	Optional . . . . .	1	1	12 do . .	25 00
Savard's Portage and Tadousac . . . .	H. Foster . . . . .	Foot or canoe . . .	2	2	5 do . .	62 50
Scone and Walkerton . . . . .	J. Small . . . . .	Horse or vehicle . .	17	3	12 do . .	300 00
Seaforth and Railway Station . . . . .	S. Dickson . . . . .	Optional . . . . .	1	24	12 do . .	110 00
Seaforth and Wroxeter . . . . .	J. R. Ross . . . . .	Vehicle . . . . .	28	6	12 (less fine)	170 00
Seagrave and Sonya . . . . .	T. Weakhand . . . . .	Optional . . . . .	3	3	3 months . .	16 25
Seaton and Yorkville . . . . .	J. Newberry . . . . .	do . . . . .	1 1/2	3	10 do . .	25 00
do . . . . .	B. Cole . . . . .	do . . . . .	1 1/2	3	2 do . .	5 00
Sebringville and Railway Station . . . .	J. Bennett . . . . .	As required . . . . .	1	12	12 do . .	190 00
Seneca and Railway Station . . . . .	P. Young . . . . .	do . . . . .	1	12	12 do . .	129 15
Shanty Bay and Railway Station . . . . .	T. Fletcher . . . . .	Optional . . . . .	1	6	12 do . .	35 00
Shawenegan and Three Rivers . . . . .	J. B. Lapolice . . . . .	Vehicle . . . . .	20	3	3 do . .	39 00
do . . . . .	J. Gelin . . . . .	do . . . . .	20	3	9 do . .	117 00
Shedden and Railway Station . . . . .	N. LeRoy . . . . .	do . . . . .	1	12	12 do . .	60 00
Shenboro and Fort William Road . . . .	P. J. Mullan . . . . .	Optional . . . . .	2	3	1 m. 20 days .	11 00
Shelburne and Railway Station . . . . .	E. Berwick . . . . .	do . . . . .	1	12	5 months . .	27 08
Sherbrooke and Railway Station . . . . .	S. J. Foss . . . . .	As required . . . . .	1	12	12 do . .	32 00
Sherrington and Railway Station . . . . .	J. Hughes . . . . .	Vehicle . . . . .	2 1/2	6	12 do . .	100 00

REPORT No. 2, A.—Detail of all payments for Mail Transportation, in Ontario and Quebec, made within the Year ended 30th June, 1874.—Continued.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Sillery Cove and Spencer Cove...	P. McNeil.....	Foot or vehicle..	1½	6	12 months..	42 00
Siloam and Uxbridge .....	A. Dayton.....	Horse or vehicle.	5	2	6 do ..	35 00
do do .....	A. Webster .....	do ..	5	3	6 do ..	32 50
Smith's Falls and Railway Station	J. Corbett.....	Optional .....	½	24	12 do ..	150 00
Smith's Falls and South Elmsley.	do .....	Horse or vehicle.	7	3 & 6	12 do ..	191 66
Sombra and Wilkesport.....	W. Kimball.....	As required.....	8	3	12 do ..	91 96
Sombra and Marine City, U.S.....	P. Cattenach.....	Boat .....	1½	3	12 do ..	39 25
Sonya and Wick Station.....	J. Sornberger....	Horse or vehicle.	5	3	9 do ..	67 50
South Ely and Valcourt.....	F. X. David.....	Vehicle.....	4	3	12 do ..	50 00
South March and Stittville.....	T. Smyth.....	do .....	15	6	12 do ..	584 00
South Quebec and Railway Station	S. A. Wensley....	On foot.....	200			
			Yds	24	9 do ..	72 00
Spencerville and Railway Station.	M. Imrie.....	Horse or vehicle.	1½	6	12 do ..	62 40
Springford and Woodstock .....	G. Bleakley.....	Vehicle.....	23	6	6 do ..	360 00
do do .....	S. Siple.....	do .....	22	6	6 do ..	245 00
Springville and Railway Station..	W. Bidgood.....	Horse or vehicle.	3	12	12 do ..	150 24
Stanbridge, East, and Stanbridge Station	W. Turnbull.....	Optional.....	7	6	12 do ..	150 00
Stayner and Railway Station.....	J. H. McKenzie..	Horse or vehicle.	½	24	12 do ..	96 00
Stayner and Vanlack .....	J. Vanlack.....	Optional .....	13	1	12 do ..	40 00
Stayner and Vigo.....	D. Gallagher.....	do .....	11	2	12 do ..	150 00
Stoco and Tweed .....	A. Dafoe.....	Horse or vehicle.	8	2	8 do ..	51 33
Stonefield and Railway Station ..	T. Owens.....	Optional.....	1	6	6 ms. 22 days	35 20
Stony Lake and Warsaw.....	J. Robb.....	Horse or vehicle.	12	1	7 months ..	29 16
Stornoway and Whitton.....	D. Beaton.....	Vehicle.....	8	1	12 do ..	40 00
Stouffville and Railway Station..	M. Flint.....	Optional.....	½	24	12 do ..	118 94
Stratford and Railway Station.....	J. Forbes.....	Vehicle.....	½	As		
				rec.	12 do ..	242 12
Strathroy and Wisbeach.....	T. Thompson....	do .....	13	6	12 (less fine).	238 00
Sunderland Station and Valentyne	A. Campbell.....	do .....	6	6	6 months..	96 00
do do .....	J. Winfield.....	do .....	6	6	6 do ..	96 00
Sweaburg and Woodstock.....	W. Cody.....	As required.....	6	3	12 do ..	84 00
Sweetsbury and Railway Station.	A. Pickle.....	Vehicle.....	½	12	2 do ..	8 67
Sydenham Mills and Woodford.....	J. McKinley.....	Optional.....	6	1	11 do ..	32 08
Sylvan and Widder.....	W. Randall.....	As required.....	3	6	12 do ..	130 00
Tavistock and Railway Station..	G. Matheson.....	Optional.....	½	As		
				req.	12 do ..	50 00
Thornhill and Railway Station.....	R. Vanhorn.....	Horse or vehicle.	3	6	12 do ..	187 80
Thornhill and Toronto.....	do .....	Vehicle .....	14	6	12 do ..	300 00
Thorold and Railway Station.....	D. Fitch.....	do .....	1	24	12 do ..	125 20
Three Rivers and Yamachiche.....	L. Hysonn.....	Optional.....			Special trips	2 50
Thurso and Wharf.....	G. W. Cameron..	do .....	½	12	Season 1873.	30 00
					Special trips	
					consequent	
					change of	
					gauge on	
					G. T. R.,	
					Oct., 1873.	
Toronto Division.....						72 25
Toronto and Railway Station.....	J. Jones.....	Vehicle .....	½	24	12 months ..	300 48
do do .....	do .....	do .....	½	24	12 do ..	262 92
do do .....	do .....	do .....	1	24	12 do ..	287 96
Toronto and Yorkville .....	J. Peacock.....	do .....	1½	12	12 do ..	100 00
Trenton and Wooler.....	T. Smith.....	Horse or vehicle.	9	3	9 do ..	93 75
do do .....	J. Smith, Exr....	do .....	9	3	3 do ..	31 25
Trois Saumons and Railway Station	T. Raymond.....	Foot or vehicle..	1½	6	6 do ..	20 00

REPORT No. 2, A.—Detail of all payments for Mail Transportation, in Ontario and Quebec, made within the Year ended 30th June, 1874.—*Continued.*

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in miles.	No. of Trips per week.	Period.	Amount.	
						\$	cts.
Tuscarora and Railway Station ..	T. Logan .....	Optional.....	3	6	12 months..	124	80
Tyroconnell and Wallacetown ..	P. Cameron .....	As required.....	4	6	12 do ..	72	00
Udora and Uxbridge .....	J. W. C. Brown..	Horse or vehicle.	36½	3	12 do ..	223	48
Ullswater and Windermere ..	F. Richardson ..	do .....	5	1	6mo. 6dys..	15	60
Unionville and Railway Station..	J. Stevenson .....	Optional .....	4	12	12 months..	45	00
Utopia and Railway Station .....	T. Dawson .....	do .....	1	6	12 do ..	30	00
Uttoxeter and Wanstead .....	E. A. Jones .....	As required.....	6	3	12 do ..	78	00
Uxbridge and Railway Station ..	N. Hamilton .....	Vehicle .....	1½	24	12 do ..	90	00
Vandecar and Woodstock.....	N. Schooley .....	Optional.....	10	2	12 do ..	80	00
Vasey and Waverley .....	J. Mayer .....	Horse or vehicle.	3¾	2	12 do ..	52	00
Victoria Road Station and Railway Station .....	M. Heaphy .....	Vehicle .....	3	3	4mo. 13dys.	18	47
Village des Aulnaies and Railway Station .....	M. Dubé .....	do .....	5	12	12 months..	180	00
Waldemar and Railway Station..	D. Jenkins .....	Optional.....	2	6	12 do ..	57	50
Wales and Railway Station .....	W. Beeker .....	do .....	1	12	12 do ..	62	60
Walkerton and Railway Station ..	R. H. Middaugh ..	Horse or vehicle.	1½	12	12 do ..	150	24
Walkerton and Wroxeter.....	J. Gofton .....	Vehicle .....	22	6	12 do ..	275	00
Walkerville and Windsor .....	C. Jackson .....	Optional.....	1½	6	12 do ..	95	00
Warwick and Railway Station ..	F. Kesterick .....	do .....	8	6	12 do ..	187	80
Waterloo, East, and Railway Station .....	A. B. Foster .....	Vehicle .....	1	12	12 do ..	100	00
Waterloo, West, and Railway Station .....	D. L. Bowman .....	do .....	2	24	12 do ..	352	50
Welland and Railway Station .....	J. V. Strawn .....	On foot .....	1	24	12 (less fine)	148	24
Welland and Winger .....	J. Winger .....	Optional.....	5	1	12 months..	35	00
Wellington Square and Zimmerman .....	T. Watson .....	Vehicle .....	8	6	12 do ..	260	00
Wendover and Wharf .....	W. Lamb .....	Optional.....	4	6	6mo. 23dys.	35	00
West Farnham and Railway Station .....	A. B. Foster .....	do .....	4	12	15 months..	125	00
West Montrose and Winterbourne	J. Benner .....	do .....	3½	2	6 do ..	15	90
West Osgoode and Railway Station	J. C. Bower .....	Horse or vehicle.	2½	3	12 do ..	60	00
West Shefford and Railway Station .....	A. Clark .....	Vehicle .....	2	6	12 do ..	70	00
Whitby and Railway Station .....	G. Robson .....	do .....	4	12	9 do ..	57	42
do do .....	J. Pringle .....	do .....	4	12	3 do ..	18	48
Whitehurst and Railway Station..	J. Bell .....	Optional.....	1½	3	12 do ..	36	00
Windsor and Detroit. U.S.....	A. H. Wagner .....	Ferry .....	1½	12	12 do ..	240	00
do do .....	W. R. Clinton .....	do .....	1½	As req.	12 do ..	130	00
Woodbridge and Railway Station	W. A. Sloan .....	Vehicle .....	4	24	12 do ..	70	00
Woodville and Railway Station..	D. C. Gilchrist .....	do .....	2	12	12 do ..	170	00
do do .....	do .....	do .....	2	6	12 do ..	100	00
Suspension Bridge Tolls .....	W. G. Swan .....	.....	.....	.....	12 do ..	40	00
Total ...						\$276,748	30

D. A. MACDONALD,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.

REPORT No. 2, A.—Detail of all payments for Mail Transportation, in Ontario and Quebec, made within the Year ended 30th June, 1874.—*Continued.*

CONVEYANCE OF MAILS BY STEAMBOATS AND SAILING VESSELS.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Byng Inlet and Collingwood .....	J. & W. Beatty & Co ...	120	1	7mo. 11 days	270 00
Chicoutimi and Quebec .....	St. Lawrence Tow Boat Co .....	236	As req.	Season, 1873	2,985 00
Gaspé Basin and North Shore, River St Lawrence .....	J. Adams .....	234	ftly	do	1,400 00
Gaspé, Pictou and Magdalen Islands .....	B. Smith .....			do	1,400 00
Gravenhurst and Rosseau .....	J. P. Cockburn .....	47	6	do	1,392 00
Kingston and Cape Vincent, U.S. ....	C. Hinckly .....	11	6 & 12	do	450 00
Lachine and Ottawa .....	Ottawa River Navigation Co .....	112	6	do	4,000 00
Laprairie and Montreal .....	J. Brosseau .....	9	6	do	171 00
Moisic and Quebec .....	Moisic Iron Co .....	420	As req.	Seasons 1871, '72 and '73.	1,880 00
Montreal and Quebec .....	Richelien Steamboat Co. ....	180	6	Season, 1873	4,000 00
Niagara and Toronto .....	Milloy & McMillan .....	36	6	do	672 00
Ottawa and Rapides des Joachims .....	Union Forwarding and Railway Co. ....	145	6	3 months ..	1,500 00
Port Hope and Charlotte, U.S. ....	C. F. Gildersleeve .....	60	6	Season, 1873	579 99
Port Stanley and Cleveland, U.S. ....	J. May .....	74	2	do	100 00
Quebec, &c., and Pictou, N.S. ....	Quebec and Gulf Ports Steamship Co. ....	1028	1	do	8,750 00
				Total ..	\$29,519 99

D. A. MACDONALD,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

REPORT No. 2, A.—Detail of all payments for Mail Transportation, in Ontario and Quebec, made within the Year ended 30th June, 1874.—*Continued.*

CONVEYANCE OF MAILS BY RAILWAYS.

Name of Railway.	Distance in miles.	No. of Trips per week.	Period.	Amount.
				\$ cts.
Brockville and Ottawa Railway .....	57½	12	9 months to 31st March, 1874.	3,299 02
Canada Central Railway .....	141	12	do do	4,292 40
Canada Southern Railway .....	30½	6	do do	769 76
European and North American Railway (Bangor, U.S., & Vanceboro', U.S).....	114	6	14½ do to 31st Dec., 1873..	2,220 81
Grand Trunk Railway.....	1,163	As req.	12 do to 31st March, 1874.	175,455 34
Great Western Railway.....	513½	6 & 12	12 do do	67,337 11
Intercolonial Railway (Rimouski & Trois Pistoles)	38½	6	3 do do	1,128 00
Maine Central Railway (Bangor, U.S., to Danville Junction, U.S).....	100	6	12 do to 31st Dec., 1873...	890 00
Massawippi Valley Railway .....	35	6	12 do to 31st March, 1874..	1,752 80
Midland Railway.....	109	6	12 do do	6,537 60
Montreal, Chambly and Sorel Railway .....	14	9	7½ do do	325 92
Northern Railway.....	175½	12	12 do do	13,179 59
Port Perry and Whitby Railway .....	18	6	12 do do	676 08
St. Lawrence and Ottawa Railway.....	54	18 & 24	8 do to 31st May, 1874...	6,236 40
South-Eastern Counties Junction Railway.....	34	6	12 do do	2,035 52
Stanstead, Shefford and Chambly Railway.....	43	6	12 do do	2,153 44
Toronto, Grey and Bruce Railway.....	136	6	12 do do	7,214 00
Toronto and Nipissing Railway .....	130	6	12 do do	4,907 12
Vermont Junction Railway .....	25	12	12 do do	2,504 00
Welland Railway .....	25	12	12 do do	1,878 00
			Total.....	\$204,642 91

D. A. MACDONALD,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.



REPORT No. 2 A.—*Concluded.*

DETAIL of all payments for making and repairing Mail Bags, Mail Locks, &c., in Ontario and Quebec, made within the Year ended 30th June, 1874.

Tradesmen's Names.	Particulars of Disbursements.	Amount.
		cts.
R. Malcolm ..	Mail bags, rivet-lock seals, labels and repairs .....	1,419 44
J. C. McLaren .....	Satchels, labels, straps and repairs .....	1,320 29
T. Thompson .....	do do .....	458 50
Cohn & Co .....	do do .....	128 80
Stormont Manufacturing Co. ....	Mail bags and repairs .....	436 50
J. Browne .....	do do .....	20 77
Westfield Lock Works Company. ....	Mail locks and keys .....	409 70
F. O'Meara .....	Linen mail bags .....	262 88
J. D. Kimball .....	Canvas mail bags .....	1 50
J. Cameron .....	Stencilling mail bags .....	51 50
Free Press Printing Company .....	do .....	50 50
T. Hill & Son .....	do .....	48 60
Siddons and Dawson .....	do .....	36 50
J. Pense .....	do .....	6 74
J. Shannon .....	do .....	4 00
J. Louis .....	Skins for labels .....	12 00
J. McKay .....	do .....	3 90
R. Walker .....	Mail bags for letter carriers .....	10 00
Field & Davidson .....	Repairing mail bags .....	285 00
A. Loughrey .....	do .....	229 35
W. Flackburn .....	do .....	33 75
W. H. Price .....	do .....	12 00
C. Corneil .....	do .....	5 90
G. Woods .....	do .....	5 60
J. Renaud .....	do .....	5 12
A. Girard .....	do .....	3 75
W. E. Page .....	do .....	3 50
N. Gagnon .....	do .....	1 75
D. Campbell .....	do .....	1 50
Manning Bros .....	do .....	1 50
Gilman & Smith .....	do .....	1 25
P. Dandereau .....	do .....	1 20
D. Galaire .....	do .....	1 20
J. Armstrong .....	do .....	1 00
L. Eardeu .....	do .....	1 00
D. Hopkins .....	do .....	1 00
F. Mack .....	do .....	0 75
R. Wilson .....	do .....	0 60
A. Baron .....	do .....	0 50
J. Cunningham .....	do .....	0 50
H. Dunston .....	do .....	0 50
W. Germain .....	do .....	0 50
J. Kirkpatrick .....	do .....	0 50
R. B. Pinhay .....	do .....	0 45
J. Butterfield .....	do .....	0 35
R. Warden .....	do .....	0 35
R. L. Alexander .....	do .....	0 30
J. Leclairce .....	do .....	0 30
W. R. Strawn .....	do .....	0 25
T. Grimes .....	do .....	0 20
P. Bique .....	do .....	0 12
A. Brisbois .....	do .....	0 10
J. Potter .....	do .....	0 10
	Total .....	\$5,283 86

H. A. WICKSTED,  
Accountant.

D. A. MAUDONALD,  
Postmaster-General.

## REPORT No. 2, B.

DETAIL of all payments for Mail Transportation, in Nova Scotia, made within the Year ended 30th June, 1874.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Acadia Mines and Railway Station	J. McSween	Horse or vehicle.	2	12	12 months	250 00
Acadia Mines and River Débert.	A. Fountain	Vehicle	13	5	4 do	116 66
Acadia Mines and Thompson's Mills	E. J. Purdy	do	27	2	12 do	300 00
Addington Forks and Keppoch	D. Campbell	do	7½	1	5 do	15 43
Advocate Harbor and Three Sisters	T. Kelly	do	10	1	9 do	29 82
do do	J. Ward	do	10	3	3 do	69 00
Albert Bridge and Mira Gut	T. Bourke	do	7	1	12 do	50 00
Amherst and Amherst Hill	R. W. Chipman	Optional	12	3	11 do	137 50
Amherst and Amherst Point	do	do	4	3	1 month	8 33
Amherst and Fenwick	G. S. Davison	Horse or vehicle.	6	1	3 months	4 50
do do	W. C. Pipes	do	6	1	9 do	13 50
Amherst and Little River	A. W. S. Gourley	do	18	2	9 do	147 00
Amherst and Pictou	J. Blair	do	85	3	12 do	1,250 00
Amherst and Railway Station	J. Hillson	On foot	½	24	12 do	200 00
Amherst and Truro	Archibald & Purdy	Horse or vehicle.	67	6	4 mo. 11 days	4,582 80
Annapolis and Digby	G. LeCain	do	20	6	3 months	135 98
do do	E. Gates	do	20	6	9 do	535 98
Annapolis and Granville Ferry	D. Inglis	do	1	6	12 do	40 00
Annapolis and Liverpool	H. Kileup	Vehicle	68	6	12 do	2,096 00
Annapolis and Railway Station	J. V. Gavaza	On foot	½	12	12 do	50 00
Annapolis and Saw Mill Creek	do	Horse or vehicle.	3½	3	12 do	40 00
Annapolis and Stoddarts	G. Bishop	do	22	1	12 do	131 32
Annapolis and Windsor and Annapolis Railway	C. E. Spiers		8		Special trip consequent upon snow blockade on W. & A. Railway.	5 00
Annapolis Gut and Bridgetown	O. F. Ruffee	Vehicle	30	2	12 months	360 00
Anthony's Line and Scotch Village	H. T. Cochran	do	5½	2	12 do	39 00
Antigonishe and Cape George	D. McDonald	do	21	2	5 do	75 00
do do	E. McDonald	do	21	2	7 do	91 00
Antigonishe and Eig Mountain	C. S. McGillivray	do	4	1	12 do	22 00
Antigonishe and Lochaber	D. McMillan	do	20½	2	12 do	187 00
Antigonishe and Malignant Cove	R. McDonald	do	12	3	7 do	91 00
Antigonishe and Sherbrooke	J. McCaunes	do	40	3	12 do	560 00
Apple River and Parrsborough	D. McNamara	do	42	2½	12 do	490 66
Arichat and Discourse	S. Martell	do	7	3	9 do	75 00
do do	S. Laash	do	7	3	3 do	25 00
Arichat and Grandique	G. Lafford	do	11	6	12 do	580 00
Arichat and Petite de Grat	A. McDonald	do	3	3	12 do	56 00
Arthur Gold Mines and Hamilton's Corners	F. W. Henry	do	7	2	3 do	25 00
Athol and Parrsborough	G. Smith	do	24	6	12 do	600 00
Athol and Railway Station	J. Elderkin	On foot	½	12	12 do	100 00
Athol and River Philip	C. C. Schurman	Vehicle	20	3	12 do	239 00
Avondale and Barney's River	W. Dewar	Foot or horseback	5	2	9 do	24 00
Avonport and Railway Station	W. F. Newcomb	On foot	½	3	7 do	29 05
do do	J. B. Newcombe	do	½	3	5 do	20 28
Aylesford and Bridgewater	W. J. Balcom	Vehicle	54	1	12 do	30 00
Aylesford and Harancy	J. H. Eaton	do	9	1	12 do	50 00
Aylesford and Morden	G. Bishop	do	24	2	12 do	76 00
Aylesford and Palmer's Road	G. W. Eaton	do	12	6	12 do	50 00

REPORT No. 2, B.—Detail of all payments for Mail Transportation, in Nova Scotia, made within the Year ended 30th June, 1874.—Continued.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Aylesford and Railway Station ..	T. R. Harris.....	On foot .....	12	12	12 months..	40 00
Baddeck and Boulardarie .....	K. Matheson.....	Vehicle .....	12	2	12 do .....	130 00
Baddeck and English Town .....	D. Morrison.....	do .....	19	2	12 (& arrears)	155 43
Baddeck and Grand Narrows .....	J. S. McNeil.....	do .....	12	1	12 months..	49 48
Baddeck and Margaree .....	J. Coady .....	do .....	37	1	12 do .....	180 00
Baddeck and New Campbellton .....	A. Morrison.....	do .....	25	1	12 do .....	119 80
Baddeck and Boom .....	M. McDonald.....	do .....	22	2	6 do .....	135 00
Baddeck and Upper Settlement of Big Baddeck River .....	N. McLellan.....	do .....	12	1&2	12 do .....	67 20
Baddeck and Upper Settlement, Middle River .....	D. McLean.....	Horse or vehicle.	16	1	12 do .....	63 72
Baie Verte and Goose River .....	K. Hunter.....	Optional .....	24	1	3 do .....	43 00
do do .....	J. S. Angus.....	do .....	24	2	9 do .....	123 00
Bailey's Brook and Knoydart .....	H. McGillivray ..	Horse or vehicle.	5	1	12 do .....	20 00
Barney's River and Upper Settlement, Barney's River .....	J. McDonald.....	do .....	7	1	12 do .....	30 00
Barrington and Clyde River .....	L. R. Hogg.....	Vehicle .....	22	3	12 do .....	230 00
Barrington and Pubnico Beach .....	A. Watson.....	Horse or vehicle.	26	3&6	12 do .....	385 00
Barrio's Beach and Tracadie .....	S. Boudrot.....	Boat or horseback	6	1	12 do .....	16 00
Baxter's Harbor and Sheffield Mills .....	E. Harris.....	Vehicle .....	7	1	12 do .....	48 00
Bayfield and Little River .....	J. J. Atwater.....	do .....	2½	3	12 do .....	48 00
Bayfield and Pomquette Forks .....	J. J. McKinnon..	do .....	5	1	12 do .....	31 80
Bay St. Lawrence and Iugonish .....	G. McNeil.....	do .....	45	1	12 do .....	192 00
do do .....	J. Gwinn.....	do .....	45	1	12 do .....	184 00
Bear River and Deep Brook .....	W. Beardon.....	do .....	5	12	6 do .....	113 00
do do .....	J. A. Hanshaw ..	do .....	5	12	6 do .....	112 00
Beaver River Corner and Cedar Lake .....	F. C. Parry.....	do .....	7½	1	9 do .....	41 25
do do .....	W. S. Raymond..	do .....	7½	1	3 do .....	14 25
Bedford and English Corner .....	T. Fitzmaurice..	Horse or vehicle.	9	1	12 do .....	52 00
Bedford and Newport Station .....	G. F. Hamilton..	Vehicle .....	31	2	12 do .....	267 00
Berwick and Railway Station .....	J. M. Parker.....	do .....	3	12	12 do .....	60 00
Berwick and Somerset .....	J. Hamilton.....	Foot or horseback	6	6	12 do .....	57 36
Berwick Station, W.O., and Railway Station .....	S. J. Nichols.....	Horse or vehicle.	60 yds.	3	8 do .....	20 00
Big Brook, Glenedale and River Denis .....	A. McIntyre.....	Optional .....	11	2	12 do .....	46 00
Big Intervale and North East Margaree .....	M. McLeod.....	Vehicle .....	9	1	12 do .....	29 48
Big Island and Merigonish .....	A. McLean.....	do .....	2	2	12 do .....	27 88
Big Lorraine and Sydney .....	N. H. Martin.....	do .....	33	3	12 do .....	363 68
Big Pond and Enon .....	A. McNeil.....	Horse or vehicle.	10	1	8 do .....	38 66
Big Port Le Bear and Sable River .....	G. Harding.....	Optional .....	14	1	12 do .....	56 60
Black Rock and Parrsborough .....	M. Phinney.....	Vehicle .....	7	1	12 do .....	50 60
Blanchard's Road and New Glasgow .....	J. Webster.....	do .....	15	1	12 do .....	64 00
Blandford and Frails .....	N. Zink.....	do .....	8	2	3 do .....	12 50
Blandford and Hubbard's Cove .....	B. Dorey.....	Foot or horseback	18	1	3 do .....	15 00
Blandford and Tanook Islands .....	D. A. Hume.....	Vehicle .....	5	1	12 do .....	72 00
Boom and Whyecomah .....	L. McDougall.....	do .....	15	1	12 do .....	78 00
Boulardarie and Little Bras d'Or .....	M. McDonald.....	do .....	29	3	12 do .....	274 00
Boulardarie and Point Clear .....	C. Munro.....	do .....	13	2	12 do .....	68 00
Boulardarie and Sydney Mines .....	K. B. McKenzie..	do .....	26	3	12 (& arrears)	423 56
Bridgetown and Chutes Cove .....	C. Phinney.....	do .....	35	1	12 months..	140 00
Bridgetown and Lawrencetown .....	A. McKenna.....	do .....	9	1	12 do .....	39 80
Bridgetown and Railway Station .....	F. Crosskill.....	do .....	1	12	12 do .....	40 00

REPORT NO. 2, B.—Detail of all payments for Mail Transportation, in Nova Scotia, made within the Year ended 30th June, 1874.—Continued.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Bridgetown and Willis Fosters...	E. Phinney .....	Vehicle .....	26	1	12 months..	98 00
Bridgewater and Broad Cove .....	G. E. Starcatt .....	do .....	24	3	2 do .....	92 50
do do .....	J. Barker .....	do .....	24	3	9 do .....	255 00
Bridgewater and Lawrencetown .....	E. Phinney .....	do .....	58	1	12 do .....	278 08
Bridgewater and Middlefield .....	J. Newcomb .....	do .....	25	1	12 do .....	150 00
Bridgewater and New Canada .....	W. Cronin .....	do .....	12	1	12 do .....	76 00
Bridgewater and Pleasant River .....	W. Geldert .....	do .....	20	1	3 do .....	24 00
do do .....	W. Newcomb .....	do .....	20	1	9 do .....	70 50
Broad Cove and Mill Village .....	Z. P. Armstrong .....	do .....	11	3	12 do .....	156 00
Broad Cove Intervale and East Side Lake Ainslie .....	H. McKay .....	do .....	8	1	12 do .....	40 00
Broad Cove Marsh and Chimney Corner .....	N. McLeod .....	do .....	5	3	12 do .....	118 00
Brookfield and Pleasant River .....	W. T. Waterman .....	do .....	8	3	12 do .....	82 50
Brookfield and Railway Station .....	J. Graham .....	On foot .....	1	12	12 do .....	20 00
Brookfield and Upper Stewiacke .....	W. C. Kennedy .....	Vehicle .....	16	3	12 do .....	195 00
Brown's Brook and Parrsborough .....	H. Brown .....	do .....	12	1	12 do .....	65 00
Buckley's and Kertville .....	M. Kinsman .....	do .....	18	3	12 do .....	170 00
Buckley's and Somerset .....	A. Steadman .....	do .....	6½	2	12 do .....	92 00
Burntcoat and Noel .....	A. M. Crow .....	do .....	4	3	12 do .....	78 00
Cambridge and Condon Settlement .....	W. H. Farrin .....	do .....	9	1	12 do .....	39 72
Canaan and Kentville .....	J. L. Bishop .....	Horse or vehicle .....	4½	3	12 do .....	172 00
Canaan Road and Neily Road .....	T. H. Allison .....	do .....	14	3	7 do .....	28 58
Canaan Road and Tor Brook .....	J. H. Banks .....	do .....	5	1	9 do .....	28 50
Canada Creek and Pineo Village .....	H. Baker .....	Vehicle .....	10	2	12 do .....	74 00
Canning and Kentville .....	J. L. Bishop .....	Horse or vehicle .....	10½	6	12 do .....	199 00
Canning and Kingsport .....	do .....	do .....	3½	3	9 do .....	56 14
Canning and Port William Station .....	do .....	do .....	7	6	12 do .....	199 00
Canning and Scot's Bay .....	G. B. Forsyth .....	Vehicle .....	20	2	12 do .....	116 00
Canso and Guysborough .....	G. W. Scott .....	Horse or vehicle .....	32	3&6	12 (&arrears)	973 33
Cape George and North Side Cape George .....	L. W. McIsaac .....	do .....	15	2	12 months..	112 00
Cape Negro Island and North East Harbor .....	J. Cook .....	do .....	2	1&2	12 do .....	68 50
Cape Sable Island and Round the Island .....	M. D. McGray .....	do .....	9½	3	12 do .....	136 00
Catalone and Little Lorraine .....	N. McDonald .....	do .....	14	2	12 do .....	123 76
Centreville and Hall's Harbor .....	R. D. West .....	do .....	8	3	12 (&arrears)	237 86
Chesley's and Morton's Corners .....	E. Jones .....	do .....	8	1	12 months..	29 40
Chester and Kentville .....	B. H. Calkin .....	do .....	46	2	12 do .....	483 00
Chester and Windsor .....	C. A. Brown .....	do .....	38	2	9 do .....	277 50
do do .....	W. A. Daniel .....	do .....	38	2	3 do .....	75 00
Cheticamp and Pleasant Bay .....	A. McIntosh .....	Optional .....	25	1	12 do .....	112 00
Cheverie and Kernetcook .....	J. Sandford .....	Horse or vehicle .....	8	1	12 do .....	45 00
Cheverie and Newport .....	J. C. Lake .....	do .....	17½	3	12 do .....	336 00
Cheverie and Walton .....	T. Parker .....	Vehicle .....	12	3	12 do .....	132 00
Chezsetcook and Dartmouth .....	J. Dillman .....	Horse or vehicle .....	24	1	12 do .....	119 48
Chezsetcook and Porter's Lake .....	G. E. Orman .....	Vehicle .....	3	3	12 do .....	39 00
Chipman's Brook and Lakeville .....	E. C. Elish .....	do .....	9	2	12 do .....	100 00
Christmas Island and East Bay .....	R. A. McDonald .....	do .....	50	2	6 do .....	162 50
Christmas Island and Grand Narrows .....	J. S. McNeil .....	Optional .....	2½	2	5 do .....	16 66
Christmas Island and River Dennis .....	J. McLean .....	Vehicle .....	38	2	5 (less fine)	80 18
Christmas Island and Sydney .....	J. Tobin .....	do .....	42	2	7 months..	242 66
Clementsport and Clementsvale .....	A. W. Shaw .....	do .....	4	1	12 do .....	39 90

REPORT No. 2, B.—Detail of all payments for Mail Transportation, in Nova Scotia, made within the Year ended 30th June, 1874.—Continued.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in miles.	No. of Trips per week.	Period.	Amount.
Clyde River and Gunning Cove.	S. Van Norden...	Vehicle .....	20	3	12 months..	223 74
Clyde River and Upper Clyde River.	J. McKay.....	do .....	24	1	9 do ..	112 11
Cogmagun River and Kennetcook	J. Reynolds....	do .....	44	1	12 do ..	18 00
Concord and Glengarry Station.	J. A. Marshall..	Horse or vehicle.	22	2	1 do ..	10 41
Cow Bay and False Bay Beach.	R. McAulay.....	Vehicle.....	6	3	12 do ..	92 00
Cranberry Head and Yarmouth.	A. Thurston....	do .....	8	1	12 do ..	68 00
Cross Roads, Country Harbor and Goshen.	A. Gunn.....	Horse or vehicle.	10	1	12 do ..	38 00
Cross Roads, Country Harbor and Guysborough.	J. A. Knodell...	do .....	28	2	3 do ..	117 50
Cross Roads, Country Harbor and Port Mulgrave.	C. Sellers.....	Vehicle.....	52	3	9 do ..	900 00
Dalhousie and Durham.	G. Adamson....	do .....	11	1	12 do ..	50 00
Dartmouth and Halifax.	L. Sterns.....	Foot and ferry.	1 1/2	18	12 do ..	52 00
Dartmouth and Montague.	T. Baker.....	Horse or vehicle.	7	6	12 do ..	200 00
Dartmouth and South East Passage.	J. D. Woodman..	Vehicle.....	7	1	12 do ..	60 00
Digby and North Range Corner.	S. Ryan.....	do .....	10	1	3 do ..	13 75
do do	J. T. White....	do .....	10	1	1 do ..	4 58
Digby and South Range Corner.	do .....	do .....	13	1	8 do ..	47 33
Digby and Thorne's Cove Point.	C. Chute.....	do .....	8	2	12 do ..	100 00
Digby and Westport.	J. H. Timpany..	Horse or vehicle.	42	6	12 do ..	1,658 00
Digby and Yarmouth.	G. Stallings...	Vehicle.....	70	6	9 do ..	1,446 00
do do	Dennison & Rogers	do .....	70	6	3 do ..	750 00
Earltown and Pictou.	W. J. McKay...	do .....	30	1	3 do ..	35 25
Eastern Harbor and Port Hastings.	J. McNeil.....	do .....	203	6	12 do ..	4,500 00
East Side Bagged Island and Lewis' Harbor.	G. Craig.....	Optional.....	6 1/2	1	12 do ..	24 00
East Side (West Branch) and Hopewell.	J. Urcubart....	Horseback .....	6	2	12 do ..	50 00
Eastville and Upper Stewiacke.	J. R. Ellis.....	Vehicle.....	7	1	12 do ..	52 00
Eel Brook and Oxford.	J. Simpson.....	do .....	24	1	8 do ..	43 33
Elmsdale and Gray's River.	J. McHaffey....	do .....	11	1	12 do ..	40 00
Elmsdale and Nine Mile River.	W. Garden.....	Horse or Vehicle.	8	1	6 do ..	23 74
Elmsdale and Railway Station.	A. Dunbar.....	On foot.....	60	12	12 do ..	20 00
Elmsdale and Renfrew.	W. Garden.....	Vehicle.....	12	1	6 do ..	26 00
Elmsville and New Glasgow.	T. McDonald....	Optional.....	18	2	12 do ..	156 00
Enfield and Oldham.	George Johnston.	Vehicle.....	3 1/2	6	9 (less fine)	77 50
do do	H. F. Johnston..	do .....	3 1/2	1	3 months	15 00
Enfield and Renfrew.	W. Garden.....	do .....	7	2	12 do ..	125 00
Englishtown and Ingonishe.	M. Morrison....	do .....	32	2	12 do ..	364 00
Englishtown and Munroe's Point.	D. McAulay....	do .....	3	1	12 do ..	20 00
Englishtown and New Cambridge.	D. McAskil....	do .....	9	2	12 do ..	116 00
Englishtown and North River Bridge.	D. Montgomery..	do .....	15	2	11 do ..	72 52
Falkland Ridge and Springfield.	B. McNayer....	do .....	6	1	12 do ..	40 00
Falmouth and Moronville.	J. S. Smith.....	Optional.....	7	3	12 do ..	100 00
Five Islands and Great Village.	J. G. Peppard..	Vehicle.....	30	6	6 do ..	245 00
Five Islands and Laurence Point.	M. Lodge.....	do .....	22	1	12 do ..	93 08
Five Islands and Londonderry.	R. J. Allen.....	do .....	33	3	6 do ..	194 50
Five Islands and Parrsborough.	C. Smith.....	do .....	15	3	3 do ..	33 50
do do	W. Phinney....	do .....	15	3	9 do ..	1,9 29
Folly Lake and Railway Station.	A. McCull.....	On foot.....	1 1/2	3	12 do ..	20 00
Folly Mountain and Londonderry.	H. McLearn....	Horse or vehicle.	6	1	12 do ..	40 00
Forbes and Point Brulé.	J. Forbes.....	On foot.....	2	1	12 do ..	25 00

REPORT No. 2, B.—Detail of all payments for Mail Transportation, in Nova Scotia, made within the Year ended 30th June, 1874.—Continued.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Forristall's and Port Mulgrave.	E. May	Vehicle.	4	3	12 months.	84 00
Fouchie and St. Peters	J. Kyte	do	45	2	12 do	238 48
Frail's and Hubbard's Cove	N. Link	do	26	2	9 do	225 00
Frenchvale and North West Arm.	L. Le Clare	Optional	5	1	12 do	19 76
Gaberouse and Marion Bridge.	C. McLeod	do	14	2	12 do	104 00
Gaspereaux and Wolfville.	S. Caldwell	do	23	3	12 do	50 00
Gay's River and Little River.	J. McHefhey	Vehicle.	12	1	12 do	40 00
Gay's River and Meagher's Grant.	J. Dowling	Optional	33	1	12 do	71 00
George's River and Little Bras D'Or	G. Howatson	Vehicle.	8	1	8 do	26 66
Glengarry Station and Pleasant Valley	J. Marshall	do	25	2	11 do	138 41
Goldenville and Sherbrooke.	J. Fraser	do	24	6	12 do	116 80
Gore and Maitland	J. S. Smith	Optional	20	2	12 do	205 32
Gore and Mosherville	J. Anthony	Vehicle	17	1	12 do	75 00
Gore and Newport	R. S. Dimock	Optional	22	223	12 do	339 95
Gore and Shubenacadie.	W. Walker	do	10	1	12 do	116 80
Grande Anse and Grandique.	B. McPherson	do	3	3	12 do	265 00
Grande Anse and West Bay.	M. Morrison	do	12	1	12 do	60 00
Grandique Ferry and Lennox.	E. P. Flynn	do	3	6	6 do	250 00
Grand Narrows and Upper Settlement River Dennis.	M. McNeil	Vehicle.	36	2	7 do	135 33
Grand River and Loch Lomond.	D. Morrison	Optional	9	1	12 do	27 40
Great Village and Londonderry Station	J. Pepper	Vehicle.	4	12	2 do	24 66
do do	D. McKent	do	4	12	6 do	74 00
Greenville and Railway Station.	H. G. Purdy	On foot.	40			
			yds.	3	12 do	20 00
Greenville Station and Wallace.	R. Blair	Vehicle.	17	6	6 do	400 00
Guysborough and Port Mulgrave.	W. H. McKeough	Optional	24	2	3 do	45 00
Guysborough and Port Mulgrave, (via Shore)	do	do	35	1	12 do	144 00
Guysborough and Tor Bay	J. Dickey	do	28	1	12 do	110 00
Guysborough Intervale and St. Andrew's.	D. McDonald	do	18	1	12 do	60 00
Half Island Cove and White Head.	A. David	Horse or vehicle.	10	2	12 do	120 00
Halifax and Lower Prospect.	D. Slaughenwhite	Optional	23	1	12 do	48 00
Halifax and Marie Joseph.	T. Archibald.	do	112	3	12 do	1,689 20
Halifax and Prospect	J. Coolen	do	21	2	12 do	134 40
Halifax and Railway Station.	F. W. Fishwick.	On foot.	2	As req.	12 (less fine.)	995 00
Halifax and Sambro	M. Neville.	Optional	20	1	12 months.	120 00
Halifax and Shelburne.	A. King	do	160	6	12 do	6,440 00
Hantsport and Lochartville.	W. Glenn	do	23	3	12 do	80 00
Hantsport and Railway Station.	W. Davison	On foot.	1	12	12 do	20 00
Harborville and Morden	W. Balcom	Optional	9	1	12 do	54 43
Harborville and Somerseset	A. Steadman	do	74	2	12 do	88 00
Hastings and Warren.	R. Chapman.	do	3	1	12 do	15 00
Head St. Margaret's Bay and Peggy's Cove.	P. Boutillier.	do	20	3	12 do	360 00
Head South River Lake and Salmon River Lake Settlement.	B. McGuire	Vehicle	15	1	6 do	24 62
do do	J. McDonald	do	15	1	6 do	23 50
Hopewell and Railway Station.	J. Gunn	On foot.	3	12	12 do	55 00
Horton Landing and Railway Station	G. Curry	do	3	12	7 do	23 38
Indian Harbor and Wine Harbor	D. Suttis	Optional	5	3	12 do	39 00

REPORT No. 2, B.—Detail of all payments for Mail Transportation, in Nova Scotia, made within the Year ended 30th June, 1874 —Continued.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in miles.	No. of Trips per week.		Period.	Amount.	
							\$ cts.	
Indian Point and Mahone Bay	P. Heyson	Optional	4	1	12	months	30 00	
Ingonishe and Neil's Harbor	J. McDonald	do	14	2	12	do	138 00	
Isaac's Harbor and Melrose	J. Stewart	Vehicle	27	3	12	do	440 00	
Jackson's Road and West Branch River Philip	M. Chapman	do	6	3	12	do	48 88	
Jeddore and Kent's Island	C. Mosher	Horse or vehicle	23 $\frac{1}{2}$	1	12	do	12 00	
Jeddore and Musquodoboit Harbor	J. Gardner	do	12 $\frac{1}{2}$	1	12	do	48 00	
Joggin's Mines and Shulie	J. McKenzie	Vehicle	5	1	12	do	160 00	
Jordan Bay and Shelburne	J. T. Hines	do	11	1 $\frac{1}{2}$	3	12	do	174 99
Jordan River and Thorneburne	E. Martin	do	5	1	12	do	16 00	
Judique and River Dennis	D. McDonald	do	15	1	6	do	25 00	
do do	M. McDonald	do	15	1	6	do	40 00	
Kempton and Riversdale	R. J. Hingley	do	5	1	12	do	96 00	
Kemptonville and Yarmouth	W. Proser	do	26	1	12	do	112 00	
Kennetcook and Noel	A. Harvey	do	10	1	12	do	48 00	
Kentville and Railway Station	G. E. Calkin	On foot	275 yds.	24	12	do	100 00	
Kingsbury and Lunenburg	J. E. Hunt	Vehicle	23	2	12	do	235 00	
Kingston and Neily Road	N. Rutherford	do	14	1	5	do	15 41	
Lake Ainslie and South Side Lake Ainslie	J. McKinnon	Optional	6	1	12	do	20 00	
L'Ardoise and Lower L'Ardoise	F. Brymer	On foot	3	1	5	do	4 16	
Lawrencetown and Marshall's Cove	J. Balcom	Vehicle	21	2	12	do	143 00	
Lawrencetown and Railway Station	J. W. James	On foot	1 $\frac{1}{2}$	12	12	do	30 00	
Lawrencetown and Wilmot	J. Woodbury	Vehicle	21 $\frac{1}{2}$	1	12	do	80 00	
Leitchs Creek and Sydney	J. O'Callaghan	do	13	2	5	do	41 66	
Lewis Bay and Sydney	T. Battersby	do	28	2	3	do	39 84	
do do	R. Martin	do	28	2	9	do	261 75	
Lime Rock and West River	R. B. Munro	do	23	1 $\frac{1}{2}$	3	12	do	34 50
Lingan and Sydney	J. Curry	do	18	3	3	do	75 00	
do do	R. Martin	do	18	3	9	do	225 00	
Little Glace Bay and Sydney	W. Power	do	17	3	12	do	275 00	
Little Harbor and New Glasgow	D. McDonald	do	12	2	12	do	55 00	
Little Judique and Rear Judique Intervale	D. McMillan	Horse or vehicle	6	1	6	do	12 50	
Little Narrows and McKay's Point	M. Morrison	Vehicle	14	1	6	do	22 00	
Liverpool and Milton	A. Ford	do	23 $\frac{1}{2}$	6	12	do	160 00	
Liverpool and Port Medway	S. Cahoun	do	10	3	12	do	312 50	
Lochaber and St. Andrew's	A. Sinclair	do	20	1	12	do	106 00	
Lochside and Red Islands	P. Campbell	Horse or vehicle	7	2	3	do	17 75	
do do	J. McVicar	do	7	2	9	do	53 25	
Lockeport and Sable River	J. Griffin	Vehicle	14 $\frac{1}{2}$	6	12	do	475 48	
Londonderry and River Debert	D. M. Kent	Optional	7	12	8	do	200 00	
Lower Cove and Maccan	S. E. Freeman	Vehicle	16	6	12	do	575 00	
Lower Horton and Railway Station	A. Borden	On foot	1 $\frac{1}{2}$	12	12	do	70 00	
Lower River Inhabitants and Port Hawkesbury	R. B. Henesey	Optional	13	3	12	do	195 00	
Lower South River and Pomquette Forks	J. Keily	Vehicle	14	2	12	do	88 00	
Lower Stewiacke and Meagher's Grant	T. Parker	Optional	25	1	12	do	130 00	
Lower Stewiacke and Middle Stewiacke	do	Vehicle	13	1	12	do	37 72	

REPORT No. 2, B.—Detail of all payments for Mail Transportation, in Nova Scotia, made within the Year ended 30th June, 1874.—Continued.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Lower Stewiacke and Princeport.	G. Ambrose .....	Vehicle .....	17½	1	12 months...	117 48
Mabou and Sight Point .....	R. P. Fynn .....	do .....	15	1	12 do ..	64 00
Mabou and Whycommah .....	do .....	do .....	21	1	12 do ..	112 00
Maccan and Nappan .....	S. E. Freenan .....	Optional .....	2	3	12 do ..	100 00
Mahone Bay and New Germany.	W. Nichols .....	Vehicle .....	18	1	12 do ..	74 00
Main Post Road and Marshalltown .....	S. Ryan .....	do .....	1	6	12 do ..	28 00
Maitland and Noel .....	D. R. Smith .....	do .....	12	3	12 do ..	156 00
Maitland and Shubenacadie .....	L. Lynch .....	do .....	20	6	12 do ..	398 00
Malagash and Wallace .....	M. B. Huestis .....	do .....	15	2	12 do ..	101 36
Malagawatch and River Dennis .....	A. McIntyre .....	do .....	16	1	12 do ..	60 00
Malagawatch and West Bay .....	D. McLeod .....	do .....	16	2	12 do ..	128 75
Malignant Cove and New Glasgow .....	A. McIsaac .....	do .....	36½	2 & 3	12 do ..	552 50
Margaree Forks and Middle Section, North-east Margaree .....	W. Burton .....	do .....	9	1	12 do ..	19 00
Margaree Forks and Whycommah .....	I. McDougall .....	do .....	30	1	12 do ..	120 00
Margaretsville and Wilmot .....	W. F. Woodbury .....	do .....	10½	2	12 do ..	137 92
Marie Joseph and Sherbrooke .....	J. Wilson .....	do .....	22	2	12 do ..	240 00
Meagher's Grant and Musquodoboit Harbor .....	T. Archibald .....	do .....	14	1	12 do ..	80 00
Melrose and Shubenacadie .....	J. Tays .....	do .....	88	2	12 do ..	1,625 48
Melvorn Square and Wilmot .....	H. Goucher .....	do .....	4	1	12 do ..	24 00
Merigonishe and Piedmont Valley .....	J. McDonald .....	do .....	5	1	12 do ..	30 00
Middle Musquodoboit and Newcombs Corner .....	A. McCabe .....	do .....	9	1	12 do ..	49 00
Middle River and West Side .....	J. W. Campbell .....	Foot or vehicle .....	3½	1	9 do ..	15 00
Middleton and railway Station .....	A. Beals .....	On foot .....	1	10	12 do ..	40 00
Mill Village and Port Medway .....	E. Bent .....	Vehicle .....	5	3	3 do ..	26 25
Minudie and River Hebert .....	J. Moffat .....	do .....	7	3	12 do ..	100 00
Morristown and Waterville .....	W. Bowles .....	do .....	17½	1	6 do ..	22 00
Mount Denison and Railway Station .....	J. Shaw .....	On foot .....	1	3	12 do ..	16 00
Mount Uniacke and Kawdon .....	W. C. Casey .....	Vehicle .....	14	2	9 do ..	77 43
do do .....	J. McLearn .....	do .....	14	2	3 do ..	33 50
Munford and Scotch Village .....	C. Cochran .....	Horse or vehicle .....	10	1	6 do ..	15 00
Munroe's Point and South Gut, St. Ann's .....	D. Morrison .....	Vehicle .....	7	1	1 do ..	3 17
Neily Road and Railway Station .....	T. H. Allison .....	On foot .....	100 yds.	12	12 do ..	16 00
Neily Road and Rhodes .....	A. Jacques .....	Vehicle .....	10	1	12 do ..	24 00
New Annan and Tatanagouche .....	J. Lombard .....	do .....	11½	2	12 do ..	110 00
New Germany and Northfield .....	S. McKey .....	do .....	3	1	12 do ..	40 00
New Glasgow and Railway Station .....	H. McDonald .....	On foot .....	1	24	12 do ..	198 00
New Glasgow and Sherbrooke .....	T. McDonald .....	Vehicle .....	58	6	12 (less fine) ..	1,550 00
New Glasgow and Sydney .....	T. S. Lindsay .....	do .....	244	6	12 do ..	13,620 00
New Glasgow and Vale Colliery .....	F. McDonald .....	do .....	5	3	5 months ..	31 85
Newport and Newport Landing .....	J. Simpson .....	do .....	8	6	12 do ..	200 00
Newport and Newport Station .....	D. Hunter .....	do .....	5	6	12 do ..	118 72
Newport and South Rawdon .....	S. Harvie .....	do .....	10	1	12 do ..	40 00
Newport and Upper Newport .....	do .....	do .....	6	1	12 do ..	32 00
Newport and Walton .....	T. Parker .....	do .....	16½	3	12 do ..	259 00
New Ross and Stoddart's .....	J. W. Boylan .....	do .....	26	1	12 do ..	148 80
New Ross and Vaughan's .....	G. Ross .....	do .....	15	2	12 do ..	150 00
New Tusket and Weymouth .....	M. Weaver .....	do .....	12	1	12 do ..	56 00
Nictaux and Wilmot .....	E. Phinney .....	do .....	4½	3	3 do ..	17 98
do .....	E. Gates .....	do .....	4½	2	9 do ..	53 94



REPORT No. 2, B.—Detail of all payments for Mail Transportation, in Nova Scotia, made within the Year ended 30th June, 1874.—Continued.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in miles.	Nc. of Trips per week.	Period.	Amount.
						\$ cts.
Nine Mile River and Shubenacadie	J. Densmore	Vehicle	40	1	6 months	39 24
do do	A. Densmore	do	40	1	6 do	52 00
Noel and Shubenacadie	J. W. Densmore	do	23	1	6 do	64 38
do do	J. O'Brien	do	23	1	6 do	110 00
Noel and Walton	A. C. O'Brien	do	16	3	12 do	194 00
North River Bridge and St. Ann's	M. McDonald	do	4	2	12 do	50 79
North Section Earlington and Truro	H. Sutherland	do	27	2	12 do	195 00
Oxford and Pugwash	C. E. McNutt	Horse or vehicle	19	1	12 do	75 09
Oxford and River Philip	O. Fillmore	Vehicle	15	6	12 do	195 00
Oxford and Shinemicas Bridge	G. L. Purdy	do	14	1	9 do	52 50
Palmer's Pad and Ward Glebe &c.	G. W. Eaton	do	6 $\frac{1}{2}$	1	12 do	30 00
Paradise and Railway Station	W. F. Morse	Foot or horseback	$\frac{1}{2}$	12	12 do	40 00
Parker's Cove and Parker's Cove (via McKenzie's Road)	M. Essar	Vehicle	8	1	12 do	35 00
Parrsborough and Partridge Island	J. Wason	Optional	2	3	3 do	9 25
Parrsborough and Wharf	D. McNamara	Vehicle	1	1	Season, 1873	20 00
Pictou and Railway Station	W. McDonald	Foot or horseback	$\frac{1}{2}$	24	12 do	200 00
Pictou and River John	D. Langill	Vehicle	21	1	12 do	68 00
Pictou and West Branch River John	J. Ross	do	22	2	9 do	111 00
Pictou and West River Station	T. G. Anderson	do	22	3	12 do	380 00
Pireo Village and Railway Station	J. S. Pineo	On foot	70 yds.	12	6 do	10 00
Pineo Village and South Berwick	W. Bowles	Vehicle	17 $\frac{1}{2}$	1	6 do	22 00
Pemquette Forks and Tracadie	A. McDougall	do	15	1	12 do	90 00
Port Caledonia and Sydney	T. S. Lindsay	do	14	3	12 do	564 00
Port Felix and Tor Bay	J. Boudroit	do	15	1	12 do	60 00
Port Hastings and West Bay	A. McQuarrie	do	16	1 & 3	12 do	137 50
Port Hawkesbury and Port Mulgrave	C. Embrew	Optional	2	12	3 do	175 00
Port Hawkesbury and West Bay	D. Cameron	Vehicle	1	1	Season, 1873	52 00
Port Hood and Port Hood Island	J. Smith	do	1 $\frac{1}{2}$	2	12 months	30 00
Port Mulgrave and Sand Point	H. Goshen	Horse or vehicle	11	1	12 do	90 00
Port Royal and West Arichat	G. Lafford	Vehicle	3 $\frac{1}{2}$	3	12 do	100 00
Port William Station and White Rock Mills	J. L. Bishope	do	4	3	9 do	60 00
Power's and River Bourgeoise	J. Kyte	do	2 $\frac{1}{2}$	3	12 do	39 00
Princeport and Truro	E. Archibald	do	16	2	12 do	164 00
Pubnico Beach and Pubnico Harbor	J. McComisky	Horse or vehicle	15	3	6 (less fine)	118 46
do do	A. Watson	do	15	3	6 months	109 50
Pugwash and Thompson's Mills	J. R. Lemay	Vehicle	17	6	12 do	447 00
Pugwash and Wallace	J. Dotten	do	20	1	12 do	58 00
Rear South Side Whyoccomagh and Whyoccomagh	H. McDonald	Optional	...	...	6 do	17 00
Reserve Mines and Sydney	J. O'Callaghan	Vehicle	12	3	12 do	156 00
River Débert and Railway Station	P. Fulmore	On foot	1	12	11 do	18 33
River Débert and Truro	C. R. Pearson	Vehicle	15 $\frac{1}{2}$	3	12 do	250 00
River Philip and Railway Station	W. C. Phillip	do	2	12	12 do	200 00
River Philip and Shinemicas' Bridge	O. Fillmore	do	19	1	3 do	16 00
Riversdale and Railway Station	R. J. Kirgley	On foot	$\frac{1}{2}$	12	12 do	32 00
Rockville and Yarmouth	J. Hatfield	Vehicle	8	2	12 do	80 00
Roseway River and Shelburne	J. T. Hines	do	17 $\frac{1}{2}$	1	12 do	120 00

REPORT No. 2, B.—Detail of all payments for Mail Transportation, in Nova Scotia, made within the Year ended 30th June, 1874.—Continued.

Name of Route.	Name of Contractor.	Mode of Conveyance,	Distance in miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Round Hill and Railway Station.	C. E. Spurr.....	On foot.....	300 yds.	12	12 months..	24 00
St. Ann's and South Gut St. Ann's	D. Morrison.....	Optional.....	7	2	11 do ..	69 66
St. Peters and West Bay.....	A. Urquhart.....	do .....	32	1	12 do ..	143 48
Shea's River and West Side Lake Ainslie.....	A. McDonald.....	Vehicle.....	10	1	12 do ..	45 00
Sheet Harbor and Upper Musquodoboit .....	T. Archibald.....	do .....	26	1	9 do ..	105 00
Shelburne and Yarmouth.....	O. Davison.....	do .....	67	6.	12 do ..	1,600 00
Sherbrooke and Wine Harbor.....	D. Suttis.....	do .....	13	6	12 do ..	258 00
Shubenacadie and Railway Station.....	A. Kirkpatrick.....	On foot.....	100 yds.	12	12 do ..	40 00
Shubenacadie and Shubenacadie (Circular Route.).....	G. W. Walker.....	do .....	14½	2	12 do ..	100 00
Six Mile Brooke and West River.....	J. McKay.....	Vehicle.....	5	1	12 do ..	30 00
Sluice Point and Tusket.....	A. J. Lent.....	Optional.....	5	1	8 do ..	48 00
South Branch and Upper Stewiacke .....	T. Cox.....	Vehicle.....	3½	2	12 do ..	39 88
South Harbor and White Point.....	A. McPherson.....	do .....	9	2	12 do ..	118 00
Stellarton and Railway Station.....	H. McKenzie.....	On foot.....	3	12	12 do ..	48 00
Stellarton and Westville .....	D. Munro.....	Vehicle.....	3	3	12 do ..	156 00
Stewiacke Cross Roads and Upper Stewiacke .....	J. McNaught.....	do .....	27	2	3 do ..	16 50
Sydney and Sydney Mines.....	J. O'Callaghan.....	do .....	20	6	12 do ..	588 00
Tatamagouche and Truro.....	J. Blair & Son.....	do .....	30	3	12 do ..	490 00
Teviotdale and Railway Station.....	G. N. Christie.....	On foot.....	220 yds.	3	27 do ..	45 00
Thompson's Mills and Wallace.....	B. Blair.....	Vehicle.....	20	6	6 do ..	400 00
Tracadie and Usher.....	E. Cote.....	do .....	4	1	12 do ..	26 00
Truro and Railway Station.....	C. B. Archibald.....	On foot.....	¼	24	12 do ..	300 00
Tuperville and Railway Station.....	C. E. Spurr.....	Optional.....	3¼	3	12 do ..	78 00
Tusket and Tusket Forks.....	J. B. Porter.....	Vehicle.....	12	1	11 do ..	71 50
Tusket Wedge and Yarmouth.....	J. M. Le Blanc.....	do .....	12	1	12 do ..	90 00
Upper Musquodoboit and Upper Stewiacke .....	F. Cox.....	do .....	7	1	12 do ..	48 00
Upper Newport and Woodville.....	T. Dimock.....	On foot.....	1½	1	12 do ..	10 40
Upper Stewiacke and Upper Stewiacke .....	J. McNaught.....	Vehicle.....	12	2	9 do ..	46 50
Wallace and Wallace River.....	J. Dotten.....	do .....	14½	1	9 do ..	55 32
Wallace River and Wentworth Station.....	A. Purdy.....	Horse or vehicle.	4	3	3 do ..	20 00
Waterville and Railway Station.....	J. S. Pineo.....	Optional.....	70 yds.	12	6 do ..	10 00
Waverly and Windsor Junction.....	J. Lingley.....	Vehicle.....	3	6	12 do ..	100 00
West River and Westville.....	R. B. Munro.....	do .....	9	3	12 do ..	128 00
Wilmot and Railway Station.....	J. A. Gibbon.....	On foot.....	10 yds.	12	9 do ..	7 50
do do .....	E. Cummingier.....	do .....	10 yds.	12	3 do ..	2 50
Windsor and Railway Station.....	J. S. Burnham.....	do .....	¼	24	12 do ..	60 00
Wolfville and Railway Station.....	G. V. Rand.....	do .....	½	24	12 do ..	80 00

REPORT No. 2, B.—Detail of all payments for Mail Transportation, in Nova Scotia, made within the Year ended 30th June, 1874.—*Continued.*

Name of Route.	Name of Contractor.	Distance in miles.	No. of Trips per week.	Period.	Amount.
FERRIAGES.					\$ cts.
Baddeck and Boulardarie .....	K. Matheson .....	2 <sup>3</sup> / <sub>4</sub>	2	6 months..	104 00
Baddeck and Grand Narrows .....	J. S. McNeil .....	2 <sup>3</sup> / <sub>4</sub>	1	12 do ..	25 00
Baddeck and New Campbellton .....	A. Morrison .....	1	1	12 do ..	52 00
Cape Sable Island and Round the Island .....	D. M. McGray .....	1	3	12 do ..	73 00
Grandique and Lennox .....	E. P. Flynn .....	3	6	6 do ..	250 00
Grand Narrows and Sydney .....	J. Tobin .....	1	3	9 do ..	11 25
Little Bras d'Or and Sydney Mines .....	K. R. McKenzie .....	180			
		yds.	3	12 do ..	40 00
Port Hawkesbury and Port Mulgrave .....	J. & C. Embrose .....			18 do ..	1,050 00
				Total...	\$91,714 35

D. A. MACDONALD,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

REPORT No. 2, B.—Detail of all payments for Mail Transportation, in Nova Scotia, made within the Year ended 30th June, 1874.—*Continued.*

CONVEYANCE OF MAILS BY STEAMBOATS AND SAILING VESSELS.

Name of Route.	Name of Contractor.	Distance in miles.	No. of Trips per week.	Period.	Amount.
					\$ cts.
Halifax and Boston, U.S. ....	J. F. Phelan .....	400	1	Season, 1873	400 00
Halifax and Portland, U.S. ....	G. P. Black .....	340	1	15 months to 31st Dec. '73	1,943 15
Lower Horton, Parrsboro' and Windsor .....	G. Newcomb .....	40	1	Season, 1873	30 00
Pictou and Port Hawkesbury .....	F. W. Hales .....	179	2	do ..	2,000 00
Sydney and West Bay .....	J. M. Taylor .....	95	1	do ..	100 00
Yarmouth and Boston, U.S. (half the postage collected) .....	N. K. Clements .....			12 months to 31st Dec. '73	169 15
				Total...	\$4,642 30

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*Accountant.*

REPORT No. 2, B.—Detail of all payments for Mail Transportation, in Nova Scotia, made within the Year ended 30th June, 1874. —*Continued.*

CONVEYANCE OF MAILS BY RAILWAYS.

Name of Railway.	Distance in miles.	No. of Trips per week.	Period.	Amount.
				\$ cts.
Intercolonial Railway .....	312	6	12 months to 31st March, 1874	13,674 96
Windsor and Annapolis Railway .....	199	6	12 do do	7,336 72
			Total.....	\$21,011 68

D. A. MACDONALD,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

REPORT No. 2, B.—*Concluded.*

DETAIL of all payments for making and repairing Mail Bags, Mail Locks, &c., in Nova Scotia, made within the year ended 30th June, 1874.

Tradesmen's Names.	Particulars of Disbursements.	Amount.
		\$ cts.
Condon and Adams .....	Canvas bags .....	301 11
R. Martin .....	Repairing portmanteaus and bags .....	82 25
R. Malcom .....	Rivet-lock seals .....	677 02
R. McMillan .....	Labelling bags .....	81 20
G. Lafford .....	Repairing mail bags .....	2 00
W. E. Peters .....	do do .....	4 15
J. W. Burke .....	Canvas for mail bags .....	1 50
	Total.....	\$1,149 23

D. A. MACDONALD,  
*Postmaster General.*

H. A. WICKSTEED,  
*Accountant.*

REPORT NO. 2, C.—Detail of all payments for Mail Transportation, in New Brunswick, made within the Year ended 30th June, 1874.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Albert Mines, Curryville and Hillsborough	R. Gross	Vehicle	8 & 6 $\frac{1}{2}$	1 & 6	12 months	149 88
Aldouane and McLeod's Mills	D. Richard	Optional	4	1 9 $\frac{1}{2}$	do	30 07
Alexander's Point and Little Shippigan	O. Valley	Vehicle	12	2 & 1	12 do	65 00
Alexander's Point and Shippigan	E. Duque	do	3	2	12 do	60 00
Alma and Penobscuis	A. Martin	Optional	31	1	9 do	95 25
Andover and Fort Fairfield	R. Scott	Vehicle	7	2	12 do	89 72
Andover and Riley Brook	G. L. Kelley	do	62	1	12 do	380 00
Annagance and Corn Hill	J. H. Stockton	do	6	2	12 do	73 00
Annagance and Elgin	L. Geldart	do	11	2	12 do	113 96
do do	G. Killam	do	11	2	Extra Service 1872.	
Apohaqui, Millstream and Cole's Island	H. D. McLeod	do	31	2 & 1	9 months	4 00 239 97
Archibald Settlement and River Louison	D. Black	do	3	1	12 do	12 96
Armstrong's Corner and Olinville	W. Tilley	do	5	1	12 do	35 00
Au Lac and Sackville	A. Dixon	do	2	1	12 do	15 00
Au Lac, Port Elgin and Westmoreland Point	H. Lowerison	do	20	12 &		
Back Bay and St. George	A. J. Seely	do	7	6	12 do	520 00 78 00
Baie Verte and Murray's Corners	J. T. Murray	do	15	2 & 1	4 mos. 7 days	35 95
Bairdville and Kincardine	J. T. Kilburn	do	3	3	10 months	37 50
Barnaby River and Newcastle	J. Ivory	do	10	3	12 do	149 00
Bath and Carlou	W. Boyd	do	11	2	12 do	70 00
Bath and Holmesville	do	do	6	1	12 do	20 00
Bath and Wicklow	S. Drost	do	2	3	1 do	2 50
do do	do	do	2	6	11 do	45 83
Bathurst and Campbellton	S. McGregor	do	68		Special trips	30 00
Bathurst, Chatham and Newcastle	W. M. Kelly	do	49	6	12 (less fine)	1,785 00
Bathurst and Dalhousie	S. McGregor	do	52	6	12 do	1,898 00
Bathurst and Shippigan	M. Reardon	do	70	3	12 months	720 00
Bay du Vin Mills and Upper Bay du Vin	W. Dickins	do	5	1	10 $\frac{1}{2}$ do	35 00
Bayfield and Port Elgin	T. Heuson	do	25	1 & 2	12 do	168 00
Bay Side and St. Andrews	J. Simpson	do	7	2	12 do	60 00
Beaver Harbor, Pennfield and St. George	J. Prescott	do	1 & 9	1 & 2	12 do	74 48
Belleisle Bay and Long Point	J. Coulter	do	1 $\frac{1}{2}$	2	12 do	20 00
Belleisle Creek and Norton Station	W. J. Case	do	9	1	12 do	28 60
Black Brook and Chatham	A. Marshall	do	8	2	12 do	75 48
Black River and Escuminac	W. V. Ullock	do	30	1	12 do	99 00
Blackville and Cain's River	M. Vickers	do	6	1	10 $\frac{1}{2}$ do	65 63
Blossville and Juvenile Settlement	G. Hoyt	do	6	1	12 do	36 00
Bloomfield and Railway Station	N. Wetmore	do	2	12	12 do	30 00
Bloomfield and Upper Woodstock	B. Hume	do	48 $\frac{1}{2}$	1	12 do	150 04
Boundary Creek and Railway Station	M. D. Harris	On foot		12	12 do	20 80
Boundary Creek and Steeves' Mountain	N. Wilson	Vehicle	3 $\frac{1}{2}$	1	12 do	29 48
Buctouche and McLaughlan Road	A. Peterkin	do	19 $\frac{1}{2}$	1	12 do	65 00
Burnt Church and Church Point	W. M. Salter	do	3	2	12 do	40 00
Burton and Upper Sheffield	W. S. Garrison	Optional		3	2 mo. 22 days	11 54
Butternut Ridge and Forks	S. C. Keith	Vehicle	15	1	12 months	60 00
Butternut Ridge and Millstream	C. R. Parlee	do	29	1	12 do	67 48

REPORT No. 2, C—Detail of all payments for Mail Transportation, in New Brunswick, made within the Year ended 30th June, 1874.—Continued.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in miles.		No. of Trips per week.	Period.	Amount.	
							\$	cts.
Butternut Ridge and Petitcodiac.	W. Keith.....	Vehicle ..	9		6	12 months..	250	00
Caledonia, Hillsborough and Rosedale.....	W. D. Bayley.....	Optional .....	12 &					
Campbellton and Dalhousie....	A. Fraser....	Vehicle .....	15		1 & 2	3 do ..	40	00
do do	S. McGregor.....	do .....	15		6 3½	(less fine) ..	120	28
Campbellton, Flatlands and Upsalquitch .....	J. Cooling .....	do .....	13		2 & 1	12 do ..	120	00
Campe Bello and Wilson's Beach	J. Brown .....	do .....	8		1	12 do ..	40	00
Canterbury, Canterbury Station and Forest City .....	J. Scott .....	do .....	37		2 & 1	12 do ..	259	08
Carsonville and Sussex Vale .....	A. McLean .....	do .....	14		1	11 do ..	68	75
Central Blissville, Hart's Mills and Fredericton Junction .....	T. Colman.....	do .....	5		1 & 6	12 do ..	30	00
Chance Harbor, Mace's Bay and Lepreaux .....	R. Hope.....	do .....	17		2 & 6	12 do ..	186	00
Chapman and Great Shemogue .....	A. Avar.....	do .....	5		1	11 do ..	23	83
Charleston and Middle Simonds .....	G. F. Foster.....	do .....	7		1	12 do ..	29	48
Chatham and Fredericton .....	R. Orr.....	do .....	108		3	2 do ..	229	41
Chatham and Newcastle .....	J. Anderson .....	do .....	6		12	12 (less fine) ..	496	00
Chatham and Shediac .....	W. M. Kelly .....	do .....	77		6	12 do ..	2,175	00
Chatham and Shippigan .....	T. Barry .....	do .....	73		2	12 months..	680	00
Chatham and South Nelson .....	W. Ullock .....	do .....	9		6	12 do ..	149	00
Chatham and Gagetown .....	D. Lawson .....	do .....	40		2	8½ do ..	337	12
Clarendon and Welsford .....	C. A. Ogden .....	do .....	10½		1	12 do ..	69	00
Coates' Mills and St. Paul's .....	J. Arsnauld .....	do .....	8		1	11 do ..	36	67
Cocaigne and Scovil's Mills .....	W. Johnston .....	do .....	9½		2	12 do ..	79	00
Cody's and Springfield .....	W. J. Northup .....	do .....	18		1	12 do ..	75	00
Cole's Island and Forks .....	D. Marrs .....	do .....	18		1	12 do ..	105	00
Cole's Island and Gagetown .....	G. F. Nevers .....	do .....	41½		2	8½ do ..	299	11
Cole's Island and Narrows .....	B. Thorne .....	do .....	10		1	8½ do ..	70	38
do do	M. N. Dykeman.....	do .....	10		3	3 mo. 17 days	52	50
Collicut Corner and Elgin .....	J. Gifford .....	do .....	15		1	1 month ..	5	00
do do	G. M. Killam .....	do .....	15		1	11 do ..	89	83
Collina Corner and Springfield .....	J. Killier .....	do .....	9		1	12 do ..	36	00
Dalhousie and Dundee .....	S. McGregor .....	do .....	9		1	12 do ..	51	96
Dalhousie and Gulf Ports Steamers .....	H. A. Johnson .....	On foot .....	½		1	Season, 1873	10	00
Debeck and Railway Station .....	A. Hariar .....	Foot or Vehicle .....	½		12	21 months..	35	00
Debeck Junction and Woodstock .....	F. A. Glidden .....	Vehicle .....	½			Special trips	20	00
Dorchester, Memramcook and Rockland .....	J. Sutherland.....	do .....	12 &					
Dorchester and Railway Station .....	S. W. Fingley .....	do .....	5 3 & 6		6	6 months..	100	00
Dorchester and Rockport .....	J. Read .....	do .....	½ 12		12	do ..	100	00
Dover and Memramcook .....	P. Bourgeois .....	do .....	18		2	12 do ..	139	00
Dover and Moncton .....	W. Steeves .....	do .....	12		2	12 do ..	120	00
Doyle Settlement and River Louison .....	D. Murchie.....	do .....	3		1	12 do ..	14	00
Dungiven and Memramcook .....	J. McVey .....	do .....	4		1	12 do ..	25	00
Duprey and Gailey .....	C. Duprey .....	Optional .....	2		1	12 do ..	12	00
Edmundston and Grand Falls .....	J. R. Curran .....	Vehicle .....	37		6	12 do ..	1,596	00
Edmundston and Mouth of St. Francis .....	J. Hartt .....	do .....	36		2	12 do ..	274	00
Elgin and Petitcodiac .....	W. P. Robinson .....	do .....	12		1	9 mo. 20 days	41	47
do do	do .....	do .....	12		3	2 mo. 11 days	29	61
Fairhaven and Lord's Cove .....	T. H. Palmer .....	do .....	8		1	12 months..	49	00
Florenceville and Florenceville East .....	A. Taylor.....	do .....	1½		1	12 do ..	9	16

REPORT No. 2, C.—Detail of all payments for Mail Transportation, in New Brunswick, made within the Year ended 30th June, 1874.—Continued.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Florenceville and Tracey's Mills	E. Saunders	Vehicle	16	3	12 months	136 48
Florenceville and Upper Peel	A. Taylor	do	16	1	6 do	126 84
Florenceville, Upper Peel and Foreston	do	do	20½	2&3	6 do	126 84
Four Corners, Point Midgic and North Lakes	S. Dobson	do	18	1	5 do	6 66
Frederickton and Letter Boxes	D. Tobin	On foot	½	12	9 do	30 00
do do	E. W. Vavasour	do	½	12	3 do	10 00
do do	A. S. Phair	do	½	12	3 do	7 50
Frederickton and Marysville	T. B. Dunphy	Vehicle	6	6	12 do	100 00
Frederickton and Newcastle	R. Orr	do	102	3	10 do	1,083 33
Frederickton and New Maryland	L. Fisher	do	5	1	12 do	40 00
Frederickton and Railway Station	T. G. Byrne	do	½	12	12& ext. trips	284 32
Frederickton and Stanley	T. B. Dunphy	do	28	1	12 (less fine)	173 00
Frederickton and Wharf	D. Tobin	On foot	½	12	Season, 1873	15 00
Frederickton and Woodstock, (East side)	T. B. Dunphy	Vehicle	82	2	12 (less fine)	794 00
Frederickton and Woodstock, (West side)	Golding & Vanwart	do	63	2	12 do	747 00
do do	J. E. Boone	do	63	...	Special trip	10 00
Frederickton and Yoho	J. O'Brien	do	15	1	12 months	96 00
French Lake and Rusagornis Station	H. Bunker	do	3	1	12 do	60 00
Gagetown and Mouth of Nerepis	S. Cameron	do	45	2	1 do	40 66
do do	do	do	45	3	11 do	651 13
Gagetown and Narrows	J. A. S. Moth	do	28	3	3½ do	94 79
Gagetown and Oromocto	W. G. Knox	do	31	3	12 do	483 37
Gagetown and Welsford	F. Woods	do	28	3	12 do	528 60
Goose Creek and Shepody Road	M. Prescott	do	9	1	12 do	30 00
Grand Falls and Undine	J. White	do	12	1	12 (& arrears)	66 95
Grand Falls and Woodstock	W. R. Newcomb	do	74	6	12 months	3,125 00
Grand Harbor and Grand Manan	T. Wooster	do	9	1	12 do	50 00
Grandique and Poirrier's	F. Leger	do	2	1&3	12 do	19 33
Great Shemogue and Upper Sackville	C. Ward	do	20	1	10 do	78 33
Gueguen and St. Anthony	J. Gueguen	do	5½	1	11 do	25 67
Hammond River and Railway Station	W. W. Dodge	Optional	½	6	12 do	20 00
Hammond Vale and Sussex Vale	E. I. Price	do	15	2	12 do	171 80
Hampstead and Hibernia	J. S. Clark	Vehicle	6	1	12 do	38 00
Hampstead and Wickham	J. H. Dougan	do	2½	2	12 do	31 00
Hampton, Norton and Ossekeag	H. H. Freeze	do	1&6½	2&6	12 do	70 00
Harewood and Salisbury	D. Murphy	do	13	1	12 do	46 00
Harvey and Moncton	W. Price	do	42	6	12 do	788 00
Harvey and Point Wolfe	E. Stevens	do	23	3	12 do	219 52
Harvey and St. John	T. W. Brooks	do	81	1	12 do	457 00
Harvey Station and Magaguadavic	W. Atchison	do	18	2	12 do	150 00
Heron's Island and New Mills	G. Dutch	do	4	1	12 do	32 00
Hillsborough, Rose Vale and Caledonia	W. D. Bazley	do	12&21	3&1	9 do	120 00
Hillsborough and Moncton	J. Trites	do	28	2	12 do	199 00
Hoyt Station, &c.	D. E. Perley	do	...	...	Special trips	10 00
do	J. Hunter	do	...	...	during freshet	17 00
do	W. E. Whittaker	do	...	...	Mar., 1874	22 50

REPORT No. 2, C.—Detail of all payments for Mail Transportation, in New Brunswick, made within the Year ended 30th June, 1874.—Continued.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Irishtown and Moncton .....	W. Larracey .....	Vehicle .....	16	1	12 months..	30 00
Irishtown and Shediac .....	J. Sullivan .....	do .....	20	1	12 do ..	76 00
Keswick Ridge and Upper Haynesville .....	J. Allen .....	do .....	44	1	12 do ..	100 76
Kingston, Kent. and Richibucto Village .....	P. McCaie .....	do .....	7	1	12 do ..	32 00
Kingston, Kent. and Wolford .....	J. Harnett .....	do .....	29	3	12 do ..	444 00
Kingston, King's, and Lyon's Point .....	J. T. Appleby .....	do .....	10	1	12 do ..	80 00
Kingston, King's, Nine Mile Station and Springfield .....	J. T. Pitt .....	do .....	10 &			
Kingston (King's), Rothsay and Springfield .....	do .....	do .....	15	6 & 1	3 do ..	74 00
Knowlesville and Somerville .....	S. H. Shaw .....	do .....	27	2	12 do ..	200 00
Kouchibouguac and Point Sapin .....	W. S. McKnight .....	do .....	20	1	12 do ..	109 00
Lake George and Upper Magaguadavic .....	J. Moody .....	do .....	16	2 & 1	12 do ..	124 00
L'Etete and St. George .....	G. Dick .....	do .....	17	1	12 do ..	106 24
Lewis Mountain and Petitcodiac .....	S. C. Keith .....	do .....	21	1	11 do ..	57 50
Little River and Prosser Brook .....	W. Wilson .....	Horse or vehicle .....	4	1	12 do ..	15 00
Little River (Coverdale) and Salisbury .....	W. Leeman .....	Vehicle .....	18	1	12 do ..	62 40
Little River (Sunbury) and Sheffield .....	J. McGowan .....	do .....	12	1	12 do ..	52 64
Lower Southampton and Woodstock .....	D. McElwain .....	do .....	33	1	12 do ..	150 00
Lutz Mountain and Moncton .....	M. Horsman .....	do .....	8	1	12 do ..	41 24
Lyttleton and Newcastle .....	J. Tozer .....	do .....	19	1	12 do ..	109 48
McLeod's Mills and Palmerston .....	H. Landry .....	do .....	4	2	12 do ..	50 00
Maugerville and Steamers .....	W. H. Bent .....	do .....		6	Season, 1873	10 00
Maugerville and Upper Maugerville .....	do .....	do .....	4	3	do ..	15 34
Meadow Brook and Paines Settlement .....	E. Babin .....	do .....	1	2	11 months..	22 92
Memramcook and Rockland .....	J. Sutherland .....	Horse or vehicle .....	12 &			
Milltown, St. Stephen and Upper Mills .....	Hardy & Bridges .....	Vehicle .....	5	6 & 3	6 do ..	100 00
Millville and Upper Haynesville .....	A. J. Hoyt .....	do .....	24			
Moncton and Railway Station .....	G. Ross .....	do .....	4	6 & 3	12 do ..	188 00
Moncton, Richibucto and Shediac .....	W. Carpenter .....	do .....	4	1	12 do ..	18 00
Moncton and River Side .....	J. Ryan .....	do .....	4	12	do ..	72 00
Moncton Road and Shediac .....	W. G. Bateman .....	do .....			Special trips	68 00
Monument Settlement and Richmond Corner .....	H. Graham .....	do .....	40	2	12 months..	320 00
Moore's Mills and Sussex Vale .....	F. C. Buchanan .....	do .....	6	1	12 do ..	34 00
Narrows and Springfield .....	P. Rogers .....	do .....	30	1	12 do ..	130 00
Narrows and Upper Gaspereaux .....	D. Mott .....	do .....	21	1	12 do ..	100 00
do do .....	do .....	do .....	12	3	12 (less fine.)	124 00
Narrows and Washademoak .....	M. M. Dykman .....	do .....	50	1	8½ months..	166 09
Narrows and White's Cove .....	D. Mott .....	do .....	50	3	3 mo. 17 days	208 37
Narrows and Wickham .....	A. E. Belyea .....	do .....	20	1	8½ months..	81 25
do do .....	do .....	do .....	16	2	4½ do ..	64 00
do do .....	do .....	do .....	16	1	8½ do ..	109 74
do do .....	do .....	do .....	16	3	17 days ..	10 04
do do .....	do .....	do .....	16	3	3 months ..	57 72
New castle and Gulf Steamers .....	J. Johnston .....	On foot .....	1	1	Season, 1873	10 00
New River and Prescott's Mills .....	E. Knight .....	Vehicle .....	3	6	12 months..	45 88
Newtown and Sussex Vale .....	A. McLean .....	do .....	12	2	12 do ..	140 00



REPORT No. 2, C.—Detail of all payments for Mail Transportation, in New Brunswick, made within the Year ended 30th June, 1874.—Continued.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
North Joggins and Sackville.....	W. McHaffey.....	Vehicle.....	17	1	12 months...	60 00
Norton Station and Springfield...	W. Kellier.....	do.....	9 $\frac{1}{2}$	3	12 do	118 72
Oak Hill and St. Stephen.....	F. H. McCormick.....	do.....	44	1	4 mo. 9 days	54 21
Oromocto and Waasis Station.....	F. McLean.....	do.....	6	12	12 (less fine.)	310 88
Ousekeag and St. Martin's.....	T. Brown.....	do.....	30	1	12 months...	180 00
Patterson Settlement and Railway Station.....	J. P. Hoyt.....	do.....	3	2	12 do	39 00
Penobscuis and Salmon River.....	A. Martin.....	do.....	31	1	3 do	31 75
Petersville and Welsford.....	J. Burton.....	do.....	10	2	12 do	98 00
Pisarinco and Spruce Lake.....	T. Dean.....	do.....	8	1	12 do	32 00
Pleasant Ridge and St. Stephen.....	Hardy & Bridges.....	do.....	29	1	12 do	160 00
Point du Chêne and Shediac.....	A. R. Weldon.....	do.....	2	6	3 mo. 10 days	20 00
do do	P. Schuman.....	do.....	2	6	2 mo. 27 days	20 00
Port Elgin and Shediac.....	W. Carpenter.....	do.....	28	3	12 months...	280 00
Port Elgin and Spence.....	R. Trenholm.....	Optional.....	17	2	7 mo. 24 days	67 26
Renou's Bridge and Renou's River	A. Hayes.....	do.....	4	1	4 months	13 34
Richmond Corner and Watson Settlement.....	J. Watson.....	Vehicle.....	13	1	12 do	52 00
River de Châte and Upper Kent.....	A. Hawthorn.....	do.....	2	2	12 do	30 00
Rusagornis and Waasis Station.....	J. Phillips.....	do.....	2	3	4 mos., 20 days	19 49
St. Andrews and Railway Station.....	G. Coles.....	do.....	3 $\frac{1}{2}$	6	12 months...	78 00
St. Andrews, St. George and St. Stephen.....	C. C. Bridges.....	do.....	55	5 & 6	12 do	1,200 00
St. George and St. John.....	Meade & Boone.....	do.....	45	6	12 do	1,370 00
St. George and Second Falls.....	J. C. Pratt.....	do.....	9	2	12 do	80 00
St. John and Railway Station.....	J. Howe.....	do.....			Special trips	27 90
do do	J. B. Hamm.....	do.....			Special trip.	1 00
St. John Railway Stations and Wharf.....	J. Keatley.....	do.....			Special trips	864 00
St. John and Letter Boxes and Railway Station.....	J. Keatley.....	do.....	19	12	12 (less fine)	1,169 00
St. John, St. Martin's and Salmon River.....	P. H. Nugent.....	do.....	31			
St. John and Sussex Vale.....	G. McEwan.....	do.....	43	6 & 2	12 months...	540 00
St. Stephen and Calais, U.S.....	Hardy & Bridges.....	do.....	1	6	12 do	260 00
St. Stephen and Railway Station.....	W. E. Springate.....	On foot.....	1	6	9 do	81 25
do do	Hardy & Brydges.....	do.....	1	6	3 do	24 00
St. Stephen and St. James.....	do.....	do.....	20	1	7 mos., 20 days	8 00
St. Stephen and The Ledge.....	S. McClinton.....	Vehicle.....	4	3 & 2	12 months...	92 44
Sackville and Railway Station.....	J. Dixon.....	do.....	1	12	12 do	50 00
Sackville and Upper Sackville.....	A. Dixon.....	do.....	4	3	2 do	100 00
do do	do.....	do.....	4	6	10 do	13 07
Salt Springs and Sussex Vale.....	G. Mc. Ewan.....	do.....	16	1	12 do	130 66
Shediac and Railway Station.....	A. R. Weldon.....	Optional.....	1	24	12 (& arrears)	80 00
Shediac and Wharf.....	do.....	do.....			Season, 1873	125 00
Shediac Road and Railway Station.....	J. Rodgerson.....	Vehicle.....	1 $\frac{1}{2}$	3	12 months...	15 00
Sheffield and Steamers.....	J. McGowan.....	Foot and boat.....			Season, 1873	26 00
Sheffield and Upper Gaspereaux.....	T. P. Upton.....	Vehicle.....	52	2	12 (less fine)	10 00
Sheffield Academy and Steamers.....	W. Barker.....	Foot and boat.....		12	Season, 1873	568 00
Sprague's Point, Springfield and Tennant's Cove.....	J. Kellier.....	Vehicle.....	3 & 17	2 & 1	12 months...	10 00
Sussex Corner and Sussex Vale.....	H. McMonagle.....	do.....	2	6	12 do	80 00

REPORT No. 2, C.—Detail of all payments for Mail Transportation, in New Brunswick, made within the Year ended 30th June, 1874.—Continued.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Upper Sheffield and Steamers....	Taylor & Wasson.	Foot and boat...	100	.....	Season, 1873	10 00
West Branch and South Branch...	C. McDonald....	Vehicle.....	3	3	4 months..	13 34
Woodstock and Houlton, U.S....	R. Orr.....	do .....	14	6	9 do ..	174 99
do do .....	A. Glidden.....	do .....	14	6	3 do ..	75 00
Woodstock and Railway Station.	Glidden & Gilman	do .....	3	6	12 (less fine)	58 00
					Total.....	\$42,066 55

H. A. WICKSTEED,  
*Accountant.*

D. A. MACDONALD,  
*Postmaster-General.*

REPORT No. 2, C.—Detail of all payments for Mail Transportation, in New Brunswick, made within the Year ended 30th June, 1874.—Continued.

CONVEYANCE OF MAILS BY STEAMBOATS AND SAILING VESSELS.

Name of Route.	Name of Contractor.	Distance in miles.	No. of Trips per week.	Period.	Amount.
					\$ cts.
Campo Bello and St. Andrews.....	J. Rice.....	17	2	12 months..	350 00
Fredericton and St. John.....	Small & Hatheway.....	85	3	Season, 1873.	175 00
do do .....	E. Lunt & Son.....	85	3	do	175 00
Grand Manan and St. Andrews.....	J. A. Pettes.....	42	1	12 months..	700 00
St John, Digby, N.S., and Annapolis, N.S.	Small & Hatheway.....	45 & 18	3 & 4	12 & ex. trips	4,816 93
				Total.....	\$6,216 93

H. A. WICKSTEED,  
*Accountant.*

D. A. MACDONALD,  
*Postmaster-General.*

REPORT No. 2, C.—Detail of all payments for Mail Transportation in New Brunswick, made within the Year ended 30th June, 1874.—*Continued.*

CONVEYANCE OF MAILS BY RAILWAYS.

Name of Railway.	Distance in miles.	No. of Trips per week.	Period.	Amount.
Fredericton Railway.....	22	12	12 months, to 31st March, 1874.....	\$ cts. 840 00
European and North American Railway....	91	12	do do .....	7,240 76
New Brunswick and Canada Railway .....	132	6	do do .....	2,954 72
			Total. ....	\$11,035 48

H. A. WICKSTEED,  
*Accountant.*

D. A. MACDONALD,  
*Postmaster-General.*

REPORT No. 2, C.—*Concluded.*

DETAIL of all payments for making and repairing Mail Bags, Mail Locks, &c., in New Brunswick, made within the Year ended 30th June, 1874.

Tradesmen's Names.	Particulars of Disbursements.	Amount.
R. Malcolm.....	Rivet-lock seals, &c. ....	\$ cts. 115 00
T. Paisley .....	Mail bags .....	203 92
R. & F. Findlay.....	Repairing mail bags.....	199 45
T. R. Jones .....	Canvas for mail bags .....	199 00
	Total.....	\$717 37

H. A. WICKSTEED,  
*Accountant.*

D. A. MACDONALD,  
*Postmaster-General.*

## REPORT No. 2, D.

DETAIL of all payments for Mail Transportation in Manitoba, made within the Year ended 30th June, 1874.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in miles.	No. of Trips per week.	Period.	Amount.
Cook's Creek and Kildonan	A. Fraser	Vehicle	17	1	9 months	100 00
Eagle's Nest and Lower Fort Garry	J. Monkman	Horse or vehicle	11	2	12 do	188 00
Fort Garry and Lower Fort Garry	G. Tait	do	19	2	12 do	375 00
Fort Garry and Palestine	C. Tait	Vehicle	98	1	4 do	336 66
do do	do	do	98	2	8 do	1,346 66
Fort Garry and Pembina, U.S.	Blakeley and Carpenter	do	65	3	12 do	3,140 00
Fort Garry and Pointe du Chêne	J. B. Desautels	Horse or vehicle	30	1	3 do	150 00
Fort Garry and St. Anne's	do	Vehicle	30	1	6 do	150 00
Fort Garry and St. Boniface	T. J. Bourdeau	do	1	3	7 do	58 33
Fort Garry and St. Vital	A. Landry	do	5	1	7 do	64 16
Kildonan and Rockwood	J. P. Mathison	do	14	1	9 do	100 00
Oak Point and Poplar Point	L. de Laronde	Horse or vehicle	37	ftly	12 do	150 00
					Total.....	\$6,158 81

H. A. WICKSTEED,  
*Accountant.*

D. A. MACDONALD,  
*Postmaster-General.*

## REPORT No. 2, D—Concluded.

DETAIL of all payments for making and repairing Mail Bags, Mail Locks, &c., in Manitoba, made within the Year ended 30th June, 1874.

Tradesman's Name.	Particulars of Disbursements.	Amount.
A. G. Bannatyne	Repairing Mail Bags, &c	2 13

H. A. WICKSTEED,  
*Accountant.*

D. A. MACDONALD,  
*Postmaster-General.*

## REPORT No. 2, E.

DETAIL of all payments for Mail Transportation, in British Columbia, made within the Year ended 30th June, 1874.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Barkerville and Harvey Creek...	E. H. Kimball...	Foot or horse...	142	ftly.	7 months..	729 17
do do	R. Borland	do	142	ftly.	5 do	520 83
Barkerville and Yale	F. J. Bernard	Stage	386	1	12 do	22,000 00
Burrard Inlet and New Westminster	W. R. Lewis	On foot	9	6	12 do	500 00
Cache Creek, Okanagan and Okanagan Mission	A. Vance	Optional	35 & 116	ftly & mtly	12 do	2,000 00
Clinton and Dog Creek	J. G. Magher	Foot or horse	60	ftly.	12 do	1,000 00
Clinton and Lillooet	A. Ferguson	Optional	47	1 & ftly.	12 do	1,250 00
Comox and Steamer	J. Rodolto	do			3 do	4 00
Esquimalt and Victoria	J. W. Williams	Vehicle	3	12	10 do	374 00
Hope and Kootenay	J. Wardle	Foot or horse	342	6 yearly	6 do	1,800 00
Lytton and Nicola Lake	W. Mickle	do	40	ftly.	12 do	480 00
Maple Bay and Somenos	A. B. Kierr	do	7	2	12 do	100 00
Metchozen and Victoria	T. Parker	Horseback	25	1	12 (& arrears)	302 50
Omineca and Quesnelle	R. Sylvester	Foot or horse	350	9 yearly	12 do	2,700 00
Saanick and Victoria	J. W. Williams	Stage	24	1	12 do	250 00
Salt Spring Island and Wharf	J. C. Jones	On foot	2½	4	12 do	100 00
Sooke and Victoria	M. Muir	Horseback	26	1	12 do	300 00
Victoria and Wharf	W. A. Franklin	Vehicle	1	As req.	15 do	58 75
					Total...	\$34,469 25

H. A. WICKSTEED,  
*Accountant.*

D. A. MACDONALD,  
*Postmaster-General.*

REPORT No. 2, E.—Detail of all payments for Mail Transportation in British Columbia, made within the Year ended 30th June, 1874.—*Concluded.*

CONVEYANCE OF MAILS BY STEAMBOATS AND SAILING VESSELS

Name of Route.	Name of Contractor.	Distance in miles.	No. of Trips per week.	Period.	Amount.
					\$ cts.
Burrard Inlet, Granville and Moodyville	J. P. Bramer .....	8	6	3 months..	75 00
do do	G. Dingman .....			26 days ...	52 00
Comox, Victoria and Nanaimo	Welsh, Rithet & Co. ....	55 & 74	2 & 1	3 months..	600 00
do do	J. Cooper .....	55 & 74	1 &		
do do	J. Spratt .....	129	1 &	7 (less fine.)	2,288 47
New Westminster and Victoria	Hudson Bay Company ..	75	2	5 months..	2,033 32
New Westminster and Yale	F. J. Bernard .....	100	2 & ftly.	12 do ...	4,095 00
do do	Fleming & Parsons .....	100	2 & ftly.	12 do ...	3,600 00
Olympia and Victoria	E. A. Starr .....	185	1	12 do ...	1,200 00
Skeena and Victoria	Hudson Bay Company ..	514	As req	9 do ...	5,000 00
				Total...	\$19,033 79

H. A. WICKSTED,  
Accountant.

D. A. MACDONALD,  
Postmaster-General.

REPORT No. 2, F.—Detail of all payments for Mail Transportation, in Prince Edward Island, made within the Year ended 30th June, 1874.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in miles.	Nc. of Trips per week.	Period.	Amount.
						\$ cts.
Bay Fortune and Rollo Bay.....	L. H. Needham.....	Horse or vehicle	3	2	9 months..	31 98
Bedeque and Charlottetown, &c.	J. McFarlane.....	Vehicle.....	49 $\frac{1}{2}$	2&3	9 do..	850 20
Bedeque and Summerside, &c.....	W. Cairns.....	do.....	25	1&2	9 do..	206 70
Belfast and Point Prim.....	J. McDonald.....	Horse or vehicle	6 $\frac{1}{2}$	2	9 do..	38 22
Bonsham and Nine Mile Creek.....	N. McLean.....	do.....	12	1	9 do..	37 44
Cable Head and Head St. Peter's Bay.....	J. McIntyre.....	do.....	3	2	9 do..	39 00
Caledonia and Rona.....	N. McKenzie.....	do.....	4	2	6 do..	26 00
do.....	W. McQueen.....	do.....	4	2	3 do..	13 00
* Cape Tormentine, N.B., Cape Traverse, and Charlottetown.....	Muttart & Irving.....	Boat and vehicle	40	3	Season '73-'74	1,168 20
Cape Traverse and Charlottetown.....	do.....	Vehicle.....	31	3	6 months..	139 32
Cape Traverse and Summerside.....	T. McDonald.....	do.....	15	As req	3 do..	48 36
Cardigan Road and Charlottetown.....	J. Dumpby.....	Horse or vehicle	11 $\frac{1}{2}$	1	9 do..	68 25
Charlottetown and Cove Head.....	M. Reardon.....	do.....	18 $\frac{1}{2}$	2	9 do..	175 50
Charlottetown and Georgetown.....	Jas. Barr.....	Stage.....	30	6	3 do..	215 18
do do.....	G. O'Neill.....	do.....	30	6	6 do..	430 38
do do.....	do.....	do.....	30	As req	Extra trips.	80 00
do do.....	T. McLean.....	do.....	30	do	do..	30 00
Charlottetown and Souris East, &c.	G. Dingwell.....	Horse or vehicle	65	2	3 months..	198 90
do do.....	Dingwell & McKay	do.....	65	2	6 do..	397 80
Charlottetown and Summerside, &c.	R. Bagnall.....	Vehicle.....	117 $\frac{1}{2}$	2&6	9 do..	1,367 62
Charlottetown and Summerside.....	H. H. Pollard.....	do.....	40	.....	Special trip.	10 00
Cherry Valley and Georgetown Road.....	A. McLellan.....	Horse or vehicle	4	6	9 months..	7 29
Crapaud and Lot 30.....	P. Treanor.....	do.....	8	1	9 do..	33 54
East Point and Souris East.....	J. Kennedy.....	Vehicle.....	15	2	9 do..	89 70
Fumyvale and North River.....	T. Yeo.....	Horse or vehicle	8 $\frac{1}{2}$	1	9 do..	44 46
Fort Augustus and Scotch Fort.....	J. Hagerty.....	do.....	2 $\frac{1}{2}$	1	9 do..	12 48
Freetown and Johnstons.....	A. Johnston.....	do.....	32 $\frac{1}{2}$	2	9 do..	214 50
Georgetown and Montague Bridge.....	M. Flynn.....	do.....	9	2	9 do..	87 36
Georgetown and Souris East.....	F. Morrow.....	Vehicle.....	30	2	9 do..	429 00
Grand Tracadie and Lot 35.....	M. Ready.....	Horse or vehicle	6	1	9 do..	17 55
Head St. Peter's Bay and North Lake.....	J. A. Lewis.....	Vehicle.....	28	2	9 do..	178 62
Inverness and Port Hill.....	T. Ramsay.....	do.....	20	2	9 do..	123 24
Little Sands and McKenzies.....	H. McKenzie.....	do.....	30	2	9 do..	202 02
Lot No. 1 and Tignish.....	C. Dalton.....	Horse or vehicle	3 $\frac{1}{2}$	2	9 do..	31 20
Lot No. 56 and New Perth, &c.	W. Finlay.....	do.....	28 $\frac{1}{2}$	2	9 do..	164 58
Miscouche and Wellington.....	J. Gabel.....	do.....	45	2	9 do..	115 44
Monaghan and Vernon River.....	J. Wisner.....	do.....	5	1	9 do..	24 96
Montague Bridge, St. Mary's Road and Victoria Cross.....	J. Brown.....	do.....	12 $\frac{1}{2}$	2&3	9 do..	62 40
Murray Harbor, North, and New Perth, &c.....	E. Poole.....	Vehicle.....	19 $\frac{1}{2}$	2	6 do..	131 04
do do.....	W. Finley.....	do.....	19 $\frac{1}{2}$	4	3 do..	65 62
Murray Harbor, South, and Vernon River, &c.....	J. McDonald.....	do.....	27	2	9 do..	251 16
Orwell and Orwell Cove.....	E. Morrissey.....	Horse or vehicle	2	2	9 do..	19 50
Orwell and Selkirk Road.....	B. Loughrin.....	do.....	10	2	9 do..	156 00
Pisquid Road and Vernon River.....	A. O'Kieff.....	do.....	3	1	9 do..	18 72
Port Hill and Summerside.....	George Ramsay.....	Vehicle.....	22	2	9 do..	234 00
Summerside and Tignish, &c.....	Campbell & Comp-ton.....	do.....	127	2	9 do..	741 78

\* The mails are conveyed in an ice-beat, between Cape Tormentine and Cape Traverse.

REPORT No. 2, F.—Detail of all payments for Mail Transportation in Prince Edward Island, made within the Year ended 30th June, 1874.—Continued.

Name of Route.	Name of Contractor.	Distance in miles.	No. of Trips per week.	Period.	Amount.
<b>FERRIAGES.</b>					
					\$ cts.
Charlottetown and Georgetown.....	J. Martin .....			1 trip .....	2 00
Charlottetown and Hillsborough River.....	A. A. Macdonald .....			4 trips.....	8 75
				Total.....	\$9,038 86

H. A. WICKSTEED,  
*Accountant.*

D. A. MACDONALD,  
*Postmaster-General.*

CONVEYANCE OF MAILS BY STEAMBOATS AND SAILING VESSELS.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
					\$ cts.
Charlottetown and Crapaud, &c.....	R. R. Hodgson .....	69	1 & 2	6 months..	1,622 22
Charlottetown, Pictou and Shediac.....	do .....	165	3	Season, 1873	4,055 55
Georgetown and Pictou.....	J. Dewar.....	36	As reqd	3 months..	225 00
do .....	R. R. Hodgson .....	36	1	Season, 1873	1,013 86
				Total...	\$6,916 63

H. A. WICKSTEED,  
*Accountant.*

D. A. MACDONALD,  
*Postmaster-General.*

REPORT No. 2, F.—Concluded.

DETAIL of all payments for making and repairing Mail Bags, Mail Locks, &c., in Prince Edward Island, made within the Year ended 30th June, 1874.

Tradesmen's Names.	Particulars of Disbursements.	Amount.
		\$ cts.
R. Malcolm ..	Canvas bags, &c .....	540 60
J. D. Scott .....	Sinking dies for rivet-lock seals.....	77 00
A. Murray .....	Making mail bags.....	25 00
A. Doyle.....	Canvas bags .....	6 00
	Total...	\$648 60

H. A. WICKSTEED,  
*Accountant.*

D. A. MACDONALD,  
*Postmaster-General.*



## REPORT No. 3, A.

DETAILS of all payments for Salaries, &c., in Ontario and Quebec; shewing, in each case, the name of the person, the service or duty performed, and the amount paid within the Year ended 30th June, 1874.

Name.	Service.	Amount.	
		\$	cts.
<b>CHIEF INSPECTOR'S OFFICE.</b>			
J. Dewé.....	Chief Post Office Inspector.....	2,600	00
J. D. Patterson.....	Assistant Post Office Inspector.....	900	00
E. H. Fletcher.....	3rd Class Clerk, transferred to Ottawa Inspector's Office, 1st October, 1873.....	150	00
E. J. O'Connor.....	3rd Class Clerk, transferred from Ottawa Post Office, 1st October, 1873; re-transferred to Ottawa Post Office, 1st December, 1873.....	120	00
W. B. Snow.....	Temporary Draughtsman, specially employed, 2,669 hours.....	1,324	50
<b>QUEBEC DIVISION.</b>			
W. G. Sheppard.....	Post Office Inspector.....	2,200	00
A. A. de Gaspé.....	1st Class Clerk, suspended from 11th to 25th March, 1873.....	1,152	59
O. Frechette.....	2nd Class Clerk.....	920	00
C. Vohl.....	4th do.....	460	00
H. Huot.....	4th do.....	520	00
J. Boivin.....	Messenger.....	400	00
<b>MONTREAL DIVISION.</b>			
E. F. King.....	Post Office Inspector.....	2,400	00
C. W. Hayden.....	1st Class Clerk, to 13th January, 1874.....	748	92
F. W. King.....	1st do promoted from 2nd Class, 1st January, 1874.....	1,132	51
F. J. Logie.....	3rd do.....	780	00
D. Nelligan.....	3rd do.....	840	00
J. P. Chillas.....	3rd do transferred from Railway Mail Service, 1st September, 1873.....	575	76
P. Nelligan.....	Messenger.....	420	00
U. Beauregard.....	Temporary Clerk, from 1st March, 1874.....	120	00
J. Murphy.....	Station Mail Agent (Richmond), from 1st April, 1874.....	105	00
<b>KINGSTON DIVISION.</b>			
E. W. Barker.....	Post Office Inspector.....	2,000	00
J. Meagher.....	3rd Class Clerk.....	800	00
A. Jones.....	3rd do.....	680	00
F. H. Macarow.....	4th Class Clerk, transferred to Railway Mail Service, 1st November 1873.....	75	49
<b>OTTAWA DIVISION.</b>			
T. P. French.....	Post Office Inspector, from 15th September, 1873.....	1,588	88
G. R. Cochran.....	2nd Class Clerk, transferred from P. O. Dept., 1st March, 1874.....	233	34
E. H. Fletcher.....	3rd do transferred to Inspector's Office, Victoria, B. C., 1st February, 1874.....	253	33
A. Pratt.....	Temporary Clerk, from 4th April, 1874.....	170	00
<b>TORONTO DIVISION.</b>			
M. Sweetman.....	Post Office Inspector.....	2,400	00
W. Cabbage.....	1st Class Clerk, dismissed 31st August, 1873.....	200	00
G. J. Mason.....	2nd do.....	1,100	00

REPORT No. 3, A.—Detail of all payments for Salaries, &c., in Ontario and Quebec, made within the Year ended 30th June, 1874.—Continued.

Name.	Service.	Amounts.	
		\$	cts.
<b>TORONTO DIVISION.—Concluded.</b>			
J. L. McLochlin.....	2nd Class Clerk, dismissed 31st August, 1873.....	156	66
W. E. Griffith.....	2nd do.....	920	00
C. L. Stephens.....	2nd do.....	1,000	00
H. W. Jackson.....	3rd do.....	600	00
J. Henderson.....	3rd do.....	660	00
G. T. B. Gurnett.....	3rd do from 22nd October, 1873.....	416	13
J. Henry.....	4th do.....	333	34
J. Buchan.....	Messenger.....	365	00
J. Street.....	Mail Porter.....	480	00
W. Wright.....	Superintendent of Heating Apparatus, from 16th Jan., 1874....	275	80
<b>LONDON DIVISION.</b>			
G. Griffin.....	Post Office Inspector.....	2,400	00
G. Cox.....	1st Class Clerk.....	1,400	00
H. A. Johnson.....	2nd do.....	1,100	00
A. Thompson.....	2nd do.....	980	00
F. Cronyn.....	3rd do to 21st May, 1874.....	453	34
B. Mercer.....	4th do.....	400	00
J. W. McLaren.....	4th do.....	360	00
C. H. Flood.....	4th do.....	360	00
W. S. Phipps.....	Probationary, from 23rd March, 1874.....	82	26
A. E. Ashton.....	do from 1st June, 1874.....	25	00
M. O'Meara.....	Porter.....	379	59
F. W. Mathews.....	Temporary Messenger, 3 months.....	78	17
<b>QUEBEC POST OFFICE.</b>			
P. G. Huot.....	Postmaster, dismissed 31st January, 1874.....	1,166	67
J. B. Pruneau.....	do from 16th February, 1874.....	744	04
R. J. Patton.....	Assistant Postmaster.....	1,400	00
J. E. Bolduc.....	1st Class Clerk.....	1,200	00
D. Vaughan.....	1st do.....	1,100	00
J. Grey.....	2nd do.....	1,000	00
B. Lacasse.....	2nd do.....	1,000	00
C. Chamberland.....	2nd do.....	1,000	00
O. Biron.....	2nd do.....	1,000	00
W. Handford.....	3rd do.....	660	00
L. A. Rochette.....	4th do.....	500	00
F. X. L'Abbe.....	4th do.....	480	00
J. G. Poston.....	4th do.....	400	00
W. White.....	4th do.....	400	00
Z. Gagnon.....	4th do.....	380	00
E. English.....	4th do.....	380	00
F. Gaboury.....	4th do.....	420	00
T. Morrisette.....	4th do.....	420	00
R. Bourget.....	4th do transferred to Railway Mail Service 1st Nov., 1873.....	120	00
M. Myler.....	4th do from 1st November, 1873.....	240	00
M. Veziua.....	Letter Carrier.....	440	01
J. McClutchy.....	do.....	420	00
N. Giasson.....	do.....	400	00
J. G. Bourget.....	do from 26th March, 1874.....	95	80
O. Plamondon.....	Messenger to 4th May, 1874.....	337	63
J. Evarts.....	do.....	400	00
W. Anderson.....	Temporary Letter Carrier, 9 days.....	9	00
T. Rey.....	do do from 19th July, 1873.....	347	00
O. Plamondon, jun.....	do Letter Collector, to 30th April, 1874.....	365	00

REPORT No. 3, A.—Detail of all payments for Salaries, &c., in Ontario and Quebec, made within the Year ended 30th June, 1874.—Continued.

Name.	Service.	Amount.	
		\$	cts.
<b>QUEBEC POST OFFICE.—Concluded.</b>			
T. Deschaud .....	Temporary Messenger and Box Collector, 2 months .....	61	00
F. Angers .....	Letter Carrier at St. Roch de Quebec. ....	622	92
J. Dumontier .....	Temporary Letter Carrier do (225 days).....	225	00
J. E. Lacombe .....	do do do (7 days).....	7	00
<b>MONTREAL POST OFFICE.</b>			
E. S. Freer .....	Postmaster .....	2,400	00
M. Emery .....	Assistant Postmaster .....	1,600	00
H. A. Bourret .....	1st Class Clerk .....	1,200	00
H. A. Huddell .....	1st do .....	1,200	00
J. McKean .....	1st do .....	1,100	00
V. Baillargeon .....	1st do .....	1,000	00
J. L. Palmer .....	1st do .....	1,100	00
M. Murphy .....	2nd do .....	1,100	00
U. Benoit .....	2nd do .....	1,020	00
L. Malard .....	2nd do .....	1,020	00
F. Pridham .....	2nd do .....	980	00
S. Johnston .....	2nd do .....	920	00
A. D'Amour .....	2nd do .....	900	00
T. F. Larseneur .....	2nd do .....	900	00
T. Forsyth .....	3rd do .....	800	00
D. Robinson .....	3rd do .....	800	00
W. Fenton .....	3rd do to 31st May, 1874.....	733	34
H. A. Lémieux .....	3rd do .....	600	00
I. St. Amour .....	3rd do .....	740	00
J. O'B. Scully .....	3rd do dismissed, 11th December, 1873 .....	320	86
J. C. Simms .....	3rd do .....	740	00
D. O'Connor .....	3rd do .....	720	00
F. X. Beauregard .....	3rd do suspended from 11th to 17th November, 1873. ....	708	00
J. J. Drew .....	3rd do to 30th April, 1874.....	533	33
O. Clement .....	3rd do .....	720	00
L. Pepin .....	3rd do .....	720	00
A. Loftus .....	3rd do .....	720	00
T. Desnoyers .....	3rd do .....	720	00
H. Goyette .....	3rd do .....	720	00
E. Mayer .....	3rd do .....	640	00
F. X. Lefebvre .....	3rd do .....	620	00
J. Senez .....	3rd do .....	620	00
J. B. A. Daoust .....	3rd do .....	620	00
J. E. Barcelo .....	3rd do promoted from 4th Class, 1st October, 1873, (less fine) .....	559	00
R. J. Arless .....	3rd do do do (less fine) .....	588	00
A. E. Auger .....	3rd do do do .....	590	00
R. Duncan .....	4th do (less fine) .....	518	01
G. Beaudoin .....	4th do .....	400	00
H. MacKenzie .....	4th do .....	400	00
J. Renaud .....	4th do .....	360	00
T. Harding .....	4th do .....	360	00
E. Skiddy .....	4th do .....	360	00
L. Lefebvre .....	4th do .....	420	00
T. P. Morgan .....	4th do from 1st November to 31st December, 1873, (transferred to Railway Mail Service).....	60	00
T. Crowe .....	4th do from 5th Nov., 1873 (suspended from 24th to 31st May, 1874) .....	228	26
E. Chagnon .....	4th do from 1st March, 1874, (less fine), also Temporary Clerk, from 22nd December, 1873. ....	188	68
D. A. Barrett .....	4th do from 1st March, 1874, also Temporary Letter Carrier 2 months.....	180	00
J. A. Aylmer .....	4th do to 14th September, 1873 .....	82	22
L. Chase .....	Bag Tender .....	400	00

REPORT No. 3, A.—Detail of all payments for Salaries, &c., in Ontario and Quebec, made within the Year ended 30th June, 1874.—Continued.

Name.	Service.	Amount.	
		\$	cts.
<b>MONTREAL POST OFFICE.—Concluded.</b>			
P. O'Rielly.....	Letter Carrier.....	560	01
O. Filiatrault.....	do.....	560	01
E. C. Dowd.....	do.....	500	00
P. Lapointe.....	do.....	500	00
A. Dufresne.....	do.....	500	00
C. Lefebvre.....	do.....	460	00
J. B. Plante.....	do.....	440	00
A. S. Higgins.....	do.....	340	48
J. Beaudoin.....	do.....	400	00
P. D. Rottot.....	do.....	420	00
De V. V. de Grande Pré.....	do.....	420	00
A. P. Giroux.....	do.....	420	00
A. A. Doray.....	do.....	400	00
J. Filiatrault.....	do.....	380	00
A. Larose.....	do.....	380	00
E. Benoit.....	do.....	360	00
R. Archambault.....	do.....	162	58
J. Callary.....	do.....	360	00
J. Kelly.....	do.....	360	00
P. Callary.....	do.....	360	00
L. Dubé.....	do.....	325	16
D. Murney.....	do.....		
		60	97
G. Coutlee.....	do.....	240	00
N. Rondeau.....	do.....	126	48
A. Dufort.....	do.....	133	93
J. Odell.....	Box Collector.....	360	00
J. Brennan.....	do.....	360	00
P. Leahy.....	do.....	360	00
B. Brennan.....	do.....	90	97
C. McCarthy.....	do.....	300	00
F. Woodlock.....	do.....	349	35
T. O'Brien.....	do.....	246	77
P. Patterson.....	Office Keeper.....	444	00
M. Mullen.....	Messenger.....	243	00
J. Thompson.....	do.....	420	00
J. St. Amour.....	Night Watchman.....	360	00
A. J. Hamlin.....	Temporary Clerk, from 10th March, 1874 (less fine).....	110	29
J. Campbell.....	do.....		
		45	22
E. Bureau.....	do.....	75	00
G. Lefebvre.....	do.....	49	36
G. H. Cherrier.....	do.....	43	55
W. Hayden.....	do.....	30	00
C. A. Leduc.....	do.....	30	00
J. J. Fenton.....	do.....	23	00
J. Thibaudeau.....	Temporary Letter Carrier, 6 months 7 days.....	188	71
J. Collins.....	Temporary Box Collector, 2 months.....	60	00
R. Talbot.....	Labourer and Fireman.....	438	00
<b>OTTAWA POST OFFICE.</b>			
G. P. Baker.....	Postmaster.....	2,000	00
F. Hawken.....	Assistant Postmaster.....	1,066	66
H. G. Dunlevie.....	1st Class Clerk, to 31st October, 1873.....	366	67
F. French.....	2nd do.....	1,000	00
C. S. Scott.....	2nd do.....	920	00
E. B. Bates.....	3rd do.....	620	00

REPORT No. 3, A.—Detail of all payments for Salaries, &c, in Ontario and Quebec, made within the Year ended 30th June, 1874.—*Continued.*

Name.	Service.	Amount.	
<b>OTTAWA POST OFFICE.—Concluded.</b>			
		\$	cts.
C. McDermott .....	3rd Class Clerk .....	620	00
E. J. O'Connor .....	3rd do (less fine) transferred to Chief Inspector's Office, 1st October, 1873, re-transferred 1st Dec. 1873	566	00
C. Shaw .....	3rd do promoted from 4th Class, 1st September, 1873	573	33
E. H. Williams .....	4th do	400	00
W. O. Mercer .....	4th do	400	00
G. W. Baker .....	4th do	440	00
F. Roberge .....	4th do	420	00
P. Maingy .....	4th do	420	00
D. B. Gordon .....	4th do	400	00
J. Smith .....	4th do	400	00
H. Philion .....	4th do to 30th April, 1874	333	33
H. S. Shaw .....	4th do	380	00
A. A. Smith .....	4th do	360	00
C. Pope .....	4th do from 1st March, 1874, also temporary Clerk, from 17th October, 1873	322	50
E. B. Wood .....	4th do from 1st March, 1874, also temporary Clerk, from 20th November, 1873	271	50
S. Thompson .....	4th do to 31st October, 1873	120	00
V. Daze .....	Letter Carrier,	460	00
J. Brown .....	do	420	00
J. P. Hughes .....	do from 1st August to 30th November, 1873, also tem- porary 22 days; services dispensed with	153	00
T. Hartnedy .....	Messenger .....	360	00
W. McDonell .....	Temporary Clerk, from 18th February, 1874.	198	00
M. O. Brennan .....	do from 22nd April, 1874 (less fine).	99	00
I. Traversy, jun .....	do from 1st May, 1874	91	50
H. O'Neil .....	do from 13th April, 1874	77	00
J. Thompson .....	do 3 months 10 days	150	00
P. Larue .....	Temporary Letter Carrier, 7 months 8 days	243	75
E. Daze .....	do do 12 days	15	00
B. Huckle .....	do do 6 days	7	09
<b>KINGSTON POST OFFICE.</b>			
R. Deacon .....	Postmaster .....	1,840	00
W. Shannon .....	Assistant Postmaster .....	1,100	00
A. Magurn .....	2nd Class Clerk .....	1,100	00
J. Kelly .....	2nd do	1,000	00
R. T. Burns .....	2nd do promoted from 3rd Class, 1st July, 1873	900	00
R. Deacon, jun .....	3rd do	620	00
H. G. Goodfellow .....	3rd do promoted from 4th Class, 1st November, 1873	546	67
W. S. Smythe .....	4th do	400	00
P. H. Macarow .....	4th do transferred to Kingston Inspector's Office, 14th August, 1873.	44	51
P. Lindsay .....	Letter Carrier .....	560	00
J. G. Strachan .....	do	480	00
H. Dunbar .....	Messenger .....	400	00
F. Redmond .....	Temporary Clerk, from 15th August, 1873	316	45
<b>TORONTO POST OFFICE.</b>			
J. Leslie .....	Postmaster .....	2,400	00
J. Carruthers .....	Assistant Postmaster, promoted from 1st Class, 1st February, 1874.	1,283	33
G. H. Backas .....	1st Class Clerk .....	1,375	00
J. H. Davis .....	1st do	1,200	00
A. Cooper .....	2nd do	1,100	00

REPORT No. 3, A.—Detail of all payments for Salaries, &c., in Ontario and Quebec, made within the Year ended 30th June, 1874.—Continued.

Name.	Service.	Amount.	
		\$	cts.
TORONTO POST OFFICE.—Continued.			
A. Langley..	2nd Class Clerk	1,100	00
A. Corke	2nd do	1,100	00
A. Barley	2nd do	1,050	00
J. Forsyth	2nd do	1,000	00
P. Hynes	2nd do from 15th December, 1873	491	12
A. Harstone	2nd do	940	00
J. Moerschelder	2nd do	920	00
H. F. Falkiner	3rd do	780	00
D. P. Ross	3rd do	800	00
W. Wright	3rd do	760	00
W. Loudon	3rd do	740	00
A. Webber	3rd do	720	00
R. E. Chadd	3rd do	620	00
B. Bascom	3rd do	620	00
P. M. Armstrong	3rd do	620	00
J. Monaghan	3rd do	620	00
B. Langley	3rd do	620	00
P. Ross	4th do	480	00
A. Beatty	4th do	480	00
W. Crocker	4th do (less fine)	399	00
A. T. Middleton	4th do (less fine)	399	00
R. Winstanley	4th do	400	00
C. T. Bell	4th do	400	00
W. E. Bennett	4th do (less fine)	360	00
H. H. Crocker	4th do to 3rd January, 1874	182	90
A. Rains	4th do	490	00
J. F. O'Rielly	4th do	400	00
R. W. Riddell	4th do	360	00
W. McPherson	4th do	360	00
A. J. O'Malley	4th do dismissed 17th January, 1874 (less fine)	193	48
J. Duffy	4th do do do	193	54
E. D. Griffith	4th do do 19th August, 1873 (less fine)	47	38
W. J. Smith	4th do	360	00
J. Holmes	4th do from 18th July, 1873, to 28th Feb., 1874, dismissed	223	55
J. McCloskey	Letter Carrier	440	00
J. Ross	do	560	00
J. Alston	do	560	00
J. Bazley	do to 28th February, 1874	373	34
J. Clode	do	540	00
J. Hudson	do	540	00
J. M. Shannon	do to 28th February, 1874	273	34
W. Foster	do	400	00
W. Green	do	400	00
C. Garde	do from 5th September, 1873, also temporary from 2nd July, 1873	366	00
E. C. Oliver	do from 12th September, 1873, also temporary from 2nd July, 1873	366	50
J. P. Cameron	do from 7th February, 1874, also temporary from 9th July, 1873	369	82
E. Lee	do from 11th to 14th August	3	87
T. Crotty	Letter Collector	395	00
P. Stewart	do	377	50
H. Seymour	Housekeeper, to 19th October, 1873	114	41
A. Mc'ormick	do from 29th October, 1873, to 28th February, 1874	129	73
J. Hodgkinson	Porter	400	00
R. Kirk	Assistant Porter	360	00
C. J. Wilson	Temporary Clerk, from 2nd February, 1874	150	00

REPORT No. 3, A.—Detail of all payments for Salaries, &c., in Ontario and Quebec, made within the Year ended 30th June, 1874.—Continued.

Name.	Service.	Amount.	
		\$	cts.
<b>TORONTO POST OFFICE.—Concluded.</b>			
H. Fortier.....	Temporary Clerk, from 2nd February, 1874...	150	00
A. G. Thompson.....	do from 6th February, 1874.....	150	00
E. H. Cowles.....	do from 3rd March, 1874.....	118	06
A. McPherson.....	do from 9th April, 1874.....	82	00
J. Newall.....	do from 13th April, 1874.....	78	00
A. Armstrong.....	do from 18th April, 1874.....	73	00
A. Curran.....	do from 20th April, 1874.....	71	00
F. W. Cuthbertson.....	do from 20th April, 1874.....	71	00
R. McDonald.....	do from 20th April, 1874.....	71	00
G. Wright.....	do from 20th April, 1874.....	71	00
J. J. Ferry.....	do from 27th April, 1874.....	64	00
J. A. Gorman.....	do from 27th April, 1874.....	64	00
T. W. Ross.....	do from 11th May, 1874.....	50	32
R. H. Wells.....	do from 27th August to 20th September, 1873.....	33	00
R. J. Montgomery.....	do from 23rd to 30th September, 1873.....	10	50
P. J. Costello.....	do from 5th January to 28th February, 1874; trans- ferred to Railway Mail Service.....	66	00
A. Cochran.....	do from 22nd to 31st January, 1874.....	13	50
J. Kirkwood.....	do from 18th to 28th February, 1874.....	11	78
A. Bradley.....	do from 1st March to 14th April, 1874.....	44	00
E. F. Rush.....	do from 24th April to 4th June, 1874.....	41	00
A. Snook.....	Temporary Letter Carrier, 267 days.....	333	75
J. S. Plaskitt.....	do do 26 days.....	26	00
J. Brewer.....	do do 20 days.....	25	00
T. Baldwin.....	do do 260 days.....	325	00
A. Packham.....	do do 104 days.....	130	00
C. Reeves.....	do do 97 days.....	121	25
E. B. Cook.....	do do 23 days.....	28	75
E. McFarlane.....	do do 4 days.....	5	00
E. Battrick.....	do do 61 days.....	76	25
E. Peachy.....	do do 4 days.....	5	00
E. D. O'Brien.....	do do 13 days.....	16	25
J. Darlington.....	do do 10 days.....	12	50
C. Jenkins.....	Temporary Housekeeper 11 days.....	13	75
R. Liddy.....	do 27 days.....	33	75
J. Murray.....	do 3 months.....	113	75
G. Cathers.....	Temporary Assistant Porter 34 days.....	42	50
<b>HAMILTON POST OFFICE.</b>			
F. E. Ritchie.....	Postmaster.....	2,000	00
H. Colbeck.....	Assistant Postmaster.....	1,400	00
A. Crisp.....	1st Class Clerk, promoted from 2nd Class, 1st July, 1873.....	1,200	00
C. Howard.....	2nd do.....	1,100	00
H. A. Eager.....	2nd do.....	1,020	00
J. B. Eager.....	2nd do.....	1,020	00
G. H. Armstrong.....	2nd do.....	1,020	00
T. Burns.....	2nd do.....	1,020	00
J. Gordon.....	2nd do promoted from 3rd Class, 1st December, 1873.....	841	66
R. Kelly.....	3rd do.....	720	00
G. H. Matthews.....	4th do to 31st May, 1874.....	420	00
G. H. Bull.....	4th do.....	440	00
T. Harbottle.....	4th do.....	380	00
H. O. Chisholm.....	4th do.....	380	00
H. G. Armytage.....	4th do.....	360	00
A. C. Crisp, jun.....	4th do.....	360	00
J. C. Dempsey.....	4th do.....	360	00

REPORT No. 3, A.—Detail of all payments for Salaries, &c, in Ontario and Quebec, made within the Year ended 30th June, 1874.—*Continued.*

Name.	Service.	Amount.	
		\$	cts.
<b>HAMILTON POST OFFICE.—Concluded.</b>			
T. Berry.....	Temporary Messenger.....	300	00
E. Dunnett.....	Temporary Clerk, from 1st June, 1874.....	30	00
J. S. Matthews.....	do from 15th June, 1874.....	16	00
<b>LONDON POST OFFICE.</b>			
L. Lawless.....	Postmaster.....	2,000	00
R. J. C. Dawson.....	Assistant Postmaster.....	1,400	00
J. Gordon.....	2nd Class Clerk.....	1,020	00
J. D. Sharman.....	2nd do.....	1,020	00
H. D. Dalton.....	2nd do.....	960	00
J. J. Ross.....	2nd do.....	920	00
J. Hunter.....	3rd do.....	720	00
J. McLaughlin.....	3rd do.....	720	00
R. T. Matthews.....	3rd do.....	720	00
T. J. O'Meara.....	4th do.....	440	00
E. Wilson.....	4th do.....	440	00
W. Blair.....	4th do.....	400	00
J. Ward.....	4th do.....	400	00
F. J. Osborne.....	4th do.....	400	00
T. G. Coyne.....	4th do from 1st April, 1874.....	90	00
<b>OCEAN MAIL SERVICE.</b>			
W. F. Bowes.....	1st Class Clerk.....	799	99
S. T. Green.....	1st do 13 months.....	866	66
J. Barlee.....	1st do.....	800	00
J. Ferguson.....	1st do.....	600	00
J. O'Hara.....	1st do.....	540	00
B. Campbell.....	1st do 13 months.....	550	00
C. H. E. Tiltone.....	2nd do.....	465	00
<b>RAILWAY MAIL SERVICE.</b>			
<i>(Foreign.)</i>			
T. O. Butler.....	Foreign Mail Clerk.....	1,091	50
M. Malone.....	do to 12th December, 1873.....	493	82
<b>RAILWAY MAIL SERVICE.</b>			
<i>(Home.)</i>			
J. L. Anctil.....	1st Class Mail Clerk, night duty included.....	1,300	90
J. Bayley.....	1st do do.....	1,365	97
J. O. Bennett.....	1st do do promoted from 2nd Class, 1st May, 1874.....	1,021	06
W. Butler.....	1st do do promoted from 2nd Class 1st July, 1873.....	1,356	76
G. A. Burnham.....	1st do do promoted from 2nd Class 1st July, 1873.....	1,358	28
A. Carruthers.....	1st do.....	1,140	60
H. Cousins.....	1st do promoted from 2nd Class, 1st Nov., 1873.....	1,058	60
N. W. H. Curtis.....	1st do.....	960	00
J. F. Fenwick.....	1st do.....	1,131	00



REPORT No. 3, A.—Detail of all payments for Salaries, &c., in Ontario and Quebec, made within the Year ended 30th June, 1874.—Continued.

Name.	Service.	Amount.
<b>RAILWAY MAIL SERVICE.—Continued.</b>		
		\$ cts.
G. Jones .. . . . .	1st Class Mail Clerk, night duty included, promoted from 2nd Class, 1st January, 1874.....	1,270 50
A. Kerby .. . . . .	1st do .. . . . .	1,113 50
C. Lefebvre.....	1st do night duty included, promoted from 2nd Class, 1st January, 1874.....	1,171 94
E. Lefebvre.....	1st do night duty included, promoted from 2nd Class, 1st July, 1873.....	1,229 71
A. McCarthy.....	1st do night duty included.....	1,375 60
T. McCormick.....	1st do do promoted from 2nd Class, 1st October, 1873.....	1,071 95
A. G. McWhinney.....	1st do .. . . . .	1,123 40
W. Matthews.....	1st do .. . . . .	1,122 70
H. A. Murphy.....	1st do night duty included.....	1,301 20
W. M. Murphy.....	1st do do promoted from 2nd Class 1st March, 1874.....	1,116 77
A. J. Patton.....	1st do .. . . . .	1,117 30
P. Pennock.....	1st do do promoted from 2nd Class, 1st December, 1873.....	893 34
P. Purdon.....	1st do do (less fine) .. . . . .	1,129 30
B. D. Rorison.....	1st do .. . . . .	1,126 30
D. A. Ross.....	1st do .. . . . .	979 40
A. G. Sanders.....	1st do do (less fine) .. . . . .	1,121 00
J. Saulter.....	1st do do (night duty included), promoted from 2nd Class, 1st October, 1873 .. . . . .	1,347 04
W. Sheppard.....	1st do .. . . . .	1,059 60
A. Somerville.....	1st do do night duty included.....	1,344 19
J. D. Thompson.....	1st do .. . . . .	1,106 00
J. Vallee.....	1st do do night duty included, promoted from 2nd Class 1st March, 1874 (less fine).....	1,056 14
A. Walmsley.....	1st do .. . . . .	1,071 80
J. G. Wright.....	1st do do (less fine) .. . . . .	1,136 20
J. Wynn.....	1st do .. . . . .	1,086 70
J. D. Anderson.....	2nd do do promoted from 3rd Class 1st January, 1874 (night duty included) .. . . . .	745 40
W. C. Ashdown.....	2nd do do .. . . . .	880 00
C. Beatty.....	2nd do do promoted from 3rd Class, 1st December, 1873 (night duty included) .. . . . .	673 44
W. Beatty.....	2nd do do (night duty included) .. . . . .	1,176 00
N. A. Beaudet .. . . . .	2nd do do .. . . . .	800 50
J. O. Benoit.....	2nd do do .. . . . .	889 68
T. S. Birchall.....	2nd do do .. . . . .	941 58
D. Blondeau.....	2nd do do promoted from 3rd Class, 1st February, 1874.....	375 73
E. Blondeau.....	2nd do do (night duty included) .. . . . .	902 36
F. Briegel.....	2nd do do do .. . . . .	969 49
R. R. Brough.....	2nd do do promoted from 3rd Class, 1st April, 1874.....	698 34
W. F. Burnham.....	2nd do do .. . . . .	898 00
G. F. Burns.....	2nd do do (night duty included).....	908 18
L. V. Byrne.....	2nd do do promoted from 3rd Class, 1st Dec., '73 (less fine) .. . . . .	723 30
J. P. Chillias.....	2nd do do transferred to Montreal Inspector's Office, 1st Sept., 1873.....	124 86
T. A. Corbett.....	2nd do do (less fine) .. . . . .	836 56
W. T. Cox.....	2nd do do .. . . . .	794 70
A. Denis.....	2nd do do (night duty included).....	936 54
J. Deslaurier.....	2nd do do .. . . . .	816 70
F. C. Dettmers.....	2nd do do to 31st Oct., 1873, services dispensed with.....	271 05
L. N. Dionne.....	2nd do do .. . . . .	771 40
W. Edgar.....	2nd do do .. . . . .	719 10
J. Egan.....	2nd do do .. . . . .	792 00
C. Ermatinger.....	2nd do do night duty included, suspended from 2nd to 21st January, 1874.....	798 78
T. J. Essex.....	2nd do do .. . . . .	851 90

REPORT No. 3, A.—Detail of all payments for Salaries, &c., in Ontario and Quebec, made within the Year ended 30th June, 1874.—Continued.

Name.	Service.		Amount.	
			\$	cts.
<b>RAILWAY MAIL SERVICE.—Continued.</b>				
A. Findlay.....	2nd	Class Mail Clerk ..	887	70
C. Fisher.....	2nd	do	805	90
W. H. Flood.....	2nd	do	903	40
J. Friel.....	2nd	do	797	40
T. Gaudry.....	2nd	do	745	70
E. Gordon.....	2nd	do	870	00
W. J. Jarvis.....	2nd	do	825	10
E. F. Johnson.....	2nd	do	738	30
Albert Jones.....	2nd	do	790	40
S. Jones.....	2nd	do	691	50
M. F. Kelly.....	2nd	do	769	10
H. J. Kimlin.....	2nd	do	811	22
A. Lachapelle.....	2nd	do	742	70
G. Lapointe.....	2nd	do	843	90
M. Lovitt.....	2nd	do	612	70
N. McLellan.....	2nd	do		
S. McLean.....	2nd	do	747	93
D. Maloney.....	2nd	do	388	41
A. Menzies.....	2nd	do	725	10
J. L. Mercier.....	2nd	do	986	12
F. H. Mickleburgh.....	2nd	do	1,003	56
W. Mitchell.....	2nd	do	768	90
W. Noble.....	2nd	do	764	80
W. D. O'Brien.....	2nd	do	800	50
R. Peden.....	2nd	do	640	00
W. Prest.....	2nd	do	798	60
R. Pridham.....	2nd	do	784	59
J. Rooney.....	2nd	do	707	87
G. V. Salter.....	2nd	do	748	05
L. Sewell.....	2nd	do	788	40
G. A. Shaw.....	2nd	do	813	30
P. J. Treahy.....	2nd	do	864	50
F. Tyrer.....	2nd	do	690	70
C. Way.....	2nd	do	927	72
E. Webb.....	2nd	do	877	90
C. J. H. Winstanley.....	2nd	do	864	99
J. Yorick.....	2nd	do	875	20
C. Beaudoin.....	3rd	do	792	14
R. Bourget.....	3rd	do	638	00
A. W. Burns.....	3rd	do	320	00
J. Carberry.....	3rd	do	500	00
G. J. Carter.....	3rd	do	599	10
H. E. Channell.....	3rd	do	580	76
P. J. Costello.....	3rd	do	548	90
J. H. Deason.....	3rd	do	160	00
J. Dundas.....	3rd	do	183	30
T. Dunn.....	3rd	do	639	90
D. Fairman.....	3rd	do	484	40
H. D. Filion.....	3rd	do	678	32
J. Flynn.....	3rd	do	644	34
L. H. Garneau.....	3rd	do	274	70
G. T. Gorrell.....	3rd	do	550	30
C. Hayden, jun.....	3rd	do	296	85
G. F. Herchmer.....	3rd	do	633	07
C. Hurlbutt.....	3rd	do	664	49
			420	10

REPORT No. 3, A.—Detail of all payments for Salaries, &c., in Ontario and Quebec, made within the Year ended 30th June, 1874.—Continued.

Name.	Service.	Amount.	
		\$	cts.
<b>RAILWAY MAIL SERVICE.—Concluded.</b>			
J. Kilroy.....	3rd Class Mail Clerk, from 1st March, 1874.....	225	70
G. B. Kraus.....	3rd do from 25th October to 31st December, 1873..	62	61
J. S. Leslie.....	3rd do including arrears. ....	646	60
E. H. Macarow.....	3rd do from 1st November, 1873 (transferred from Kingston Inspector's Office.....	320	00
E. McCrea.....	3rd do from 1st November, 1873.....	527	70
W. A. Moore.....	3rd do from 9th March to 2nd June, 1874; sus- pended 11th to 18th March, 1874; also temporary from 19th January, 1874....	323	38
T. P. Morgan.....	3rd do from 1st January, 1874 (transferred from Montreal Post Office.....	275	10
R. Murray.....	3rd do from 15th August, 1873.....	513	93
J. O. Pageau.....	3rd do from 11th September, 1873.....	437	96
C. J. N. Shanly.....	3rd do from 1st April, 1874 (transferred from Toronto Division (less fine).....	599	80
E. Stanton.....	3rd do from 14th February, 1874.....	181	43
A. Thoupson.....	3rd do (night duty included), from 1st August, 1873	637	25
M. W. Webb.....	3rd do from 1st November, 1873.....	95	00
G. Willoughby.....	3rd do from 1st December, 1873, night duty included (less fine).....	342	03
R. P. Wright.....	3rd do.....	627	80
J. Campbell.....	Temporary Railway Mail Clerk, 1 month 7 days, also temporary Clerk in Montreal Post Office.....	50	93
P. Costello.....	do do 1 month.....	40	00
E. Dorion.....	do do 4 months 4 days.....	194	41
L. Dubois.....	do do 1 month 25 days.....	73	54
D. B. Gilbert.....	do do 6 days.....	8	57
F. H. Gemmell.....	do do 1 month.....	40	00
J. W. Hawke.....	do do 1 month 11 days.....	54	19
W. A. Jones.....	do do 1 month 13 days.....	75	57
A. W. Le Bel.....	do do 2 months 13 days.....	107	90
T. Martin.....	do do 1 month.....	40	00
A. McIntosh.....	do do 3 months 21 days.....	170	48
J. H. Scott.....	do do 3 months.....	134	80
G. A. Simmons.....	do do 1 month 26 days.....	74	83
J. Smith.....	do do 5 days.....	6	70
G. C. Wood.....	do do 15 days.....	19	35
Total.....		\$ 302,077	04

D. A. MACDONALD,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.

## REPORT No. 3, A.—Continued.

Detail of Salaries; Allowances for Forward Duty; Allowances in aid of Rent, Fuel and Light; and of the Revenue collected at the several Post Offices in Ontario and Quebec, within the Year ended 30th June, 1874.

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Abbott's Corners	19 48	10 00		
Abbotsford	222 24	67 00		
Aberarder	68 06	26 00		
Abercorn	128 87	43 50		
Aberfoyle	145 15	54 50		
Abingdon	54 91	21 00		
Acacia	61 94	18 00		
Acton	845 78	202 50		
Acton Vale	759 16	226 00	32 00	
Adamsville	163 25	47 50		
Adare	77 59	30 50		
Adderley	36 21	12 50		
Addison	96 38	33 50		
Adelaide	178 37	60 50		
Admaston	75 34	23 00		
Adolphustown	93 70	43 50		
Agincourt	98 52	29 50		
Ailsa Craig (*1 Quarter)	781 01	317 50		*10 00
Aird	18 09	10 00		
Airlie	31 08	10 00		
Albert (from 1st January, 1874.)	5 52	2 50		
Alberton	59 79	29 00		
Albion	513 68	197 50	24 00	
Albury	24 49	13 50		
Aldboro'	238 26	80 50		
Aldershot	53 41	14 00		
Alderville	35 81	13 50		
Alexandria	821 68	260 00	30 00	
Alfred (including arrears.)	93 95	25 50		
Algonquin	57 36	16 50		
Allanburgh	209 18	66 50		
Allan Park	145 80	50 50		
Allan's Corners	119 11½	48 50		
Allan's Mills	23 43	10 00		
Allandale	406 39	107 50		
Allenford	141 94	51 00		
Allensville	94 82	16 00		
Allenwood (from 1st September, 1873.)	10 14	5 83		
Allisonville	72 00	22 00		
Alliston	499 35	93 50		
Alloa	31 14	13 00		
Allumette Island	164 98	55 00		
Alms	178 06	81 00		
Almira	60 08	18 00		
Almonte	2,307 92	539 50	42 50	65 00
Alport	22 53	14 50		
Alton	323 27	64 00		
Altona	78 93	24 00		
Alvanley	21 97	16 50		
Alvinston	223 76	37 50		
Amberley	212 47	45 00		
Ambleside	29 67	10 50		
Ameliasburg	187 76	61 00		
Amherstburgh	1,369 55	364 50		40 00
Amiens	23 69	10 00		

REPORT No. 3, A.—Detail of Salaries; Allowances for Forward duty; Allowances in aid of Rent, Fuel and Light; and of the Revenue collected at the several Post Offices in Ontario and Quebec, within the Year ended 30th June, 1874.—  
*Continued.*

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Ancaster	559 55½	222 00		
Ancienne Lorette	55 64	19 50		
Anderdon (from 1st December, 1873.)	23 19	13 84		
Anderson	63 79	16 50		
Anderson's Corners	34 28	11 50		
Ange Gardien	34 65	14 50		
Angeline	35 83	11 00		
Angers	57 89	21 50		
Angus	676 53	201 00		
Antrim	36 25	14 00		
Appin	239 31	82 00		
Appleby	68 59	29 50		
Apple Grove	16 10	10 00		
Appleton	238 02	79 50		
Apsey	77 07	23 00		
Apto	63 10	23 50		
Arden	50 38	18 00		
Ardoch	41 71	13 50		
Ardtree	42 71	21 00		
Argyle	106 86	30 50		
Arkell	58 08	26 00		
Arkona	777 64	214 00		
Arkwright	196 13	47 00		
Arlington	80 20	35 50		
Armada	13 58	10 00		
Armagh	41 41	15 50		
Armand	42 19	19 00		
Armow	58 81	19 00		
Arnott	79 33	23 50		
Arnprior	1,885 11	531 00	60 00	50 00
Aros	18 73	10 00		
Arthabaska Station	518 47	188 00		
Arthur	890 00	231 00		
Arundel	17 80	10 00		
Arva	217 06	77 50	28 00	
Ascot Corner	42 73	16 50		
Ashburn	147 21	58 00	16 00	
Ashburnham	100 74	50 00		
Ashdown	113 20	62 50		
Ashgrove	71 18	26 50		
Ashley	31 83	10 50		
Ashton	187 57	58 00	16 00	
Ashworth	44 12	16 50		
Aspdin (from 1st January, 1874.)	10 39	2 50		
Assametquagan	289 95	102 50		
Aston Station	29 75	12 00		
Atha	69 29	19 00		
Athelstan	205 97	90 50		
Athens	17 44	10 00		
Atherley	173 27	61 00		
Atherton	31 71	10 50		
Athlone	79 57	23 00		
Athol	164 12	42 00		
Attercliffe	128 41	37 50		
Aubigny	50 66	16 50		
Aubrey	22 56	10 00		
Auburn	187 43	60 00		

REPORT No. 3, A.—Detail of Salaries; Allowances for Forward Duty; Allowances in aid of Rent, Fuel and Light; and of the Revenue collected at the several Post Offices in Ontario and Quebec, within the Year ended 30th June, 1874.—  
*Continued.*

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Audley .....	58 57	12 50		
Aughrim .....	62 05	28 00		
Aultsville .....	357 05	110 50		
Aurora .....	1,227 59	356 50		40 00
Avening .....	126 18	40 00		
Avignon .....	9 88	10 00		
Avoca .....	57 73	16 00		
Avon .....	130 53	40 50		
Avonbank .....	65 47	16 50		
Avonmore .....	89 56	29 50		
Avonton .....	50 48	15 50		
Ayers Flat .....	180 07	47 50		
Aylmer, East .....	1,005 85	428 00	108 00	60 00
Aylmer, West .....	1,581 89	441 00		49 00
Aylwin .....	74 50	25 50		
Ayr .....	878 61	400 00	32 00	
Ayton .....	197 41	40 00		
Baby's Point .....	32 50	28 00		
Baden .....	323 75	93 50	24 00	
Bagot .....	108 78	36 00	16 00	
Bagotville .....	89 59	49 50	10 00	
Baillieboro' .....	145 81	52 00		
Baillargeon .....	18 63	17 00		
Bala .....	26 64	10 00		
Balderson .....	80 43	26 00		
Ballantrae .....	84 75	25 00		
Ballantyne's Station .....	20 42	10 00		
Ballinafad .....	73 81	39 50		
Ballycroy .....	94 73	26 00		
Ballyduff (*1 Quarter) .....	62 76	16 00	*1 00	
Ballymote (3 Quarters) .....	9 34	7 50		
Balmoral .....	89 26	30 50		
Balsam .....	77 02	37 50		
Baltimore .....	217 72	79 50		
Bamberg .....	39 00	16 00		
Banda (*1 Quarter) .....	106 87	32 00	*2 00	
Bandon .....	17 82	10 00		
Bannockburn .....	36 68	14 00		
Barachois de Malbay .....	44 09	14 50		
Bardsville .....	13 52	10 00		
Bark Lake .....	65 14	44 50		
Barnett .....	42 07	17 50		
Barnston .....	294 98	90 00		
Barrie .....	4,803 12½	1,421 00	144 00	170 00
Barrington .....	59 50	16 00		
Bartonville .....	58 43	22 00		
Batchewana (2 Quarters) .....	7 78	5 00		
Bath .....	451 96	153 00		
Batiscan .....	219 68	76 00		
Batiscan Bridge .....	154 32	119 00	60 00	
Battersea .....	130 31	36 00		
Bayfield .....	449 21	213 50		
Bayham .....	127 46	44 50		
Bayview .....	50 98	19 33		
Beachburg .....	219 60	99 00	16 00	
Beachville (no accounts received) .....				
Bealton .....	45 43	21 00		

REPORT No. 3, A.—Detail of Salaries; Allowances for Forward duty; Allowances in aid of Rent, Fuel and Light; and of the Revenue collected at the several Post Offices in Ontario and Quebec, within the Year ended 30th June, 1874.—  
*Continued.*

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Beamsville .....	720 28	291 00	48 00	.....
Bear Brook .....	105 18	34 00	.....	.....
Beatrice .....	26 41	10 00	.....	.....
Beauharnois .....	742 92	300 50	32 00	.....
Beaulac .....	13 26	10 00	.....	.....
Beaulieu .....	47 61	12 00	.....	.....
Beaumont .....	71 81	30 00	.....	.....
Beauport .....	138 71	73 50	.....	.....
Beaurivage .....	79 12	30 00	.....	.....
Beaverton .....	773 22	253 50	60 00	.....
Becancour .....	270 90	90 00	48 00	.....
Becancour Station .....	147 62	60 00	24 00	.....
Recher .....	3 78	10 00	.....	.....
Bedford .....	374 23	176 00	.....	.....
Beebe Plain .....	110 93	26 50	.....	.....
Begon .....	6 81	10 00	.....	.....
Belfast .....	94 89	33 00	24 00	.....
Belford .....	52 64	18 50	.....	.....
Belfountain .....	35 55	12 50	.....	.....
Belgrave .....	148 50	52 00	.....	.....
Bethaven .....	74 84	27 00	.....	.....
Belle Alodie .....	36 15	10 50	.....	.....
Belle Rivière .....	60 56	26 00	.....	.....
Belleville .....	10,366 22	2,272 00	96 00	340 00
Bell Ewart .....	270 32	108 00	.....	.....
Bellrock .....	39 12	14 50	.....	.....
Bell's Corners .....	179 21	65 50	.....	.....
Belmont .....	375 43	110 00	.....	.....
Belmore .....	174 47	60 50	.....	.....
Belosil Station .....	38 05	16 00	.....	.....
Belosil Village .....	222 86	82 50	.....	.....
Benn Miller .....	62 40	23 50	.....	.....
Bennie's Corners .....	54 76½	18 50	.....	.....
Bensfort .....	68 54	19 00	.....	.....
Bentley .....	71 59	24 00	.....	.....
Bentonville (from 1st November, 1873) .....	2 65	3 33	.....	.....
Beresford .....	45 00	15 50	.....	.....
Bergerville .....	61 35	41 00	.....	.....
Berkeley .....	72 97	17 50	.....	.....
Berlin .....	2,851 41	790 50	300 00	120 00
Berne .....	76 28	40 50	.....	.....
Bersimis .....	30 89	12 00	.....	.....
Berthier, en bas .....	146 62	55 50	.....	.....
Berthier, en haut .....	936 54	347 00	108 00	.....
Bervie .....	196 76	57 50	.....	.....
Berwick .....	119 29	35 50	.....	.....
Bethany .....	335 80	107 00	24 00	.....
Bethel .....	42 27	12 00	.....	.....
Bewdley .....	55 16	20 00	.....	.....
Bexley (from 1st July, 1873) .....	15 48	7 50	.....	.....
Bic .....	291 51	140 50	.....	.....
Bienville .....	90 50	33 00	.....	.....
Bilfing's Bridge .....	137 73	43 00	.....	.....
Binbrook .....	139 15	57 50	.....	.....
Bingham Road (re-opened 1st July, 1873) .....	15 75	8 00	.....	.....
Birchton .....	95 19	25 00	.....	.....
Birkhall .....	105 73	34 50	.....	.....

REPORT No. 3, A.—Detail of Salaries; Allowances for Forward duty; Allowances in aid of Rent, Fuel and Light; and of the Revenue collected at the several Post Offices in Ontario and Quebec, within the Year ended 30th June, 1874.—  
*Continued.*

Name of Post Office.	Gross Revenue.		Salaries.		Forward Allowances.		Allowances towards Rent, Fuel and Light.	
	\$	cts.	\$	cts.	\$	cts.	\$	cts.
Birmingham	35	05	10	50				
Birr	154	50	56	50	12	00		
Bishop's Mills	92	77	37	50				
Bismarck	48	26	11	50				
Black Bank	18	89	10	00				
Black Creek	127	02	37	00				
Black Heath	42	28	14	00				
Black River Station	54	45	22	00				
Blair	126	13	40	00				
Blairton	261	75	60	50				
Blanche (from 1st September, 1873)	9	60	5	00				
Blandford	40	22	14	00				
Blantyre	72	36	26	00				
Blessington	36	30	14	00				
Bloomfield	305	04	95	00				
Bloomington	43	70	15	50				
Bloomington	64	56	17	00				
Bloomsburg	80	66	36	00				
Bluevale	324	29	100	00				
Blyth	424	76	124	50				
Blytheswood	83	14	27	00				
Bobcaygeon (*1 Quarter)	900	56	356	00	48	00		*10 00
Bogart	19	12	10	00				
Bolingbroke	17	86	10	00				
Boisver	147	79	32	00				
Bolton Centre	75	03	18	50				
Bolton Forest	83	61	26	50				
Bonanton	56	91	20	50				
Bonaventure River	41	35	15	75				
Bondhead	413	26	146	50	72	00		
Bongard's Corners	25	01	10	50				
Bookton	62	28	21	00				
Bord a Plouffe	14	83	30	50				
Bornholm	102	41	25	50				
Bornish (from 1st January, 1874)	7	96	3	00				
Boscobel	4	04	10	00				
Boston	107	74	44	00				
Bosworth	86	41	46	00				
Botany	40	56	12	00				
Bothwell	1,321	86½	351	50				40 00
Boucherville	173	24	70	50				
Boulter	48	94	17	50				
Bourg Louis	34	92	15	00				
Bowling Green	24	06	10	00				
Bowmanville	3,819	92	1,033	00	60	00		160 00
Box Grove	62	85½	20	50				
Royme (3 Quarters)	48	62	15	00				
Boynton	24	05	10	50				
Bracebridge (*1 Quarter)	1,349	35	286	00	32	00		*15 00
Bradford	1,461	56	403	00	24	00		45 00
Braemar	55	60	24	00				
Braeside	181	36	56	83				
Bramley	73	27	22	50				
Brampton	2,610	56	652	00				120 00
Branchton (5 Quarters)	160	03	70	00				
Brandy Creek	35	61	14	50				
Brantford	9,912	24	2,208	00	400	00		340 00



REPORT No. 3, A.—Detail of Salaries; Allowances for Forward duty; Allowances in aid of Rent, Fuel and Light; and of the Revenue collected at the several Post Offices in Ontario and Quebec, within the Year ended 30th June, 1874.—

*Continued.*

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Brechin .....	114 11	36 00		
Brentwood .....	169 63	45 50		
Breslau .....	124 22	42 50		
Brewer's Mills .....	67 08	28 50		
Brewster .....	48 21	15 00		
Bridgenorth .....	59 31½	20 00		
Bridgeport .....	162 27	45 50		
Bridgewater .....	302 87	106 50	12 00	
Brigham .....	256 03	51 50		
Bright .....	244 07	84 50	28 00	
Brighton .....	1,459 85	385 00	240 00	40 00
Brinkworth .....	37 30	13 00		
Brinsley .....	64 17	21 50		
Brinston's Corners (from 1st July, 1873) .....	100 82	25 50		
Brisbane .....	60 86½	24 00		
Bristol .....	255 53	94 00	24 00	
Britannia .....	53 35	18 50		
Britannia Mills .....	28 63	11 00		
Britonville .....	31 35	11 50		
Broadlands .....	30 77	16 00		
Brockton .....	49 75	14 00		
Brockville .....	8,299 66	1,912 00	480 00	300 00
Brodhagen (1 Quarter) .....	1 40	3 00		
Brome .....	215 63	67 00		
Bromemere .....	18 05	10 00		
Brompton .....	20 59	10 00		
Brompton Falls .....	183 25	55 00		
Bronte .....	256 57	66 00		
Brookbury .....	27 46	10 00		
Brooklin .....	732 68	231 00		
Brooksdale .....	112 54	38 50		
Brougham .....	344 05½	137 50		
Broughton .....	11 88	10 00		
Brownsburg .....	35 65	10 50		
Brownsville .....	147 44	55 00		
Brucefield .....	237 14	81 00		
Bruce Mines .....	309 87	128 50		
Brudenell .....	85 83	36 50		
Brunner .....	14 63	10 00		
Brunswick .....	12 25	10 00		
Brussels .....	933 54	303 50	12 00	
Bryanston .....	79 30	32 00		
Bryson .....	415 11	85 00		
Buckhorn .....	160 78	50 50		
Buckingham .....	884 13	309 30		
Buckland .....	37 28	12 50		
Buckshot .....	33 10	10 50		
Bullock's Corners (late Greensville) .....	185 17	65 00		
Bulstrode .....	23 17	10 00		
Bulwer .....	50 48	15 50		
Burford .....	340 15	119 50		
Burgessville .....	120 66	44 50		
Burgoyne .....	106 89	36 00		
Burleigh .....	16 20	10 00		
Burnbrae .....	57 76	22 00		
Burhamthorpe .....	13 09	15 50		
Burnley .....	38 30	11 50		

REPORT No. 3, A.—Detail of Salaries; Allowances for Forward duty; Allowances in aid of Rent, Fuel and Light; and of the Revenue collected at the several Post Offices in Ontario and Quebec, within the Year ended 30th June, 1874.—  
*Continued.*

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Burns.....	33 37	12 00		
Burnstown.....	102 50	31 00		
Burnt River (from 1st July, 1873).....	7 66	7 50		
Burritt's Rapids.....	270 14	120 00		
Burtch.....	43 63	16 00		
Burton.....	41 30	15 50		
Bury's Green.....	24 32	10 00		
Bushfield.....	19 77	10 00		
Bute.....	27 95	15 27		
Buttonville.....	91 22	32 50		
Buxton.....	159 21	51 50		
Byng.....	72 19	23 90		
Byng Inlet.....	164 49	72 50		
Byron.....	90 02	32 00		
Cacouna.....	435 20	166 50	24 00	
Cadmus.....	55 46	12 00		
Cæsarea.....	59 39	17 00		
Cainsville.....	145 50	61 00		
Caintown.....	52 61	20 50		
Cairgorm.....	12 50	10 00		
Caistorville.....	102 93½	35 00		
Calabogie.....	18 80	10 00		
Calder.....	11 74	10 00		
Caldwell.....	25 14	10 00		
Caledon.....	238 23	87 00		
Caledon, East.....	172 98	59 00	16 00	
Caledonia Springs.....	140 96	43 00		
Calton.....	22 64	10 00		
Calumet Island.....	64 91	22 00		
Cambay.....	237 06	74 00		
Cambria.....	12 73	10 00		
Camden East.....	222 73	83 00	16 00	
Cameron.....	51 58	22 00		
Camerontown.....	54 51	15 50		
Camilla.....	91 88	31 50		
Camlachie.....	268 13	68 00		
Campbellford.....	1,122 50	259 50		
Campbell's Cross.....	129 43	48 50		
Campbellville.....	111 21	41 50		
Campden.....	130 85	29 00		
Canard River.....	6 43	10 00		
Canboro'.....	112 98	27 50	16 00	
Candasville.....	43 71	11 00		
Canfield.....	273 19	86 50	16 00	
Cannifton.....	156 26	74 00		
Canning.....	104 81	37 00		
Cannington.....	770 39	200 50	40 00	
Canrobert.....	113 09	46 00		
Canterbury.....	25 70½	10 00		
Cantley.....	59 51	26 00		
Canton.....	76 46	31 50		
Cap à l'Aigle, Sub. (Revenue included in Murray Bay).....		20 00		
Cap Chat.....	50 85	12 00		
Cap des Rosiers.....	50 72	18 00		
Cape Cove.....	103 08	41 00		
Cape Croker (from 1st October, 1873).....	11 85	5 00		
Capelton.....	230 21	37 00		

REPORT No. 3, A.—Detail of Salaries ; Allowances for Forward duty ; Allowances in aid of Rent, Fuel and Light ; and of the Revenue collected at the several Post Offices in Ontario and Quebec, within the Year ended 30th June, 1874.—  
*Continued.*

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	cts.	\$ cts.	\$ cts.	\$ cts.
Cape Rich .....	34 24	21 00		
Caplin .....	104 69	21 50		
Cap Magdeleine (*including arrears) .....	46 28	*22 00		
Cap Rouge (*including arrears) .....	107 89	*53 33		
Cap St. Ignace .....	178 33	65 50		
Cap Sante .....	125 31	46 00		
Carden .....	60 84	24 50		
Carillon .....	312 16	87 50		
Carleton .....	202 61	103 00	128 00	
Carleton Place .....	1,377 59	355 50		45 00
Carlingford .....	77 32	28 50		
Carlisle .....	131 32	53 00		
Carlow .....	107 05	32 50		
Carlsruhe .....	105 65	32 00		
Carluke .....	91 02½	41 50		
Carnarvon .....	8 94	10 00		
Carnegie .....	10 67	10 00		
Carp .....	154 28	53 50	16 00	
Carronbrook .....	423 38	133 50		
Carrville .....	48 08	19 50		
Carsonby .....	11 78	10 00		
Carthage .....	66 70	24 50		
Cartwright .....	251 94	94 00		
Cascades .....	36 28	11 00		
Casbel .....	46 02	16 00		
Cashmere .....	51 19	22 00		
Casselman .....	9 43	10 00		
Castile (5 Quarters) .....	14 12	12 50		
Castlebar .....	100 72	36 00		
Castleford .....	76 98	29 00		
Castlemore .....	35 43	12 00		
Castleton .....	377 85	129 50		
Cataract .....	63 47	21 00		
Cataraqui .....	181 23	64 50		
Cathcart .....	92 77	37 50		
Caughnawaga .....	94 66	37 00		
Causapscal .....	336 87	116 00		
Cavan .....	81 20	28 50		
Cayuga .....	850 08	246 00	16 00	
Cazaville .....	49 77	12 50		
Cedar Grove .....	62 92	21 00		
Cedar Hall (6 Quarters) .....	90 83	65 50		
Cedar Hill .....	36 80	16 00		
Cedars .....	129 95	45 00		
Cedarville .....	54 83	11 50		
Centralia (late Devon) .....	142 94	48 50		
Centre Augusta .....	17 44	10 00		
Centreton .....	57 16	17 50		
Centreville (*including arrears) .....	165 71	68 00	*45 00	
Chambly Basin .....	309 11	128 00		
Chambly Canton .....	413 92	111 00	72 00	
Chambord .....	35 81	11 50		
Champlain .....	185 52	71 00	10 00	
Chandos .....	26 51	10 00		
Chantelle .....	18 81	10 00		
Chantry .....	40 01	11 00		
Chapman .....	43 15	11 00		

REPORT No. 3, A.—Detail of Salaries; Allowances for Forward duty; Allowances in aid of Rent, Fuel and Light; and of the Revenue collected at the several Post Offices in Ontario and Quebec, within the Year ended 30th June, 1874.—  
*Continued.*

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Charing Cross.....	161 69	48 00	72 00	
Charlemagne.....	170 91	83 98		
Charlesbourg.....	80 27	24 50		
Charleston.....	24 03	10 00		
Charville.....	12 88	10 50		
Charrington (from 1st July, 1873).....	16 88	7 50		
Chatboro.....	32 90	10 00		
Chateauguay.....	149 61	44 00		
Chateauguay Basin.....	87 91½	33 50		
Chateau Richer.....	122 19	71 50	36 00	
Chatham.....	8,124 04	1,575 00	240 00	240 00
Chatillon.....	24 60	10 00		
Chatsworth.....	404 96	110 00	16 00	
Chaudiere Mills.....	33 03	10 00		
Chaudiere Station (from 1st November, 1873).....	10 28	5 00		
Cheapside.....	156 28	52 50		
Cheildar.....	18 42	10 00		
Chelsea.....	510 62	156 00		
Cheltenham.....	161 82	40 50		
Chepstow.....	51 50	21 50		
Cherry Creek.....	16 22	10 00		
Cherry Valley.....	103 09	31 00		
Cherrywood.....	72 16	14 50		
Chesley.....	246 79	52 50		
Chester (2 Quarters).....	45 82	15 00		
Chesterfield.....	99 41	29 50		
Cheviot.....	15 66	10 00		
Chichester.....	113 20	31 00		
Chicoutimi.....	720 55	186 00	56 00	
Chippawa.....	842 96	318 00		
Chlorydormes.....	24 35	10 00		
Churchill (*3 Quarters).....	61 96	25 50	*6 00	
Churchville.....	76 58	24 00		
Chute au Blondeau.....	84 79	19 50		
Clachan.....	64 04	18 50		
Clandeboye.....	21 04	12 50		
Clapham.....	22 08	10 00		
Claremont.....	313 32	115 00		
Clarence.....	274 83	77 00	48 00	
Clarence Creek.....	98 73	27 00		
Clarenceville.....	337 36	122 50	16 00	
Clarendon Centre.....	292 58½	89 00		
Clairview.....	10 90	10 00		
Clarina.....	17 07	10 00		
Clarke.....	265 42	94 50		
Clarksburg.....	455 34	116 00	20 00	
Claude.....	134 84	43 50		
Clavering.....	31 77	10 50		
Clayton.....	159 95	54 00		
Clear Creek.....	110 36	43 00		
Clearville.....	216 69	75 50		
Clifford.....	580 76	169 00	32 00	
Clifton.....	1,582 13	426 00	200 00	100 00
Clinton.....	2,704 63	702 00	60 00	90 00
Clontarf.....	8 47	10 00		
Clover Hill.....	99 34	29 50	16 00	

REPORT No. 3, A.—Detail of Salaries; Allowances for Forward duty; Allowances in aid of Rent, Fuel and Light; and of the Revenue collected at the several Post Offices in Ontario and Quebec, within the Year ended 30th June, 1874.—  
*Continued.*

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Cloyne (* 1 Quarter).....	58 19	15 50	*3 00	
Clyde.....	49 37	16 50		
Coaticook.....	1,987 29	605 50	40 00	50 00
Cobden.....	88 55	31 00		
Cobourg.....	5,311 79½	1,344 00	240 00	200 00
Codrington.....	149 56	42 00		
Colbeck.....	20 86	10 00		
Colborne.....	1,259 05	372 50	80 00	40 00
Colchester.....	145 36	47 50		
Coldesprings.....	144 95	46 50		
Coldstream.....	90 71	37 00		
Coldwater.....	202 25	100 00		
Colebrook.....	78 67	28 00	17 00	
Coleraine.....	73 95½	30 00		
Colinville.....	52 39	19 50		
Collfield.....	74 85	25 50		
Collingwood.....	3,156 26	889 50	240 00	130 00
Collin's Bay.....	86 17	28 50		
Collin's Inlet.....	45 41	19 50		
Colpoys's Bay.....	87 05	31 00		
Columbus.....	267 73	104 00		
Comber.....	172 64	40 50		
Combermere.....	78 46	40 50		
Como.....	61 51	25 50		
Compton.....	912 32	348 50	48 00	40 00
Concord.....	119 58	53 50		
Conestogo.....	197 72	62 00		
Coningsby.....	27 91	10 00		
Conn (from 1st August, 1873).....	4 01	6 67		
Connaught.....	36 05	10 00		
Connor.....	57 14	13 00		
Conroy.....	29 23	10 00		
Consecon.....	340 65	112 00		
Constance.....	137 13	49 50		
Contrecoeur.....	102 47	48 50		
Conway.....	91 46	43 00	16 00	
Cookshires.....	515 12	148 50		
Cookstown.....	537 47	150 00	48 00	
Cooksville.....	228 82	75 50		
Cooper.....	30 86	12 00		
Copenhagen.....	54 18	14 00		
Copetown (no accounts received).....				
Copleston.....	47 62	10 50		
Corbett (from 1st July, 1873).....	26 62	7 50		
Corbin.....	49 99	12 50		
Corinth.....	75 75	18 00		
Cornwall.....	2,901 57	738 00	144 00	120 00
Corunna.....	202 93	76 50		
Côteau du Lac.....	130 69	47 50		
Côteau Landing.....	280 07	127 50	48 00	
Côteau Station.....	114 82	49 00	80 00	
Côteaux Rivière Ouaille (from 1st June, 1873).....	55 94	8 34		
Côte des Neiges.....	167 61	49 00		
Côte St. Paul.....	239 02	62 50		
Cotswood.....	35 04	26 00		
Coulson.....	27 05	10 00		
Courtland.....	104 39	32 50		

REPORT No. 3, A.—Detail of Salaries; Allowances for Forward duty; Allowances in aid of Rent, Fuel and Light; and of the Revenue collected at the several Post Offices in Ontario and Quebec, within the Year ended 30th June, 1874.—  
*Continued.*

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Courtright (from 1st January, 1874).....	42 73	16 96		
Coventry.....	53 04	19 50		
Coverley.....	23 43	10 00		
Covey Hill.....	81 51	29 50		
Cowal.....	55 66	15 50		
Cowansville.....	719 54	204 00		
Craighurst.....	140 64	54 00		
Craigleith.....	48 23	15 50		
Craigsholme.....	54 03	20 50		
Craig's Road Station.....	32 04	13 00		
Craigvale.....	235 92	64 00		
Cranbourne.....	29 25	10 50		
Cranworth.....	11 61	10 00		
Crathie (from 1st January, 1874).....	5 64	2 50		
Crawford.....	28 63	10 50		
Credit.....	230 63	73 00		
Crediton.....	190 99	51 50		
Creek Bank.....	37 99	15 50		
Creemore.....	264 51	77 00		
Creighton.....	27 84	11 50		
Cressy.....	59 95	22 00		
Crieff.....	44 44	16 50		
Crinan.....	41 03	21 50		
Crofton.....	24 37	10 00		
Cromarty.....	148 20	46 00		
Crosshill.....	158 19	49 00		
Crosspoint.....	112 40	31 50	24 00	
Crowland.....	99 08½	30 00		
Croydon.....	58 64	22 00		
Craickshank.....	13 54	10 00		
Crumlin.....	48 52	18 50		
Crysler.....	151 69	50 50		
Culloden.....	163 76	64 00		
Cumberland.....	257 41	93 38	16 00	
Cumminsville.....	128 73	48 00		
Cumnock (no accounts received).....				
Curran.....	144 37½	42 00		
Curry Hill (from 1st March, 1874.).....	1 84	00 83		
Cushing.....	177 94	62 00		
Dacre.....	82 65	30 50		
Daillebout.....	73 34	35 50		
Dalesville.....	93 78	29 00		
Dalhousie Mills.....	106 79	37 50		
Dalbaisre.....	19 57	10 00		
Dalkeith.....	79 90	26 00		
Dalrymple.....	13 38	10 00		
Dalston.....	95 23	31 50		
Damascus (from 1st January, 1874.).....	2 66	2 50		
Danby.....	56 78	10 00		
Danford Lake.....	10 25	10 00		
Danforth.....	64 51	24 00		
Danville.....	1,474 63	392 00	32 00	45 00
Darrell.....	30 50	12 50		
Dartford.....	49 92	16 00		
Dartmoor.....	13 71	10 00		
Dashwood.....	89 72	23 00		
Davenport.....	86 92	34 50		

REPORT No. 3, A.—Detail of Salaries; Allowances for Forward duty; Allowances in aid of Rent, Fuel and Light; and of the Revenue collected at the several Post Offices in Ontario and Quebec, within the Year ended 30th June, 1874.—  
*Continued.*

Name of Post Office.	Gross Revenue.		Salaries.		Forward Allowances.		Allowances towards Rent, Fuel and Light.	
	\$	cts.	\$	cts.	\$	cts.	\$	cts.
Davisville.....	41	37	13	00				
Dawn Mills.....	159	49	58	50				
Daywood.....	23	08	10	00				
Dealtown.....	43	62	18	00				
De Cewsville.....	76	37½	28	50				
Deerdock.....	8	87	10	00				
Deerhurst.....	41	45	15	50				
Dee Side.....	12	86	10	00				
Delaware.....	381	37	143	50				
Delhi.....	475	09	129	50	32	00		
Delta.....	233	62	87	00				
Demorestville.....	206	06	70	00	12	00		
Denbigh.....	24	62	13	50				
Denfield.....	37	63	14	00				
Denison's Mills.....	34	17	12	00				
Deniston.....	53	63	14	50				
De Ramsay.....	29	63	10	50				
Derryville.....	31	76	10	50				
Derry, West.....	46	82	19	00				
Dorwent.....	77	67	33	50				
Desboro'.....	74	11	19	50				
Deschambault.....	192	34	74	50				
Desert Lake.....	10	38	10	00				
Desmond.....	15	06	10	00				
Détour du Lac.....	87	63	30	50				
Deux Rivières.....	65	06	34	50				
Devil's Creek (from 1st February, 1874.).....	0	87	1	67				
Devizes.....	53	36	24	00				
Dewittville.....	77	72	35	50	12	00		
Dexter.....	37	97	14	00				
Diamond.....	43	61	14	50				
Dickens.....	47	18	11	50				
Dickinson's Landing.....	246	07	80	00				
Dillonton.....	267	27	48	00				
Dixie.....	70	83	25	00				
Dixon's Corners.....	75	63	38	00				
Dixville, (late Drew's Mills).....	103	72	14	50				
Dobbinton.....	32	53	10	00				
Dollar.....	24	69	11	50				
Domaine de Gentilly.....	9	19	10	00				
Don.....	29	78	10	50				
Doncaster.....	62	34	14	50				
Donegal.....	50	05	17	00				
Doon.....	163	65	54	00				
Doran.....	15	22	10	00				
Dorchester Station.....	112	40	39	00	32	00		
Dorking.....	32	66	17	00				
Douglas.....	193	79	54	00				
Douglastown.....	77	67	19	00				
Dover, South.....	42	92	10	50				
Downeyville.....	96	99	31	50				
Downsview.....	58	15	25	00				
Drayton.....	625	40	142	00				
Dresden (*1 Quarter).....	1,130	59	264	50			10	00
Drew.....	24	34	10	00				
Dromore.....	128	08	24	00				
Drum.....	15	67	18	00				

REPORT No. 3, A.—Detail of Salaries; Allowances for Forward duty; Allowances in aid of Rent, Fuel and Light; and of the Revenue collected at the several Post Offices in Ontario and Quebec, within the Year ended 30th June, 1874.—  
*Continued.*

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Drumbo	373 37	118 00		
Drummondville, East	431 34	141 00	16 00	
Drummondville, West	845 29	296 50		
Drumquin, (6 Quarters)	57 61	24 50		
Drysdale	42 02	11 00		
Duart	319 34	95 00		
Dudswell	109 24	38 50		
Dufferin	64 27	23 50		
Dumblane	36 25	14 00		
Dunaay	18 67	10 00		
Dunbar	162 55	54 50		
Dunbarton	167 16	74 50		
Duncan	20 25	10 00		
Duncrief	62 63	25 00		
Dundalk	152 11	32 50		
Dundas	2,857 93	714 50	120 00	120 00
Dundee	100 37	34 50		
Dundee Centre	46 92	21 50		
Dundela	30 00	14 00		
Dundonald	49 63	18 00		
Dunedin	40 08	10 00		
Dungannon	267 54	77 00		
Dunham	580 16	250 50	16 00	
Dunkeld (*2 Quarters)	156 59	33 50	*3 00	
Dunnville	1,633 30	411 00	72 00	45 00
Dunraven	37 45	14 50		
Dunrobin	19 40	10 00		
Dunsford	71 76	23 00		
Duntroon	148 37	55 50		
Dunvegan	72 54	33 50		
Durham	1,294 51	475 00	96 00	60 00
Dwyer Hill	21 17	10 60		
Eagle	198 85	68 50		
Eagle Lake (from 1st September, 1873)	6 10	5 83		
Eardley	70 31	23 00		
East Arthabaska	84 88	33 00		
East Bolton	59 86	24 00		
East Broughton	12 71	10 00		
East Chester	27 22	10 00		
East Clifton	46 13	19 00		
East Dunham	46 95	17 00		
East Farnham	171 20	68 60		
East Hawkesbury	66 61	25 50		
East Hereford	11 89	10 00		
East Magdala	21 26	10 00		
Eastman's Springs	19 95	10 00		
Easton's Corners	236 30	98 50		
East Oro	34 21	16 50		
East Templeton	149 34	40 50		
East W. Jamsburg	31 84	12 50		
Eastwood	15 76	61 50		
Eaton	229 61	97 50		
Eddystone	35 72	13 50		
Eden	107 16	35 50		
Eden Mills	118 44	43 00		
Edgar	119 16	37 50		
Edgewoods	14 46	10 00		



REPORT No. 3, A.—Detail of Salaries; Allowances for Forward duty; Allowances in aid of Rent, Fuel and Light; and of the Revenue collected at the several Post Offices in Ontario and Quebec, within the Year ended 30th June, 1874.—  
*Continued.*

Name of Post Office.	Gross Revenue.		Salaries.		Forward Allowances.		Allowances towards Rent, Fuel and Light.	
	\$	cts.	\$	cts.	\$	cts.	\$	cts.
Edgeley.....	50	80	10	00				
Edgeworth.....	44	04	16	00				
Edina.....	12	53	10	00				
Edmonton.....	159	24	52	50	32	00		
Edwardsburg.....	400	90	135	50				
Efingham.....	38	03	12	50				
Eganville.....	576	66½	177	50				
Egbert.....	43	43	13	00				
Egerton.....	42	65	14	50				
Eglinton (3 Quarters).....	120	82	57	00				
Egmondville.....	202	82½	81	50				
Egremont.....	91	89	36	50				
Egypte.....	16	23	10	00				
Elba.....	33	37	10	50				
Elder.....	16	65	10	00				
Eldorado.....	31	47	18	00				
Elfrida.....	41	13	16	00				
Elgin.....	155	16	56	00				
Elginburg.....	79	48	33	00				
Elginfield.....	76	02	25	00				
Elmville.....	61	82	19	00				
Elizabethville (*1 Quarter).....	44	03	15	50	*1	50		
Ellengowan.....	102	12	27	50				
Ellesmere.....	81	55	28	00				
Elliott.....	20	78	10	00				
Elm.....	15	83	10	00				
Elmbank.....	32	62	11	50				
Elmgrove.....	91	14	18	00				
Elmira.....	729	97	219	00				
Elmvale.....	90	56	27	00				
Elmwood.....	82	00	21	50				
Elora.....	2,035	72	544	50	80	00	80	00
Elphin.....	55	85	12	00				
Elsmore.....	53	82	18	00				
Embro.....	549	45	175	50				
Embrun.....	72	73	23	50				
Emerald.....	53	58½	25	50				
Emerson.....	52	77	15	00				
Enfield.....	39	81	19	50				
Enniskillen.....	281	13	80	50				
Ennismore.....	69	35	27	00				
Enterprise.....	124	38	41	00				
Epping.....	47	29	19	50				
Epsom (to 30th November, 1873).....	54	00	22	67				
Eranosa.....	63	76½	31	50				
Ersbyville.....	10	01	10	00				
Erie.....	29	41	10	00				
Erm.....	363	68	144	80				
Ermenville.....	90	68	31	00				
Ernestown Station (*1 Quarter).....	81	24	18	00	*5	00		
Erroll.....	19	45	10	00				
Escoff.....	107	33	32	50				
Esquimaux, sub. (Revenue included in Carleton).....			24	00				
Esquesing.....	82	99	39	50				
Esquimaux Point (to 30th November, 1873).....	20	37	8	50				
Essex Centre (from 1st May, 1873).....	153	03	61	53				

REPORT No. 3, A.—Detail of Salaries; Allowances for Forward duty; Allowances in aid of Rent, Fuel and Light; and of the Revenue collected at the several Post Offices in Ontario and Quebec, within the Year ended 30th June, 1874.—  
*Continued.*

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Ethel . . . . .	106 37	25 50		
Eugenia . . . . .	143 35	33 00		
Evelyn . . . . .	60 92	12 50		
Everett . . . . .	88 11	23 00		
Eversley . . . . .	70 51	26 00		
Everton . . . . .	131 67	39 50		
Exeter . . . . .	923 25	234 50	24 00	
Fafard . . . . .	10 49	10 00		
Fairfield . . . . .	39 93	28 50		
Fairfield, East . . . . .	27 91	12 50		
Fairfield Plain . . . . .	45 18	14 00		
Fairview . . . . .	30 32	10 50		
Falding . . . . .	16 87	10 00		
Falkenburg . . . . .	46 73	26 50	16 00	
Falkirk . . . . .	109 26	38 00		
Falkland . . . . .	69 00	36 00		
Fallbrook . . . . .	56 98	20 00		
Fallowfield . . . . .	45 69	11 00		
Farmersville . . . . .	500 69	161 50		
Farmington . . . . .	16 48	10 00		
Farnboro' . . . . .	21 99	10 00		
Farnham . . . . .	30 79	11 00		
Farnham Centre . . . . .	73 00	25 00		
Farguhar . . . . .	68 45	19 00		
Farran's Point . . . . .	130 14	49 00		
Father Point . . . . .	67 95	40 00	24 00	
Fenaghvale . . . . .	19 86	10 00		
Fenella . . . . .	59 71	20 50		
Fenelon Falls . . . . .	902 83	232 50		
Fennells . . . . .	30 51	16 00		
Fenwick . . . . .	212 39	64 50		
Fergus . . . . .	2,181 13	620 50	180 00	80 00
Ferguson's Falls . . . . .	73 87	27 00		
Fergusonsvale . . . . .	16 77	11 50		
Fernoy . . . . .	39 51	11 00		
Fernhill . . . . .	77 34	27 00		
Feversham . . . . .	132 64	34 00		
Fingal . . . . .	657 69	228 00		
Fintona . . . . .	17 14	10 00		
Fisherville . . . . .	92 38	34 50		
Fitch Bay . . . . .	128 18	38 50		
Fitzroy Harbor . . . . .	264 89	98 00		
Fleetwood . . . . .	28 67	10 00		
Flesherton . . . . .	468 33	146 50	60 00	
Fleurant . . . . .	5 97	10 00		
Flinton . . . . .	62 25	16 00		
Flora . . . . .	22 31	10 00		
Florence . . . . .	644 34	175 00		
Foley . . . . .	36 73	14 00		
Fontenoy . . . . .	10 52	10 00		
Fonthill . . . . .	435 58	199 50		
Fordwich . . . . .	164 30	41 00	16 00	
Fordyce . . . . .	14 31	10 00		
Forest . . . . .	839 03	217 00		
Forester's Falls . . . . .	158 79	46 00	16 00	
Forest Mills . . . . .	48 28	18 50		
Forestville . . . . .	73 71	28 50		

REPORT No. 3, A.—Detail of Salaries; Allowances for Forward duty; Allowances in aid of Rent, Fuel and Light; and of the Revenue collected at the several Post Offices in Ontario and Quebec, within the Year ended 30th June, 1874.—  
Continued.

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Forfar .....	32 19	14 00		
Formosa .....	283 10	84 50		
Fort Coulonge .....	171 32	56 50		
Fort Erie .....	1,066 10	354 50		40 00
Fort William L. S. .....	105 82	203 00		
Fort William, Pontiac .....	46 75	12 50		
Fournier .....	38 68	15 00		
Foxboro' .....	107 10	39 50		
Fox River .....	77 42	29 00		
Foymount (from 1st December, 1873) .....	3 90	3 33		
Frampton (*including \$10 to Sub-Office) .....	111 20	*50 00		
Frankford .....	399 97	117 50		
Frank Hill .....	19 67	10 00		
Franklin .....	86 34	25 00	12 00	
Franklin Centre .....	163 13	66 00		
Franktown (*discontinued) .....	259 52	54 00	*72 00	
Frankville .....	154 30	57 00		
Freeleton .....	162 67	53 50		
Freeport .....	82 16	28 00		
Freiburg .....	86 95	37 50		
Frelighsburg .....	540 10	205 50	16 00	
French Village .....	165 55	56 00		
Frogmore .....	31 83	12 00		
Frome .....	60 40	32 00		
Frost Village .....	85 25	49 50		
Fulford .....	54 49	15 50		
Fullarton .....	239 08	70 00		
Fulton .....	38 42	15 50		
Gad's Hill, (*including arrears.) .....	58 81	*19 00		
Gallingertown, (from 1st January, 1874.) .....	3 74	2 50		
Galt .....	6,041 32	1,371 00	40 00	220 00
Galway .....	12 92	10 00		
Gamebridge .....	58 25	17 00		
Gananoque .....	2,253 65	586 50		65 00
Garafra .....	348 40 <sup>3</sup>	105 00		
Garden Hill .....	86 99	30 50		
Garden Island .....	196 95	95 50		
Garden River .....	49 77	17 50		
Garneau .....	6 71	10 00		
Garthby .....	17 04	10 00		
Gaspe Basin .....	594 06	226 50	60 00	
Gemley .....	17 37	13 00		
Geneva .....	37 37	13 00		
Genoa .....	25 05	10 00		
Gentilly .....	276 12	81 00		
Georgetown .....	1,593 66	430 50	120 00	45 00
Georgeville .....	205 67	90 50	10 00	
Georgina .....	446 60	126 00		
Gesto, (from 1st December, 1873.) .....	29 62	8 62		
Gibraltar .....	32 50	10 00		
Gilbert's Mills .....	20 96	10 00		
Gilford .....	151 04	54 50		
Gladstone .....	45 75	23 00		
Glammis .....	84 72	23 50		
Glamorgan, (from 1st January, 1874.) .....	7 84	2 50		
Glanford .....	140 94	73 50	24 00	
Glanville .....	14 13	10 00		

REPORT No. 3, A.—Detail of Salaries; Allowances for Forward Duty; Allowances in aid of Rent, Fuel and Light; and of the Revenue collected at the several Post Offices in Ontario and Quebec, within the Year ended 30th June, 1874.—  
*Continued.*

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Glanworth	97 83	39 50		
Glascott	28 79	10 00		
Glasgow	46 16	14 50		
Glastonbury	7 17	10 00		
Glenallan	291 14	93 00		
Glenarm	50 95	10 50		
Glenburnie	19 41	11 50		
Glencairn	77 79	22 50		
Glencoe	806 69	209 50		
Glendower	16 06	10 00		
Glen Huron	57 99	21 00		
Glenloyd	39 85	20 50		
Glen Major (3 Quarters)	22 83	9 49		
Glenmeyer	32 91	10 50		
Glen Morris	228 74	73 50		
Glen Murray	65 81	19 50		
Glen Norman (from 1st March, 1874)	4 23	0 83		
Glennavis	82 06	36 50		
Glenroy, late Sierra	32 17	13 00		
Glen Sutton	12 04	10 00		
Glen Tay	87 05	33 00		
Glenvale	52 19	16 00		
Glen Williams	199 80	69 00		
Gladen (from 1st August, 1873)	19 23	7 50		
Goble's Corners	104 20	38 50		
Goderich	4,669 47	1,277 00	120 00	200 00
Golden Lake (from 1st October, 1873. No ac. received)				
Goldstone	77 89	31 50		
Gooderham (from 1st November, 1873)	5 06	5 00		
Goodwood	194 73	31 50		
Gore's Landing	144 73	50 50		
Gormley	107 35	33 00		
Gorrie	340 11	107 50		
Gosport	12 82	10 00		
Gould	159 55	55 50		
Gourock	50 10	20 50		
Gowanstown	56 93	26 00		
Gower Point	31 41	10 50		
Grafton	521 41	175 00		
Grahamsville	63 06	30 50		
Granboro'	31 71	15 50		
Granby (3 Quarters)	563 77	285 00	18 00	
Grand Bend	43 43	14 00		
Grande Baie (3 Quarters)	76 93	42 50		
Grande Greve	94 74	22 00		
Grande Ligne	117 15	51 00		
Grand Entry (from 1st August, 1873)	1 36	4 17		
Grande Condées	1 18	10 00		
Grande Vallée	16 35	10 00		
Grand Pabos	63 11	21 50		
Grand River	163 31	52 00		
Grant	15 00	10 00		
Grantley	59 43	21 00		
Grantau	321 72	105 50		
Gravel Hill	22 35	10 00		
Gravelotte	17 89	10 00		
Gravenhurst (3 Quarters)	421 33	105 00	*16 00	

REPORT No. 3, A.—Detail of Salaries; Allowances for Forward Duty; Allowances in aid of Rent, Fuel and Light; and of the Revenue collected at the several Post Offices in Ontario and Quebec, within the Year ended 30th June, 1874.  
—Continued.

Name of Post Office.	Gross Revenue.		Salaries.		Forward Allowances.		Allowances towards Rent, Fuel and Light.	
	\$	cts.	\$	cts.	\$	cts.	\$	cts.
Graystock	31	36	10	50				
Greenbank	130	23	39	50				
Greenbush	53	89	29	50				
Greenfield (from 1st June, 1873)	33	45	8	33				
Greenock (3 Quarters)	48	45	16	50				
Green River, East	9	21	10	00				
Green River, West	63	13	17	50				
Greenview (from 1st December, 1873)	2	06	3	33				
Greenwood	155	35	49	00				
Grenfell (from 1st September, 1873)	12	48	7	50				
Grenville	750	71	203	50	108	00		
Gresham	27	27	10	00				
Gretna	7	64	10	00				
Grey	163	04	41	00				
Griffin (from 1st September, 1873)	10	42	5	63				
Griersonville	76	96	21	50				
Griffith	107	52	31	00				
Grimsby (*1 Quarter)	849	80	305	50	40	00	*10	00
Grondures	90	83	43	00				
Grovesend	49	12	18	00				
Guelp	10,190	79	2,331	00	400	00	360	00
Guysborough	84	02	23	50				
Hagersville	387	63	120	50				
Haliburton	336	87	97	50				
Hallerton	34	51	10	50				
Halloway	106	33	38	00				
Hall's Bridge	71	86	27	00				
Hallville (from 1st August, 1873)	16	45	5	00				
Hamburg	32	04	14	00				
Hamilton (Salaries and expenses entered elsewhere)	50,178	08						
Hamlet	25	50	12	50				
Hemmond	32	19	10	50				
Hampstead	42	52	18	50				
Hampton	264	68	86	50				
Hannon	33	95	14	00				
Hanover	478	36	182	50	32	00		
Harcourt	13	50	10	00				
Hardinge	10	00	10	00				
Harlem	55	93	22	00				
Harley	85	68	29	50				
Harlock	17	89	10	00				
Harlowe	18	94	10	50				
Harmony	45	37	14	50				
Harold	51	01	29	50				
Harper	42	51	16	00				
Harpley	29	39	10	50				
Harristville	97	40	33	50				
Harrington, East	22	44	10	00				
Harrington, West	98	42	32	00				
Harrisburg	216	23	74	00	96	00		
Harrison's Corners	47	26	11	50				
Harrison (*1 Quarter)	1,368	59	365	00	*15	00	40	00
Harrow	168	54	50	00				
Harrowsmith	210	24	50	00	24	00		
Hartford	82	70	34	50				
Hartington	23	29	15	00				
Hartley	22	27	18	00				

REPORT No. 3, A.—Detail of Salaries; Allowances for Forward Duty; Allowances in aid of Rent, Fuel and Light; and of the Revenue collected at the several Post Offices in Ontario and Quebec, within the Year ended 30th June, 1874.—  
*Continued.*

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Hartman.....	28 09	13 50		
Harvey Hill Mines.....	65 16	21 50		
Harwich.....	77 29	26 00		
Harwood.....	150 62	51 00		
Haseville.....	4 22	10 00		
Hastings.....	705 70	220 00		
Hatley.....	352 58	129 50		
Haultain.....	21 28½	10 00		
Havelock.....	31 78	13 00		
Hawkesbury.....	683 57	198 50		
Hawkestone.....	91 04	19 50	48 00	
Hawkesville.....	305 90½	88 00		
Hawthorn (from 1st December, 1873).....	3 64	3 33		
Hawtrey.....	104 52	30 50		
Hay.....	45 68	15 00		
Haydon.....	84 47	24 50		
Hayesland.....	36 37	13 00		
Haysville.....	178 26	60 50		
Hazledean.....	78 47	21 50		
Headfort.....	46 27	16 50		
Head Lake.....	15 64	10 00		
Headleyville (from 1st October, 1873).....	17 95	15 74		
Heathcote.....	188 54	62 00		
Heckston.....	116 01	41 50		
Heidelberg.....	110 91	37 50		
Helena.....	74 34	27 08		
Hemison.....	25 37	12 00		
Hemmingford.....	444 34	146 00	60 00	
Henry.....	30 98	10 50		
Henrysburg.....	40 76	14 00		
Henryville.....	241 64½	92 00		
Hepworth.....	42 77	11 50		
Herbert.....	27 28	10 00		
Herdman's Corners.....	42 18	12 50		
Hereford.....	29 12	11 50		
Hereward.....	46 61½	16 50		
Hespeler (*1 Quarter).....	924 94	385 50		*10 00
Heyworth.....	24 24	10 00		
Iliawatha.....	30 09	10 00		
High Falls.....	11 59	10 00		
Highfield.....	24 30	11 50		
Highgate.....	168 17	28 00		
Highland Creek.....	131 85	47 00		
Hilda (from 1st July, 1873).....	9 35	7 50		
Hillier.....	134 68	42 50	16 00	
Hillsborough.....	27 85	18 00		
Hillsburgh.....	281 96	97 50		
Hillsdale (*1 Quarter).....	149 50	47 50	*2 50	
Hill's Green.....	51 29	19 00		
Hilton.....	160 93	60 00		
Hinch (from 1st May, 1873).....	16 64	9 17		
Honic.....	15 92	10 00		
Hoath Head.....	17 60	10 00		
Hochelaga.....	108 77	48 50		
Hockley.....	21 10	12 00		
Holbrook.....	133 38	49 00		
Holland Landing.....	299 58	118 50		

REPORT No. 3, A.—Detail of Salaries; Allowances for Forward Duty; Allowances in aid of Rent, Fuel and Light; and of the Revenue collected at the several Post Offices in Ontario and Quebec, within the Year ended 30th June, 1874.—  
*Continued.*

Name of Post Office.	Gross Revenue.		Salaries.		Forward Allowances.		Allowances towards Rent, Fuel and Light.	
	\$	cts.	\$	cts.	\$	cts.	\$	cts.
Hollen .....	188	75	65	00				
Holmesville .....	76	40	28	00				
Holstein .....	117	06	34	50				
Holt .....	62	48	19	50				
Holyrood (3 Quarters) .....	78	24	21	00				
Homer .....	122	35	30	50				
Honeywood .....	88	03	28	50				
Hopefield .....	21	48	10	00				
Hopetown .....	70	79	18	50				
Hornby .....	162	36	56	00				
Horning's Mills .....	165	53	39	00				
Houghton .....	141	78	56	50				
Howe Island .....	14	60	10	00				
Howick .....	239	82½	70	00				
Hudson .....	130	28	55	50				
Hull (#1 Quarter) .....	1,401	87	332	00				*15 00
Hullsville .....	42	77	40	00				
Humber .....	104	09	44	50				
Humberstone .....	235	77	77	00				
Hunsdon .....	21	21	10	00				
Hunterstown .....	73	91	33	50				
Huntersville .....	19	06	10	00				
Huntingdon (#1 Quarter) .....	880	35	354	50	64	00		*10 00
Huntingville .....	105	52	35	50				
Huntley .....	58	01	16	50				
Huntsville .....	155	69½	30	50				
Huston .....	82	46	43	50	16	00		
Huttonsville (from 1st July, 1873) .....	14	34	7	50				
Hyde Park Corner .....	74	91	37	00				
Ida .....	99	29	39	50				
Ilderton .....	49	12	18	50				
Indiana .....	229	22	84	50				
Indian Cove .....	46	19	22	00				
Indian River (from 1st September, 1873) .....	9	03	5	83				
Ingersoll .....	5,613	54	1,530	00	360	00		240 00
Ingoldsby .....	29	21	11	50				
Inistogs .....	67	92	25	50				
Inkerman .....	172	44	57	00				
Innertip .....	191	78	58	00				
Innisfil .....	39	74	14	00				
Innisville .....	81	07	39	50				
Inverary .....	42	52	42	50				
Inverhuron (closed 31st July, 1873) .....	18	96	6	99				
Invermay .....	273	34	91	50				
Inverness .....	513	05	152	50	80	00		
Iona .....	349	26	134	50				
Iron Hill .....	34	53	12	50				
Ironside .....	61	86	22	50				
Iroquois (#1 Quarter) .....	866	28	337	00	72	00		*10 00
Irvine .....	22	91	10	00				
Island Brook .....	37	08	10	00				
Islay .....	25	02	11	50				
Isle aux Grues .....	27	21	10	50				
Isle Bizard (from 1st January, 1874) .....	6	82	2	50				
Isle Dupas .....	41	42	17	00				

**REPORT No. 3, A.—Detail of Salaries; Allowances for Forward duty; Allowances in aid of Rent, Fuel and Light; and of the Revenue collected at the several Post Offices in Ontario and Quebec, within the Year ended 30th June, 1874.—Continued.**

Name of Post Office.	Gross Revenue.		Salaries.		Forward Allowances.		Allowances towards Rent, Fuel and Light.	
	\$	cts.	\$	cts.	\$	cts.	\$	cts.
Isle Perrot	33	59	12	00				
Isle Verte	325	06	137	50	8	00		
Islington	133	94	44	50				
Ivanhoe	70	79	28	50				
Ivy	95	12	26	50				
Jackson	40	14	14	50				
Janetville	92	33	28	50				
Jarratt's Corners	94	14	33	00				
Jarvis	638	73	168	50				
Jasper	128	04	46	00				
Jersey, River Chaudière	81	07½	24	00				
Jerseyville	153	09	41	00				
Johnson	46	69	16	50				
Johnson's Mills	24	04	12	00				
Johnville	65	07	23	00				
Joliette (#1 Quarter)	1,049	57	343	00	48	00	*10	00
Jonquières	27	17	10	00				
Jordan	309	05	98	50				
Jura	43	40	16	00				
Kaladar	11	18	10	00				
Kamouraska	518	90	166	00				
Kars	101	83	47	50				
Katevale	31	02	10	00				
Kazubazua	101	78	47	00				
Keady	62	39	19	00				
Keenansville	141	92	46	50				
Keene	431	66	104	00				
Keith	21	76	10	00				
Kelso	25	62	10	00				
Kelvin	149	75	45	50				
Kemble (#1 Quarter)	43	03	12	50	*1	00		
Kemptville	1,196	11	364	50	60	00	40	00
Kendal	123	72	37	50				
Kennebec Line	82		10	00				
Kenilworth	82	52	27	00	30	00		
Kenmore	109	10	39	50				
Kent Bridge	111	59	36	00				
Kepler	13	85	10	00				
Kerrwood	172	89	55	00				
Kerry	42	21	14	00				
Kertch	37	50	14	50				
Keswick	177	81	46	50				
Kettleby	194	50	56	00				
Keyser	24	74	13	50				
Kilbride	137	04	49	50				
Kildare	97	20½	40	00				
Kilkenny	35	66½	11	50				
Killarney	42	11	20	50				
Killean	66	56	15	00				
Killerby	18	52	10	00				
Kilmanagh	39	67	16	00				
Kilmarnock	34	67	12	50				
Kilmartin	72	92	23	00				
Kilmaurs	5	91	10	00				
Kileyth	127	89	46	50	12	00		
Kimberley	40	75	10	50				
Kinburn	107	22	39	00				



REPORT NO. 3, A.—Detail of Salaries; Allowances for Forward Duty; Allowances in aid of Rent, Fuel and Light; and of the Revenue Collected at the several Post Offices in Ontario and Quebec, within the Year ended 30th June, 1874.—  
Continued.

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Kincardine.....	2,393 95	617 00	72 00	65 00
King.....	318 33	115 50		
King Creek.....	50 64	14 50		
Kinglake.....	33 04	14 50		
Kings ridge.....	100 73	36 50		
Kingsbury.....	126 60	30 50		
Kingsey.....	48 98	18 50		
Kingsey Falls.....	116 24	18 00		
Kingsford (closed 31st July, 1873).....	3 29	3 33		
Kingston (Salaries and expenses entered elsewhere).....	15,192 50½			
Kingston Mills.....	35 49	12 50		
Kingston Station (from 1st December, 1873).....	27 06	4 50		
Kingsville.....	717 16	185 00	16 00	
Kinkora.....	53 56	20 00		
Kinloss.....	102 53	38 00	16 00	
Kinlough.....	44 40	18 00		
Kinmount.....	152 81	43 00		
Kinnear's Mills.....	111 39	39 00		
Kinsale.....	62 48	29 00		
Kintail.....	55 77	22 00		
Kintore.....	111 70	30 00		
Kippen.....	125 38	44 00		
Kippewa (from 1st July, 1873).....	14 86	5 84		
Kirby.....	81 28	21 50		
Kirkdale.....	39 43	10 00		
Kirkfield.....	182 06	46 00		
Kirkhill.....	65 11	21 50		
Kirk's Ferry.....	24 46	13 50		
Kirkton.....	150 91	44 50		
Kirkwall.....	117 97	39 00		
Klineburg.....	235 93	73 00		
Knappdale.....	10 37	10 00		
Knatchbull.....	24 38	10 00		
Knowlton.....	603 57	191 00		
Knowlton Landing.....	39 99	11 00		
Komoka.....	361 52	126 50		
Kossuth.....	33 46	12 00		
La Baie.....	271 01	91 50		
Labarre.....	93 09	35 00		
La Beauce.....	305 90	140 50	16 00	
L'Acadie.....	107 52	44 00		
Lachensie.....	30 85	15 50		
Lachine.....	490 23½	189 00		
Lachute.....	793 77	226 50	16 00	
Lac Masson.....	28 89	11 00		
Lac Noir.....	2 44	10 00		
Lacolle.....	553 94	180 50		
Lafontaine.....	25 43	10 00		
Laggan.....	128 43	39 50	16 00	
La Guerre.....	42 50	17 50		
Lake Aylmer.....	21 03	10 00		
Lake Beauport.....	18 70	13 00		
Lake Doré.....	11 64	10 00		
Lake Etchemin.....	17 55	10 00		
Lakefield.....	54 38	20 50		
Lakehurst.....	20 36	10 00		
Lakelet.....	96 65	25 50		

REPORT No. 3, A.—Detail of Salaries; Allowances for Forward Duty; Allowances in aid of Rent, Fuel and Light; and of the Revenue collected at the several Post Offices in Ontario and Quebec, within the Year ended 30th June, 1874.—  
*Continued.*

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Lake Megantic .....	53 78	13 50		
Lake Opinicon .....	41 17	11 00		
Lakeside .....	118 93	45 50		
Lake Temiscamingue .....	70 83	20 50		
Lake Weedon .....	33 01	10 00		
L'Amable .....	43 58	13 00		
L'Amaroux .....	62 66½	21 50		
Lambeth .....	193 07	71 00		
Lambton .....	140 23	38 50		
Lambton Mills, late Etobicoke .....	161 54½	31 00		
Lanark .....	565 01	189 50	32 00	
Lancaster .....	158 30	47 00	16 00	
Lang .....	88 75	36 50		
Langevin .....	17 98	10 00		
Langford .....	57 79	22 50		
Langside .....	54 93	20 50		
Langton .....	194 33	42 00		
Laurais .....	139 76	61 00		
Lansdown .....	302 51	90 50		
L'Anse à Giles .....	122 78½	40 00		
L'Anse au Foin .....	23 39	10 00		
L'Anse aux Gascons (from 1st November, 1873) .....	5 05	4 17		
L'Anse St. Jean (from 1st January, 1874) .....	4 50	2 50		
Lansing .....	99 72	39 00		
La Pigeonniers .....	129 06	52 00		
Laprairie .....	515 87	88 00	32 00	
La Présentation .....	61 57	121 50		
Lapum .....	25 16	10 00		
Largie .....	39 06	19 74		
Larochelle .....	25 27	10 00		
Laskay .....	163 38	57 00		
L'Assomption .....	445 08	93 00	60 00	
Laterrière .....	55 63	120 00		
Latimer (from 1st November, 1873) .....	15 03	5 00		
Latona .....	91 67	42 50	16 00	
Laurel .....	45 65	15 00		
Lauzon .....	286 89	62 50		
Laval .....	30 58	110 50		
Lavaltrie .....	81 82	31 00		
Lavant .....	10 45	10 00		
Lavender .....	33 75	10 00		
L'Avenir .....	223 49	75 00		
Lawrenceville .....	170 09	56 00		
Layton (from 1st May, 1873) .....	24 84	9 17		
Leamington .....	590 19	99 50	60 00	
Learned Plain .....	17 34	110 00		
Leaskdale .....	88 62	30 50		
Leclercville .....	106 42	32 00		
Leeds .....	115 95	65 00	32 00	
Leeds Village .....	170 99	53 00		
Lefroy .....	282 13	74 50		
Lester .....	21 31	10 00		
Leith .....	121 95	33 00		
Lemouurier .....	56 62	16 50		
Lemouville .....	56 59	22 50		
Lennox .....	17 56	10 00		

REPORT No. 3, A.—Detail of Salaries; Allowances for Forward duty; Allowances in aid of Rent, Fuel and Light; and of the Revenue collected at the several Post Offices in Ontario and Quebec, within the Year ended 30th June, 1874.—  
*Continued.*

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Lennoxville (# 3 Quarters).....	1,424 97	429 50	90 00	* 35 00
Leopold's Hill .....	25 12	10 00		
L'Espérance .....	88 25	30 50		
Les Eboulements .....	147 37	53 50	8 00	
Les Ecureuils .....	60 22	30 50		
Les Escoumains .....	119 78	27 00		
Leskard .....	136 80	44 00		
Leslie .....	186 68	54 50		
Les Petites Bergeronnes .....	11 71	10 00		
Lévis .....	973 18	413 00		40 00
Lieury .....	68 51	21 50		
Lifford .....	38 60	20 20		
Limehouse .....	120 62	37 50		
Lime Lake .....	34 38	12 00		
Linda .....	17 11	10 00		
Lindsay .....	4,256 43	1,216 00	120 00	180 00
Lineboro' .....	73 29	21 00		
Linton .....	44 31	16 50		
Linwood .....	206 55	54 00		
Lisbon .....	23 47	10 00		
Lisburn .....	23 82	10 00		
L'Islet .....	400 34	128 50		
Listowell .....	1,309 28	431 00	120 00	45 00
Little Britain .....	257 40	70 00		
Little Current .....	147 14	37 50		
Little Rideau .....	63 09	25 00		
Lloydtown .....	248 03	83 50		
Lobo .....	135 95	55 00		
Lochaber Bay .....	10 20	10 00		
Loch Garry .....	49 80	29 00		
Lochiel .....	123 60	39 00		
Lochinvar .....	55 51	20 50		
Locksley .....	12 69	10 00		
Lockton .....	37 24	14 50		
Lockville (from 1st July, 1873) .....	19 60	7 50		
Logierait .....	54 46	16 50		
Lombardy .....	116 01	37 50		
Londesborough .....	219 78	68 50		
London (Salaries and expenses entered elsewhere).....	31,218 57	...		
Long Island Locks .....	46 74	22 00		
Long Lake .....	21 69	10 00		
Long Point .....	51 73	19 50		
Longueuil .....	444 85	139 00		
Longwood .....	332 29	101 50		
Longwood Station .....	79 68	31 00		
Lonsdale .....	158 66	53 50		
Lorette .....	121 79	33 00		
Loretto .....	42 67	18 50	16 00	
L'Orignal .....	657 27	261 50	48 00	
Lorne .....	28 12	10 50		
Lorraine .....	19 01	10 00		
Lotbinière .....	251 38	102 00		
Lotus .....	35 15	11 50		
Loughborough .....	275 05	88 50	24 00	
Louisville .....	119 88	42 00		
Lovat .....	11 22	10 00		
Low .....	72 51	20 00		

REPORT No. 3, A.—Detail of Salaries; Allowances for Forward duty; Allowances in aid of Rent, Fuel and Light; and of the Revenue collected at the several Post Offices in Ontario and Quebec, within the Year ended 30th June, 1874.—  
*Continued.*

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Lowbanks.....	30 31	10 50		
Lower Ireland.....	18 52½	10 00		
Lowville.....	170 84	59 00	16 00	
Lucan.....	754 41	252 00	100 00	40 00
Lucerne.....	7 38	10 00		
Lucknow (*1 Quarter).....	1,021 20	272 00		* 10 00
Lumley.....	43 11	14 50		
Lunenburg.....	136 80½	46 00		
Lurgan.....	21 66	10 00		
Luther.....	192 99	29 00		
Luton.....	76 76	29 00		
Lyn.....	615 91	232 00		
Lynden (no accounts received).....				
Lyndhurst.....	114 00	42 00		
Lynedock.....	305 94	103 00	32 00	
Lynnville.....	55 38	21 00		
Lyons.....	103 54	39 50		
Lyster.....	77 64	37 00		
Lyster Station.....	85 03	15 15		
McDonald's Corners.....	153 33	50 00		
McGillivray.....	192 76	65 00		
McIntyre.....	62 05	19 00		
McKellar.....	77 57	17 00		
Maberly.....	53 13	18 00		
Macbeth (from 1st March, 1874).....	1 75	0 83		
Macnider.....	144 81	46 50		
Macton.....	28 18	15 00		
Macville.....	38 02	16 00		
Maddington.....	7 78	10 00		
Madoc.....	833 01	255 50	60 00	
Magdalen Islands (summer office).....	91 00½	41 00		
Magnetawan.....	65 43	22 00		
Magog.....	495 90	160 00		
Magoon's Point (5 Quarters).....	15 70	12 50		
Magpie (from 1st May to 30th September, 1873).....	11 99	4 17		
Maidstone.....	169 95	63 00		
Maitland.....	288 63	85 50		
Malakoff.....	18 48	10 00		
Malcolm.....	94 75	27 00		
Mallorytown.....	258 68	80 00	16 00	
Malmaison.....	65 33	37 50	16 00	
Malene.....	16 66	10 00		
Malton.....	132 49	61 00		
Malvern.....	109 76	48 50		
Manchester.....	201 65	99 00		
Mandamin.....	163 79	53 50		
Manilla.....	413 82	120 50	72 00	
Manitowaning.....	100 66	28 50		
Mannheim.....	67 02	19 00		
Manotic.....	252 92	83 00		
Mansfield.....	42 24	19 50		
Mansonville-Potton (5 Quarters).....	289 07	74 50		
Maple.....	197 93	66 00		
Maple Grove.....	123 45	41 50		
Maple Hill.....	72 40	24 00		
Maple Leaf.....	24 68	10 00		
Mapleton.....	59 58	24 00		

REPORT No. 3, A.—Detail of Salaries; Allowances for Forward duty; Allowances in aid of Rent, Fuel and Light; and of the Revenue collected at the several Post Offices in Ontario and Quebec, within the Year ended 30th June, 1874.—  
*Continued.*

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Maple Valley .....	56 88	20 00		
Maple Wood (from 1st January, 1874) .....	13 72	2 50		
Mar .....	11 29	10 00		
Marathon .....	25 99	13 50		
Marble Rock .....	24 53	10 00		
Marbleton .....	158 71	55 50		
March .....	42 37	16 00		
Marchmont .....	33 02	12 50		
Marden .....	42 51	19 00		
Maria (no accounts received) .....				
Maritana .....	29 41	10 00		
Markdale .....	520 68	92 00		
Markham .....	904 23	295 50		
Marlbank .....	40 57	11 50		
Marlow .....	19 52	10 00		
Marmion .....	20 87	10 00		
Marmora (* 3 Quarters) .....	414 42	122 00	* 9 00	
Marnoch .....	56 53	17 00		
Marsh Hill .....	16 59	10 00		
Marshville .....	144 59	55 00		
Marston .....	11 47	10 00		
Marsville .....	77 03	35 45		
Martintown .....	387 99	142 00		
Martinville .....	65 27	24 50		
Marysville .....	127 91	48 50		
Mascouche .....	119 12	44 42		
Mascouche Rapids .....	68 49	47 50		
Masham Mills .....	45 17	12 50		
Maskinongé .....	81 41	38 00	20 00	
Masonville (from 1st Febuary, 1874) .....	3 17	1 67		
Massawippi .....	224 22	77 00		
Massie .....	49 22	13 50		
Matane (* 5 Quarters) .....	246 48	80 00	* 50 00	
Matapédia .....	372 60	105 50	80 00	
Matawatchan .....	26 29	10 00		
Mattlock .....	21 58	10 00		
Mattawa .....	215 12	73 00		
Mawcook .....	74 38	19 00		
Maxwell .....	238 10	82 00		
Mayfair .....	52 80	20 00		
Mayfield .....	47 56	20 00		
Maynard (re-opened 1st May, 1873) .....	8 14	9 17		
Maynooth .....	63 70	24 00		
Mayo .....	10 99	10 00		
Meadowvale .....	202 83	63 00		
Meaford .....	1,865 59	434 00	32 00	45 00
Medina .....	36 11	17 50		
Medonte .....	35 75	14 50		
Melancthon .....	72 37	20 50		
Melbourne .....	774 21	309 00	60 00	
Melbourne Ridge .....	100 32	49 50		
Melissa (from 1st September, 1873) .....	11 43	11 33		
Melocheville .....	67 38	25 50		
Melrose .....	85 37	29 00		
Melville .....	39 03	13 50		
Menie .....	99 19	37 00		
Merivale .....	33 87	13 00		

REPORT NO. 3, A.—Detail of Salaries; Allowances for Forward duty; Allowances in aid of Rent, Fuel and Light; and of the Revenue Collected at the several Post Offices in Ontario and Quebec, within the Year ended 30th June, 1874.—  
*Continued.*

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Merlin.....	66 68	20 00		
Merrickville.....	874 07	344 50		
Meriton (6 Quarters).....	639 37	149 50		
Metabehouan (* including arrears).....	48 64	* 23 50		
Méthot's Mills.....	68 18	31 00	16 00	
Métis.....	275 27	130 50	48 00	
Metz.....	12 33	10 00		
Meyersburg.....	29 37	11 50		
Michael's Bay.....	22 58	10 00		
Michipicoton River.....	24 16	11 00		
Middleville.....	159 18	49 50		
Midhurst.....	49 14	18 50		
Midland (* including arrears).....	140 61½	* 46 32		
Mildmay.....	435 17	97 00		
Mile End.....	103 09	60 08		
Milford.....	308 88	94 50		
Millbank.....	292 16	67 50		
Mill Bridge.....	72 42	28 50		
Mill Brook (* including arrears; + 1 Quarter).....	1,211 25	324 00	* 70 85	+ 10 00
Mille Isles.....	32 29	10 50		
Mille Roches (* including arrears).....	356 06	109 00	* 63 00	
Mille Vaches.....	14 50	10 00		
Millfield.....	13 15	10 00		
Mill Grove.....	61 77	23 50		
Mill Haven.....	83 65	30 00		
Milliken.....	31 90	17 50		
Mill Point.....	718 21	* 208 00		
Milnesville.....	31 03	18 00		
Milton, East.....	138 40	40 50		
Milton, West.....	1,303 71	390 50		40 00
Milverton.....	243 36	49 00		
Mimico.....	51 11	25 00		
Mimosa.....	99 33	30 00		
Minden.....	319 51	137 00		
Minesing.....	86 14	27 00		
Mingan (3 Quarters).....	5 05	7 50		
Miranda.....	5 57	10 00		
Mitchell.....	2,549 46	559 00	60 00	90 00
Mitchell's Bay.....	20 71	10 00		
Moe's River.....	73 84	25 50		
Moffat.....	47 48	18 00		
Mohawk.....	242 31	101 50		
Mohr's Corners (late Hubbell's Falls, 13 Quarters; * discontinued).....	203 80	67 50	* 88 00	
Moira.....	67 09	22 00		
Moisc (stamps sold).....	3 20			
Molesworth (* including arrears).....	101 10	* 37 50		
Monck.....	13 54½	10 00		
Monckland.....	57 22	24 00		
Moneymore.....	8 49	10 00		
Mongenais.....	35 19	12 00		
Mongolia.....	65 18	19 50		
Monkton.....	237 78	86 50		
Mono Centre.....	42 19	14 00		
Mono Mills.....	239 31	92 50	17 00	
Mono Road Station (* including arrears).....	108 52	* 47 47		
Montague.....	18 94½	10 00		

REPORT No. 3, A.—Detail of Salaries; Allowances for Forward duty; Allowances in aid of Rent, Fuel and Light; and of the Revenue collected at the several Post Offices in Ontario and Quebec, within the Year ended 30th June, 1874.—  
Continued.

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Monteagle Valley (from 1st August, 1873)	17 67	6 67		
Montcalm	34 14	13 00		
Monte Bello	243 06	70 00		
Mont Elie (late St. Elie)	23 45	10 00		
Mount Louis	38 26	21 00		
Montmagay	870 68	235 50	40 00	
Montmorency Falls	85 20	32 15		
Montmoulin	8 12	10 00		
Montreal (Salaries and expenses entered elsewhere)	170,170 38			
Montrose	38 59	14 50		
Mont St. Hilaire	46 34	20 50		
Moore	492 10	142 50		
Moorefield	204 72	71 71		
Moore's Station	30 26	13 50		
Moose Creek	82 93	28 00		
Moray	56 10	22 50		
Moorewood	71 51	28 50		
Morganstown	75 78	21 50		
Morley	21 18	10 00		
Morningdale Mills	36 96	14 50		
Morpeth	701 78	225 00	16 00	
Morrisbank	73 41	22 50	16 00	
Morrisburg	1,602 24	500 00	48 00	60 00
Morrison	177 31	72 50		
Morton	107 63	40 00		
Morven	40 73	19 00		
Moscow	50 55	18 50		
Mosley	55 12	22 50		
Motherwell	67 22	25 50		
Mountain Grove	32 45	12 50		
Mountain View	52 57	19 00		
Mount Albert	198 36	74 50		
Mount Albion	35 87	17 50		
Mount Brydges	359 08	131 00	60 00	
Mount Carmel	30 52	11 00		
Mount Charles	63 35	22 50		
Mount Elgin	256 61	84 00		
Mount Forest (*including arrears)	1,790 28	504 00	* 110 00	60 00
Mount Healy	78 20	27 00		
Mount Horeb	32 55	10 50		
Mount Hurst	48 03	19 00		
Mount Johnson	91 48	30 50		
Moutjoy	104 08	40 00		
Mount Loyal	3 63	10 00		
Mount Oscar (3 Quarters)	22 08	7 50		
Mount Pleasant	124 65	44 00		
Mount St. Louis	47 97	14 50		
Mount St. Patrick	34 58	14 00		
Mount Salem	58 94	20 50		
Mountsberg	49 27	20 00		
Mount Vernon	175 83	62 00		
Mount Wolfe	15 25	10 00		
Muir (from 1st January, 1874)	73 54	29 00		
Mulgrave	9 01	10 00		
Mulmur	57 51	18 00		
Muncey	38 76	15 00		
Munroe's Mills (from 1st February, 1874)	5 15	1 67		

REPORT No. 3, A.—Detail of Salaries; Allowances for Forward duty; Allowances in aid of Rent, Fuel and Light; and of the Revenue collected at the several Post Offices in Ontario and Quebec, within the Year ended 30th June, 1874.—  
*Continued.*

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Munster .....	55 64	22 00		
Murray .....	118 48	36 50		
Murray Bay .....	525 48	197 50	48 00	
Murvale .....	69 14	28 00		
Muskoka Falls .....	82 93	38 00	16 00	
Musselburg .....	31 34	11 50		
Myrehall .....	14 12	10 00		
Myrtle .....	97 03	30 50		
Mystic .....	85 45	23 00		
Nairn .....	138 78	59 00		
Nanticoke .....	188 20	54 50		
Napanee .....	4,529 95	1,166 00	160 00	180 00
Napanee Mills .....	58 30	20 00		
Napier .....	209 58	74 00		
Napterville .....	372 57	128 00		
Napperton .....	39 06	11 00		
Nassagiweya .....	178 46	55 00		
Navan .....	27 05	10 50		
Neigette .....	50 91	40 50		
Nelson .....	151 04	52 00	16 00	
Nenagh .....	57 99	11 50		
Netherby .....	75 14	24 50		
Neustadt .....	372 55	118 00		
Nevis .....	45 16	18 50		
New Aberdeen .....	74 97½	28 50		
Newark .....	51 41	19 00		
Newbliss .....	18 18	10 00		
Newborough .....	508 28	152 50		
Newboyne .....	32 94	12 00		
Newbridge .....	77 94	30 00		
Newburgh .....	431 81	202 00		
Newbury .....	614 33	209 50	80 00	
New Carlisle .....	340 84	92 50		
Newcastle .....	1,471 60	498 50	24 00	60 00
Newcombe .....	22 69	10 25		
New Dublin .....	28 51	10 00		
New Dundee .....	280 33	102 50		
New Durham .....	149 48	54 00		
New Edinburgh .....	411 16	151 50		
New Glasgow .....	142 52	44 50		
New Hamburg .....	944 15	277 00	24 00	
Newington .....	152 34	41 00		
New Ireland .....	21 17	10 00		
New Liverpool .....	622 68	207 00		
New Lowell .....	324 01	88 50		
New Market .....	2,176 09	552 50	72 00	80 00
Newport, East .....	31 06	11 00		
Newport, West .....	22 80	14 50		
Newport Point .....	10 64	12 50		
New Richmond (5 Quarters) .....	199 82	104 00	62 50	
New Ross .....	12 42	10 00		
Newry .....	175 67	65 00		
New Sarum .....	88 17	34 50	16 00	
Newton Brook .....	139 37	54 50		
Newton Robinson .....	124 11	41 00		
Niagara .....	1,460 05	433 50	72 00	120 00
Nipigon .....	702 18	233 00	10 00	



REPORT No. 3, A.—Detail of Salaries; Allowances for Forward duty; Allowances in aid of Rent, Fuel and Light; and of the Revenue collected at the several Post Offices in Ontario and Quebec, within the Year ended 30th June, 1874.—  
Continued.

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Nicolston .....	72 78	24 00		
Nile .....	83 11	31 50		
Nilestown .....	161 46½	64 00		
Nipissingan .....	4 20	10 00		
Nissouri (5 Quarters) .....	46 71	24 00		
Nithburg .....	22 79	10 00		
Nobleton .....	208 05	70 50		
Norham .....	117 93	46 50		
Norland .....	86 19	29 50	16 00	
Normandale .....	44 90	18 50		
Normanton .....	1,038 68	242 50		
North Augusta .....	244 23	85 00		
North Bristol .....	71 67	16 50		
North Bruce .....	83 00	25 00		
North Douro .....	641 23	178 00		
Northfield .....	27 58	10 50		
North Georgetown .....	80 56	29 50		
North Glanford .....	49 75	18 00		
North Gower .....	209 18	70 00		
North Ham .....	68 33	19 00		
North Hatley .....	196 90	69 00		
North Keppel .....	64 52	23 50		
North Lancaster .....	117 01	46 00		
North Mountain .....	34 30	16 00		
North Nation Mills .....	153 55	50 50		
North Onslow .....	58 21	14 50		
North Pelham .....	31 33	19 00		
North Pinnacle .....	18 74	10 00		
North Port .....	193 50	43 50		
North Ridge .....	160 61	42 50		
North Seneca .....	43 80	18 50	6 00	
North Stanbridge .....	26 70	10 00		
North Stoke .....	6 95	10 00		
North Stukely (5 Quarters) .....	92 65	32 50		
North Sutton .....	26 31	17 00		
North Wakefield .....	142 91	65 00		
North Williamsburg .....	168 30	54 50		
North Winchester .....	39 42	13 00		
Norton Creek .....	95 29	41 00		
Norval .....	262 03	80 00		
Norway .....	94 28	19 50		
Norwich (* including arrears) .....	962 75½	* 427 00	16 00	* 70 00
Norwood .....	676 40	196 00	48 00	
Notfield .....	187 57	56 50		
Nôtre Dame du Portage .....	68 36	21 00		
Nottawa .....	255 11	88 00		
Nouvelle .....	3 50	24 00		
Noyan .....	33 67	12 50		
Nutt's Corners .....	13 90	10 00		
Oak Hill .....	10 20	10 00		
Oakland .....	157 33	62 50	72 00	
Oak Ridges .....	78 20	34 50		
Oakville .....	1,520 82	444 50	32 00	60 00
Oakwood .....	294 37	107 50	16 00	
Ohan .....	45 25	17 50		
Odeaga .....	90 70	118 50	72 00	
Oda .....	104 40	83 50		

REPORT No. 3, A.—Detail of Salaries; Allowances for Forward duty; Allowances in aid of Rent, Fuel and Light; and of the Revenue collected at the several Post Offices in Ontario and Quebec, within the Year ended 30th June, 1874.—  
*Continued.*

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Ohsweken (from 1st June, 1873).....	38 23	13 72		
Oil City (from 1st March, 1874).....	0 09	1 38		
Oil Springs.....	366 08	124 00		
Oka.....	60 82	17 50		
Old Montrose.....	3 25	10 00		
Olinda.....	157 07	29 50		
Omagh.....	72 07	24 00		
Omeme.....	636 10	219 50	16 00	
Ompah.....	30 95	12 00		
Oneida.....	100 14	31 50		
Ongley.....	17 12	10 00		
Onondaga.....	172 63	64 00		
Onslow.....	362 02	114 50		
Orangeville.....	1,841 78	507 00	72 00	65 00
Orchard.....	134 27	46 00	12 00	
Orillia.....	3,595 44	906 50	80 00	160 00
Orleans.....	48 15	14 50		
Ormond.....	65 36½	22 50		
Ornstown.....	406 53½	135 00		
Orono.....	627 67	187 00		
Orwell.....	209 31½	79 00		
Osaca.....	26 60	10 00		
Osceola.....	83 87	24 50		
Osgoode.....	327 65	109 00		
Oshawa.....	4,736 93	1,154 00	80 00	180 00
Osprings.....	61 89	23 00		
Ossian.....	21 16	10 00		
Ottawa (Salaries and expenses entered elsewhere).....	36,814 91			
Otter Lake.....	112 31	30 00		
Otterville.....	551 19	172 50		
Oungah.....	35 91	13 00		
Oustic.....	84 30	24 00		
Outram.....	27 91	11 00		
Overton.....	10 54	10 00		
Owen Sound.....	3,447 99	968 50	160 00	130 00
Oxenden.....	75 14	31 00		
Oxford Centre.....	48 85	13 00		
Oxford Mills.....	208 36	75 50		
Oxford Station.....	56 40	23 50		
Oxley.....	125 04	37 50		
Oznabrock Centre.....	87 67	34 50		
Painswick.....	59 92	12 50		
Paisley.....	1,693 10	361 00		55 00
Pakenham.....	888 15	269 50	98 00	
Palermo.....	192 85	81 50	16 00	
Palgrave.....	13 12	10 00		
Palmer Rapids.....	28 97	13 50		
Palmerston (late Dryden).....	448 27	107 50		
Panmure.....	43 07	14 50		
Papineauville.....	221 22	113 00		
Paquette.....	81 03	13 00		
Parham.....	87 35	22 50		
Paris.....	2,448 33	597 00		160 00
Paris Station.....	485 71	187 00	24 00	
Parker.....	99 38	24 00		
Park Head.....	19 64	10 00		
Park Hill (#5 Quarters).....	1,639 51	374 50	* 100 00	40 00

REPORT No. 3, A.—Detail of Salaries; Allowances for Forward duty; Allowances in aid of Rent, Fuel and Light; and of the Revenue collected at the several Post Offices in Ontario and Quebec, within the Year ended 30th June, 1874.  
—Continued.

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Parkhurst (no accounts received).....				
Parma.....	35 60	15 50		
Parry Sound.....	503 65	108 50		
Paspébiac.....	428 58	138 00		
Patterson.....	267 97	94 50		
Paudash.....	13 78	10 00		
Peabody.....	29 01	10 00		
Pearceton.....	24 81	10 00		
Peepabun.....	28 04	10 00		
Pefferlaw.....	53 31	16 00		
Pelham Union (from 1st July, 1873).....	8 06	7 50		
Pembroke (* including arrears).....	2,947 43½	700 50	* 132 00	90 00
Pendleton.....	110 79	31 50		
Penetanguishene (* 3 Quarters).....	552 08	225 00	* 24 00	
Peninsula-Gaspé.....	24 65	10 50		
Pentland.....	26 23	10 00		
Penville.....	59 65	21 50		
Percé.....	335 34	142 50	24 00	
Perch Station.....	43 12	11 00		
Perkins.....	12 56	10 00		
Perm.....	22 55	10 00		
Perretton.....	31 98	10 50		
Perryboro'.....	20 48	10 00		
Perrytown.....	61 70	39 50		
Perth.....	3,041 78	840 50	120 00	130 00
Petawawa.....	39 65	14 50		
Peterborough.....	6,898 32	1,500 00	200 00	240 00
Petersburg.....	127 25	42 50	32 00	
Peterson.....	5 75	10 00		
Petersville, Sub. (3 Qrs., Revenue included in London).....		7 50		
Petherton.....	86 83	30 00		
Petit Métis.....	81 04	28 00		
Petrolea.....	2,925 96	752 50		160 00
Petworth.....	36 58	15 50		
Peveril (2 Quarters).....	30 89	11 00		
Phelpston.....	37 22	11 00		
Philipsburg, East.....	268 89	97 00		
Philipsburg, West.....	78 76	38 00		
Philpstown.....	26 49	12 08		
Phillipville.....	121 82	38 50		
Pickering.....	400 46	135 50		
Pictou.....	2,926 53	810 50	43 00	120 00
Pierreville.....	216 73	72 00		
Pierreville Mills.....	92 27	33 50		
Pigeon Hill.....	89 51	34 50		
Pike River.....	134 05	44 00		
Pinedale.....	43 79	11 00		
Pine Grove.....	160 92	65 50		
Pine Orchard.....	70 44½	27 50		
Pine River.....	90 83	35 50		
Pinkerton.....	140 71	32 00		
Piopolis.....	26 32	10 00		
Pittsferry.....	22 23	10 00		
Pittston.....	23 23	10 00		
Plainfield.....	88 43	31 50		
Plantagenet.....	269 54	114 30		
Plattville.....	410 71	120 00		

REPORT No. 3, A.—Detail of Salaries; Allowances for Forward duty; Allowances in aid of Rent, Fuel and Light; and of the Revenue collected at the several Post Offices in Ontario and Quebec, within the Year ended 30th June, 1874.—*Continued.*

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Playfair .....	39 11	14 00		
Pleasant Hill .....	162 81	49 50		
Plum Hollow .....	35 34	14 50		
Point Alexander .....	37 33	13 50		
Pointe au Bouleau .....	7 55	10 00		
Pointe aux Pins .....	17 68	10 00		
Pointe aux Trembles, Hochelaga .....	85 14	52 00		
Pointe aux Trembles, Portneuf .....	122 16	65 50	24 00	
Pointe du Lac .....	70 12	24 50		
Point Edward .....	529 17	219 00		
Point Fortune .....	268 35	77 00		
Point Kaye .....	19 05	10 00		
Point Petre .....	7 20	10 00		
Pointe Platon (summer office) .....	1 47	0 83		
Point St. Charles .....	1,050 43	310 00		
Point St. Peter .....	187 08	58 00		
Point Traverse .....	23 88	10 00		
Poland (from 1st October, 1873) .....	6 84	5 00		
Pomona (closed 30th November, 1873) .....	12 24	6 66		
Ponsonby .....	86 86	31 50		
Pont Chateau .....	34 27	12 00		
Pont de Maskinongé .....	172 60	81 00		
Pont Rouge .....	62 50	15 50		
Poole .....	76 27	24 00		
Portage du Fort (* including arrears) .....	515 31	222 50	* 115 00	
Port Albert .....	106 94	33 00		
Port au Persil .....	17 89	10 00		
Port Bruce .....	49 75	24 00		
Port Burwell .....	738 88	319 50	72 00	
Port Carling .....	178 84	63 00		
Port Colborne .....	1,439 87	365 50	60 00	40 00
Port Credit .....	126 63	37 00		
Port Dalhousie .....	635 15	227 50		
Port Daniel .....	78 44	41 00		
Port Dover .....	999 04	342 50	60 00	40 00
Port Elmslev .....	65 23	22 50		
Porter's Hill .....	70 89	23 00		
Port Frank (from 1st October, 1873) .....	17 92	6 50		
Port Grauby .....	59 30	23 00		
Port Hoover .....	14 26	10 00		
Port Hope .....	6,394 07	1,487 00	200 00	220 00
Port Lambton .....	276 70	61 00		
Portland .....	109 79	37 00		
Port Lewis .....	41 69	15 00		
Port Maitland .....	86 60	24 00		
Port Nelson .....	80 37	30 00		
Portneuf .....	205 29	94 50	16 00	
Port Perry (*1 Quarter) .....	1,601 64	454 50	* 6 00	45 00
Port Robinson .....	471 03	186 00	96 00	
Port Rowan .....	700 73	233 00		
Port Royal .....	122 88	35 50		
Port Ryerse .....	227 46	64 00		
Portsmouth .....	164 27	66 00		
Port Stanley .....	679 29	214 00		
Port Sydney (late Mary Lake) .....	29 14	31 50		
Port Union .....	92 31	32 00		

REPORT No. 3, A.—Detail of Salaries; Allowances for Forward duty; Allowances in aid of Rent, Fuel and Light; and of the Revenue collected at the several Post Offices in Ontario and Quebec, within the Year ended 30th June, 1874.—  
Continued.

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Powell.....	12 02	10 00		
Powerscourt.....	40 47	18 00		
Prescott.....	3,091 48	839 00	360 00	200 00
Preston.....	778 42	251 50	36 00	10 00
Priceville.....	344 02	97 00		
Primrose.....	82 57	18 00		
Prince Albert.....	308 41	161 00		
Princeton.....	521 03	182 50		
Prinyer (from 1st October, 1873) ..	18 08	5 50		
Prospect.....	45 45	16 00		
Purdy.....	12 15	10 00		
Purpleville.....	51 41	14 50		
Puslinch (* 1 Quarter) ..	93 50	32 50	* 2 00	
Putnam.....	92 31	37 50		
Quebec (Salaries and expenses entered elsewhere)....	47,140 80			
Queensborough.....	66 38	28 00		
Queenston.....	214 88	88 50		
Queensville.....	237 35	74 00	10 00	
Radstock.....	31 91	10 50		
Raglan.....	128 90	47 50		
Railton.....	28 92	14 00		
Rainham.....	96 02	28 50	8 00	
Rainham Centre.....	96 30	32 00		
Rama.....	57 52	22 00		
Ramsay's Corners (late Taylorholme) ..	13 20	7 50		
Randwick (from 1st January, 1874) ..	6 92	2 50		
Ranelagh.....	40 64	18 50		
Rankin.....	30 67½	10 00		
Rapides des Joachims.....	256 16	120 00		
Rathburn.....	26 65	10 00		
Ratho.....	148 53	53 50		
Ravenna.....	87 01	27 00		
Ravenscliffe.....	10 34	10 00		
Ravenshoe.....	69 93½	21 00		
Ravenswood.....	88 14	26 00		
Rawdon.....	198 29	68 00		
Raymond.....	30 99	15 00		
Reaboro.....	54 67	12 00		
Read.....	77 79	30 00		
Reading.....	71 16	58 00		
Rednersville.....	114 65	42 00		
Red Rocks.....	76 73	15 50		
Reedsdale.....	30 60	10 00		
Relessey.....	36 93	12 00		
Renforth.....	42 03	12 00		
Renfrew.....	1,677 31	466 00	180 00	60 00
Renton.....	50 00	12 00		
Repentigny.....	100 82	35 00		
Riceburg.....	105 51	38 00		
Riceville.....	79 25	36 00	12 00	
Richby (closed 30th June, 1873) ..	6 21	2 00		
Richmond, East (* 1 Quarter) ..	1,063 91	294 50	32 00	* 10 00
Richmond, West.....	265 58	102 50		
Richmond Hill.....	514 80	234 50		
Richmond Station.....	300 55	87 50		
Richview.....	19 13	17 50		
Richwood.....	170 61	60 50		

REPORT NO. 3, A.—Detail of Salaries; Allowances for Forward duty; Allowance in aid of Rent, Fuel and Light; and of the Revenue collected at the several Post Offices in Ontario and Québec, within the Year ended 30th June, 1874.—  
*Continued.*

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Ridgetown .....	755 93	173 00		
Ridgeville .....	121 38	46 00		
Ridgeway, (late Point Abino) .....	118 37	154 50	32 00	
Rigaud .....	517 42	129 00		
Rimington .....	16 93	10 00		
Rimouski .....	1,217 06½	357 99		40 00
Ringwood .....	143 76	58 00		
Ripley .....	63 23	11 00		
River Beaudette .....	157 36	49 50		
River David .....	268 29	90 50		
River Désert .....	166 89	64 50		
River Gilbert .....	29 35	22 50		
Riversdale .....	184 30	58 00		
Riverstown .....	83 50	24 00		
Rivière aux Vaches .....	21 24	10 00		
Rivière Bois Clair (5 Quarters) .....	74 38	25 50		
Rivière des Prairies .....	28 35	15 50		
Rivière du Loup (en bas) .....	946 11	341 00	99 00	40 00
Rivière du Loup (en haut) .....	547 93	186 00	72 00	
Rivière la Madeleine (* including arrears) .....	106 29	* 37 45		
Rivière Ouelle .....	290 92	72 00		
Rivière Raisin .....	723 13	280 00	168 00	
Rivière Trois Pistoles .....	91 69	71 50		
Roach's Point .....	94 01	41 50		
Roberval .....	80 59	29 50		
Robinson .....	323 34	131 00	40 00	
Roblin .....	72 90	22 50		
Rob Roy .....	16 10	10 00		
Rochelle .....	74 11	21 00		
Rochester .....	365 85	88 00		
Rochesterville (* including arrears) .....	203 78	* 85 42		
Rockburn .....	89 86	43 50		
Rockford .....	73 72	25 00		
Rock Forest .....	33 85	11 00		
Rockingham .....	106 40	34 50	36 00	
Rock Island .....	394 01	125 00		
Rockland .....	198 40	37 00		
Rockport .....	41 99	11 50		
Rockside .....	41 30	11 00		
Rockton .....	121 23	46 00	16 00	
Rock Village .....	39 46	10 00		
Rockwood .....	562 78	180 00		
Rodney .....	85 72	16 50		
Roebuck .....	25 80	10 00		
Roger ille .....	234 24	81 50	16 00	
Rokeb .....	17 99	10 00		
Romney .....	52 93	21 00		
Ronaldsay .....	59 00½	25 00		
Rondeau .....	875 56	218 50	60 00	
Rondeau Harbor .....	73 31	19 50		
Ronson .....	75 79	12 00		
Rosa .....	25 35	12 00		
Rosebank (8 quarters) .....	40 84	20 00		
Rosedale .....	51 41	21 00		
Rosedene .....	48 00	12 50		
Rosehall .....	52 58	13 00		
Rosemont .....	322 19	84 50		

REPORT No. 3, A.—Detail of Salaries; Allowances for Forward duty; Allowances in aid of Rent, Fuel and Light; and of the Revenue collected at the several Post Offices in Ontario and Quebec, within the Year ended 30th June, 1874.—  
*Continued.*

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Roseneath.....	124 76	39 00		
Rosetta.....	17 27	10 00		
Roseville.....	83 79	29 00		
Roslin.....	129 17	46 50		
Ross (3 Quarters).....	32 91	13 00	* 24 00	
Rousseau.....	191 79	36 00	40 00	
Rothsay.....	278 73	86 00		
Rouge Hill.....	6 81	10 00		
Rougemont.....	88 06	33 50		
Round Lake (from 1st September, 1873).....	3 00	5 83		
Round Plains.....	40 22	15 00		
Rowanton.....	171 65	46 50		
Roxham.....	13 62	10 00		
Roxton Falls.....	346 70	113 50		
Roxton Pond.....	111 42	28 00		
Rugby.....	75 84	32 00	16 00	
Ruisseau des Chênes.....	50 39	19 50		
Runnymede.....	20 92	10 00		
Rupert.....	32 41	10 50		
Russeldale (from 1st March, 1874).....	2 46	1 42		
Russell (#1 Quarter).....	189 05	77 00	* 6 00	
Russelltown.....	76 11	27 00		
Rutherford.....	26 92	10 00		
Ruthven.....	187 23	57 50	12 00	
Ryckman's Corners.....	54 37	27 50		
Ryegate.....	65 76	19 50		
Ryistone.....	21 71½	10 00		
St. Adèle.....	59 37	22 50		
St. Agatha.....	116 27	42 00		
St. Agathe.....	146 17	41 00		
St. Agnès.....	30 17	11 50		
St. Agnès de Dundee (from 1st July, 1873).....	20 61	7 50		
St. Aimé.....	159 37	52 00		
St. Alban.....	77 79	27 50		
St. Albert.....	10 17	10 00		
St. Alexandre de Kamouraska.....	105 80	32 50		
St. Alexandre d'Iberville.....	180 31	67 00		
St. Alexis.....	68 81	21 50		
St. Alphonse.....	78 20	31 00		
St. Anaclet.....	29 00	10 00		
St. André.....	106 66	35 00		
St. André Avelin.....	128 00	44 00		
St. Andrews, East.....	718 63	230 00	16 00	
St. Andrews, West.....	94 34	45 00		
St. Angèle de Monnoir.....	62 42	18 00		
St. Angèle de Laval.....	77 02	16 00		
St. Anicet.....	159 70	63 00		
St. Anne Bout de l'Isle.....	176 82	64 00		
St. Anne de Beaupré, (a sub-office to 31st December, 1873).....	23 57	25 57		
St. Anne de la Pérade.....	319 78	124 00	48 00	
St. Anne des Monts (* including arrears).....	111 82	33 50	* 63 00	
St. Anne des Plains.....	103 48	33 50		
St. Anne la Pocatière.....	502 60	256 00	40 00	
St. Ann's.....	113 34	40 00		
St. Anselme.....	149 27½	49 00		
St. Antoine, Lotbinière.....	74 69	30 50		

REPORT No. 3, A.—Detail of Salaries; Allowances for Forward duty; Allowances in aid of Rent, Fuel and Light; and of the Revenue collected at the several Post Offices in Ontario and Quebec, within the Year ended 30th June, 1874.—  
*Continued.*

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
St. Antoine, River Richelieu .....	137 25	40 00		
St. Antonin .....	27 96	13 50		
St. Appollinaire .....	42 00	20 00		
St. Armand Centre .....	31 63	10 50		
St. Armand Station .....	208 62	76 50	72 00	
St. Arsène .....	109 48	42 50		
St. Athanase .....	359 77	130 50		
St. Aubert .....	69 50	23 50	8 00	
St. Augustin, Portneuf .....	57 69	21 00	16 00	
St. Augustin, Two Mountains .....	84 66	35 00		
St. Barnabé, River Yamaska .....	100 00	31 50		
St. Barnabé, St. Maurice .....	72 71	23 00		
St. Barthélemi .....	157 16	67 50		
St. Bazile .....	68 51	20 00		
St. Bazile le Grand .....	52 77	12 00		
Ste. Beatrix .....	24 37	10 50		
St. Benoit .....	101 21	51 50		
St. Bernard .....	71 26	17 50		
St. Bonaventure .....	67 98	26 50		
Ste. Brigitte .....	141 37	45 50		
St. Brigitte des Saults .....	27 89	10 00		
St. Bruno .....	80 55	35 50		
St. Camille .....	99 82	23 00		
St. Canute .....	22 25	11 50		
St. Casimir .....	168 31	47 00		
St. Catherine's, East .....	66 65	23 00		
St. Catherine's, West .....	12,045 49	2,520 00	96 00	400 00
St. Célestin .....	130 89	40 50		
St. Césaire .....	582 26	200 50		
St. Charles de Stanbridge .....	47 68	14 50		
St. Charles, River Boyer .....	128 20	50 50		
St. Charles, River Richelieu .....	172 77	80 50		
St. Christophe d'Arthabaska .....	779 30	279 50		
Ste. Claire .....	96 09	39 00	12 00	
St. Clements .....	75 04	34 50		
St. Clot .....	73 86	26 50		
Ste. Clothilde .....	27 27	10 50		
St. Columbin .....	55 36	26 00		
St. Côme .....	9 39	10 00		
St. Constant .....	88 99	35 00		
Ste. Croix .....	167 97	70 00		
St. Cuthbert (* including arrears) .....	186 89	* 59 00		
St. Cyriac .....	13 62	10 00		
St. Cyrille .....	49 03	15 50		
St. Damase .....	147 56	53 00		
St. Damien de Brandon .....	40 73	10 00		
St. David's .....	123 44	54 00		
St. Denis de la Boutellerie .....	90 22	33 50		
St. Denis, River Richelieu .....	244 25½	108 00	16 00	
St. Didace .....	65 66	24 00		
St. Dominique .....	127 49	40 00		
St. Dominique des Cedres .....	14 80	10 00		
Ste. Dorothee .....	21 74	10 00		
St. Edouard .....	92 03	32 00		
St. Edwidge .....	45 89	10 50		
St. Elie (from 1st July, 1873) .....	9 79	7 50		
Ste. Elizabeth .....	147 32	48 50		



REPORT No. 3, A.—Detail of Salaries; Allowances for Forward duty; Allowances in aid of Rent, Fuel and Light; and of the Revenue collected at the several Post Offices in Ontario and Quebec, within the Year ended 30<sup>th</sup> June, 1874.—  
Continued.

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
St. Eloi	38 26	14 50		
St. Elzéar	77 29	20 50		
St. Emélie de l'Energie	14 26	10 00		
St. Ephrem de Tring	52 84	18 50		
St. Ephrem d'Upton	288 96	107 00	32 00	
St. Esprit	86 27	32 00		
St. Etienne de Beauharnois	60 46	24 00		
St. Etienne de Bolton	37 06	12 50		
St. Etienne des Grés	95 56	29 00		
St. Eugène	227 53	75 50		
St. Eustache	359 96	160 00	16 00	
St. Evariste de Forsyth	44 47	18 50		
St. Fabien	101 89	45 50		
St. Famille	31 55	12 50		
St. Félicité (no accounts received)				
St. Félix de Valois	103 63	30 50		
St. Ferdinand	244 93	77 50		
St. Fidèle	36 65	10 50		
St. Flavie (* including arrears)	163 01	83 50	* 157 50	
St. Flavien	43 75	16 50		
St. Flore (no accounts received)				
St. Foy	63 41	22 00		
St. François, Beauce	202 47	88 50	16 00	
St. François de Sales	41 62	10 00		
St. François d'Orleans	24 44	10 00		
St. François du Lac	214 99	73 00		
St. François	6 49	10 00		
St. François, Montmagny	136 36	46 00		
St. Frédéric	44 53	10 00		
St. Gabriel de Brandon	239 34	68 50		
St. Geneviève	129 96	42 50		
St. George, Beauce	102 76	36 00		
St. George, Brant	469 18	135 00		
St. George de Windsor	59 90	20 50		
St. Germain de Grantham	186 13	50 50		
St. Gertrude	78 68	25 00		
St. Gervais	203 66	57 00		
St. Gilles	43 38	26 50	24 00	
St. Grégoire	284 47	94 00	32 00	
St. Guillaume d'Upton	261 66	78 00		
St. Hélène	92 05	28 00		
St. Hélène de Bagot	67 98	24 00		
St. Helen's	200 17	57 00		
St. Hénédine	96 79	26 00	12 00	
St. Henri	176 30	66 50	120 00	
St. Henri Station	41 47	11 00		
St. Hermas	116 68	40 00		
St. Herménégilde	9 43	10 00		
St. Hilaire Station	321 99	46 50	250 00	
St. Hilaire Village	120 04	42 50		
St. Hippolyte de Kilkenny	20 00	10 00		
St. Honoré	27 82	10 00		
St. Hubert	152 22	53 50		
St. Hugues	282 26	92 50	48 00	
St. Hyacinthe	2,609 13	699 50	120 00	90 00
St. Irénée	46 94	17 00		

REPORT No. 3, A.—Detail of Salaries; Allowances for Forward duty; Allowances in aid of Rent, Fuel and Light; and of the Revenue collected at the several Post Offices in Ontario and Quebec, within the Year ended 30th June, 1874.—  
*Continued.*

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
St. Isidore, Dorchester .....	120 57	47 00		
St. Isidore, Laprairie .....	105 20	38 50		
St. Ives .....	33 53	11 50		
St. Jacobs .....	256 12	93 00		
St. Jacques .....	126 13	54 50		
St. Jacques le Mineur .....	99 35	23 00		
St. James Park, Sub., (3 Qrs.; rev. included in London .....		7 50		
St. Janvier .....	63 14	21 50		
St. Jean Baptiste de Montreal .....	254 89	77 50		
St. Jean Baptiste de Rouville .....	159 70	45 00		
St. Jean Chrysostôme, Chateauguay .....	362 93	139 00		
St. Jean Chrysostôme, Levis .....	66 30	47 50		
St. Jean des Chaillons .....	166 99	63 50		
St. Jean de Matha .....	105 75	29 50		
St. Jean d'Orléans .....	91 14	33 50		
St. Jean, Port Joli .....	261 34½	73 50		
St. Jérôme .....	344 64	112 00	50 00	
St. Joachim .....	60 13	22 50		
St. Joachim de Shefford .....	13 83	10 00		
St. John's, East .....	2,862 39	646 00	240 00	90 00
St. John's, West .....	27 42	12 00		
St. Joseph .....	247 78	92 50		
St. Joseph du Lac .....	50 64	19 00		
St. Jude .....	109 00	41 50		
Ste. Julie .....	39 05	14 50		
Ste. Julie de Somerset .....	183 48	58 50		
St. Julienne .....	113 42	34 50		
St. Justin .....	59 68	14 50		
St. Justine de Newton .....	74 19	24 00		
St. Lambert .....	42 58	23 00		
St. Lambert, Montreal .....	64 73	18 00		
St. Laurent d'Orléans .....	79 98½	28 50		
St. Laurent, Montreal .....	373 79	161 50		
St. Lazare .....	60 14	18 50		
St. Léon .....	158 39	53 00		
St. Léonard .....	59 41	14 50		
St. Liboire .....	167 59	56 00		
St. Liguori .....	50 26	17 50		
St. Lin .....	175 40	42 00		
St. Louis de Gonzague .....	216 85	84 00		
Ste. Louise .....	82 34	25 50		
St. Luc .....	47 21	17 50		
Ste. Luce .....	108 91	34 00		
St. Magloire .....	13 14	10 00		
St. Malachie (3 Quarters) .....	64 28	18 70		
St. Malo .....	62 96	10 00		
St. Marc .....	86 71	31 50		
St. Marcel .....	73 95	25 50		
Ste Marguerite .....	87 80	28 50		
Ste. Marie de Monnoir .....	425 59	154 50		
Ste. Marthe .....	242 33	92 00		
St. Martin .....	90 20	39 50		
St. Martine .....	200 77	65 00		
St. Mary's .....	3,206 21	842 00	80 00	120 00
St. Mathias .....	86 79	32 50		
St. Mathieu .....	27 13	10 00		
St. Maurice .....	154 53	49 50		

REPORT No. 3, A.—Detail of Salaries; Allowances for Forward duty; Allowances in aid of Rent, Fuel and Light; and of the Revenue collected at the several Post Offices in Ontario and Quebec, within the Year ended 30th June, 1874.—  
*Continued.*

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
St. Maurice Forges (no accounts received).....				
St. Michel.....	184 40	80 50		
St. Michel des Saints.....	75 88	20 00		
St. Modeste.....	34 82	12 50		
St. Moïse (from 1st June, 1873).....	17 17	8 33		
St. Monique.....	146 98	42 50		
St. Monique des deux Montagnes.....	37 38	11 50		
St. Narcisse.....	59 56	17 00		
St. Nicholas.....	134 42	64 00	16 00	
St. Norbert.....	59 81	19 50		
St. Octave.....	79 31	22 50		
St. Ols.....	25 92	10 00		
St. Onézime.....	22 62	10 50		
St. Ours.....	306 88	124 50	16 00	
St. Pacôme (6 Quarters).....	151 32	50 50		
St. Paschal.....	202 57	56 50		
St. Patrick's Hill.....	162 56	45 50		
St. Paul d'Industrie.....	48 12	25 50		
St. Paul du Buton.....	25 50	11 00		
St. Paulin.....	71 57	20 50		
St. Paul l'Hermite.....	67 47	47 00	16 00	
St. Paul's Bay.....	510 86	148 50	48 00	
St. Perpetue.....	3 09	10 00		
St. Philippe.....	94 34	29 00		
St. Philippe d'Argenteuil.....	74 20½	24 50		
St. Philippe de Néry.....	64 72	19 00		
St. Philomène.....	93 30	32 00		
St. Pie.....	281 13	118 50		
St. Pierre Baptiste.....	21 79	10 50		
St. Pierre d'Orleans.....	24 71	12 00		
St. Pierre les Becquets (*discontinued).....	238 52	85 50	*12 00	
St. Pierre, Montmagny.....	152 35	51 00	6 00	
St. Placide.....	72 28	32 00		
St. Polycarpe.....	304 51	109 00		
St. Prime.....	21 62	10 50		
St. Prosper.....	47 12	14 50		
St. Raphael, East.....	149 20	53 50		
St. Raphael, West.....	76 51	35 50		
St. Raymond.....	91 94	34 50		
St. Régis.....	19 26	10 00		
St. Rémi.....	321 59	127 50	32 00	
St. Robert.....	73 70	26 50		
St. Roch de Québec.....	2,085 70	605 50		120 00
St. Roch de Richelieu.....	68 46	21 00		
St. Roch des Aulnaies.....	94 78	26 99		
St. Roch l'Achigan.....	91 29	32 00		
St. Romaine.....	43 65	12 50		
St. Rosalie.....	99 81½	40 00		
St. Rose.....	112 83	44 00		
St. Sauveur.....	81 53	26 50		
St. Sauveur de Québec (*1 Quarter).....	828 69½	251 50		*10 00
St. Scholastique.....	332 11	124 00		
St. Sébastien.....	186 39	71 00		
St. Sévère.....	27 95	11 00		
St. Sévérin de Beauvillage (from 1st Sept., 1873).....	5 48	5 83		
St. Simon de Rimouaki.....	84 93	44 50		
St. Simon de Yamaaka.....	206 86	69 80		

REPORT No. 3, A.—Detail of Salaries; Allowances for Forward duty; Allowances in aid of Rent, Fuel and Light; and of the Revenue collected at the several Post Offices in Ontario and Quebec, within the Year ended 30th June, 1874.—  
*Continued.*

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Ste. Sophie.....	115 85	41 00		
Ste. Sophie de Lacorne.....	55 17	20 00		
St. Stanislas.....	181 02	54 50		
St. Stanislas de Kostka.....	89 99	26 00		
St. Sulpice.....	55 12	23 50		
St. Sylvester.....	131 78	40 00		
St. Sylvester, East.....	211 38	59 00		
St. Théodore.....	73 64	27 00		
St. Théodore de Chertsey.....	27 09	10 00		
Ste. Thérèse de Blainville.....	420 34	121 50		
St. Thomas, East.....	55 06	20 00		
St. Thomas, West (*including arrears).....	6,696 95	*1,686 00	120 00	*280 00
St. Timothée.....	129 86	43 50		
St. Tite.....	74 91	21 50		
St. Tite des Caps (a sub. office to 28th February, 1874).....	2 14	85		
St. Ubalde (from 1st February, 1874).....	3 83	1 39		
St. Urbain, Charlevoix (5 Quarters).....	77 16	30 73		
St. Urbain, Chateauguay.....	101 87	37 00		
Ste. Ursule.....	89 12	30 00		
St. Valentin.....	109 88	44 00		
St. Valérien.....	72 88	18 50		
St. Vallier.....	120 92	40 50		
Ste. Victoire.....	72 09	21 50		
St. Victor de Tring.....	68 18	22 50		
St. Vincent de Paul.....	254 98	81 50		
St. Wenceslas.....	55 99	16 00		
St. Williams.....	212 56	69 00		
St. Zenon.....	4 96	10 00		
St. Zéphirin.....	144 52	38 00		
St. Zotique.....	75 29	30 00		
Sable.....	29 92	11 50		
Sabrevois.....	94 29	31 50		
Saintfield.....	83 52	31 00		
Salem.....	217 71	89 00		
Salford.....	141 83	62 50		
Salmonville (*1 Quarter).....	-49 46	15 50	*1 50	
Sanborn.....	7 43	10 00		
Sandfield.....	32 38	12 50		
Sandford.....	111 63	36 00		
Sandhill.....	121 91	59 50	16 00	
Sandhurst.....	67 80	26 00		
Sand Point.....	315 20	178 50	120 00	
Sandwich.....	653 54	201 00	48 00	80 00
Sandy Beach.....	37 53	15 00		
Sarawak.....	37 45	14 00		
Sarspta.....	39 49	20 50		
Sarnia (*including arrears).....	4,514 63	984 00	160 00	*226 66
Saugeen (*including arrears).....	730 27	244 50	*96 00	
Sault au Cochon.....	64 45	20 50		
Sault au Récollet.....	170 14	125 00		
Sault Ste. Marie.....	386 21	101 00	48 00	48 00
Savage's Mill.....	48 22	16 80		
Scwyerville.....	234 76	87 50		
Scarboro'.....	109 50	42 00		
Scarboro' Junction (from 1st July, 1873).....	30 0 1/2	8 30		
Schomberg.....	445 77	126 50		
Soona.....	33 02	14 50		

REPORT No. 3, A.—Detail of Salaries; Allowances for Forward duty; Allowances in aid of Rent, Fuel and Light; and of the Revenue collected at the several Post Offices in Ontario and Quebec, within the Year ended 30th June, 1874.—  
Continued.

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Scotland.....	337 42	112 50		
Scott's Town (from 1st November, 1873).....	59 75	16 98		
Scugog.....	30 33	10 00		
Seaforth.....	3,237 25	756 50	100 00	130 00
Seagrave (from 1st October, 1873).....	7 27	5 00		
Seaton.....	33 98	10 00		
Sebright (from 1st October, 1873).....	19 16	5 90		
Sebringville.....	292 87	97 60		
Seeley's Bay.....	107 12	36 00		
Sealy.....	20 18	10 00		
Segeun Falls.....	27 72	11 00		
Selby.....	104 70	40 50		
Selkirk.....	297 93	90 00	16 00	
Selton.....	91 14	32 00		
Selwyn.....	74 36	21 00		
Seneca.....	1,433 18	392 00	50 00	40 00
Settrington.....	28 55	10 00		
Severn Bridge.....	266 56	75 20		
Sévigné.....	5 28	10 00		
Shakespeare.....	368 76	118 50		
Shamrock.....	38 37	13 00		
Shanick.....	10 60	10 00		
Shanly.....	33 75	12 50		
Shannonville.....	405 72	137 50		
Shanty Bay.....	154 07	22 00		
Sharon.....	190 69	73 50	16 00	
Sharpton.....	17 90	10 00		
Shawbridge.....	35 38	12 00		
Shawenegan.....	78 62	21 00		
Shedden (late Coboconk; *3 Quarters).....	219 01	33 00	*18 00	
Sheenboro'.....	42 87	11 00		
Sheffield.....	121 28	50 50		
Sheffield Mountain.....	46 03	17 50		
Shedburne.....	274 39	38 00		
Sheldon.....	20 96	10 00		
Sheldrake.....	4 42	10 00		
Sherbrooke.....	5,520 58	1,089 00	100 00	180 00
Sheridan.....	55 96	20 00		
Sherkston.....	108 83	24 00		
Sherrington.....	151 23	46 50		
Sherwood Spring (from 1st May to 31st Dec., 1873).....	5 74	6 67		
Shetland.....	61 08	33 00		
Shigawake.....	38 94	12 50		
Shipley.....	74 95	26 50		
Shirley (from 1st September, 1873).....	17 78	5 83		
Shoolbred.....	54 20	29 55		
Shrewsbury.....	11 77	10 00		
Shrigley.....	24 69	10 00		
Sidney Crossing.....	24 89	10 00		
Sillery Cove.....	188 73	66 00		
Sillsville.....	27 66	10 00		
Siloam.....	36 70	10 50		
Silver Hill.....	93 69	23 80		
Silver Islet.....	670 17	74 50		
Simcoe (*including arrears).....	3,122 03	*911 00	*264 00	120 00
Singhappton (*3 Quarters).....	218 87	74 00	*18 00	
Six Portages.....	72 56	38 50		

REPORT No. 3, A.—Detail of Salaries; Allowances for Forward duty; Allowances in aid of Rent, Fuel and Light; and of the Revenue collected at the several Post Offices in Ontario and Quebec, within the Year ended 30th June, 1874.—  
*Continued.*

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ . cts.
Skipness.....	12 97	10 00		
Skye.....	30 41	14 00		
Sleswick.....	25 51	12 00		
Sligo.....	17 93	13 00		
Smirleville (from 1st January, 1874).....	4 20	5 58		
Smithfield.....	130 53	35 00		
Smith's Falls.....	1,808 73	458 00	16 00	60 00
Smith's Mills.....	147 83	38 50		
Smithurst.....	8 38	10 00		
Smithville.....	507 48	173 00		
Solina.....	70 95	25 50		
Sombra.....	227 48	99 50	24 00	
Somerset (*3 Quarters).....	529 07	198 50	*24 00	
Sonya.....	93 01	38 00		
Soperton.....	37 06	11 00		
Sorel (*3 Quarters).....	2,099 62	586 00	*135 00	*60 00
South Barnston.....	38 29	10 50		
South Bay.....	10 69	10 00		
South Bolton.....	75 82	27 00		
South Cayuga.....	124 61	41 00		
South Douro.....	61 24	23 00		
South Dummer.....	58 68	22 50		
South Durham.....	396 13	113 50		
South Ely.....	58 46	20 50		
South Finch.....	95 50	36 00		
South Gloucester.....	54 67	20 00		
South Gower.....	78 55	23 00		
South Granby.....	34 60	15 00		
South Ham (*3 Quarters).....	55 58	15 00	*18 00	
South La Graisse.....	26 88	11 00		
South Lake.....	35 78	14 00		
South March.....	99 76	33 00		
South Middleton.....	54 44	17 50		
South Monaghan.....	112 12	35 50		
South Mountain.....	201 39	75 00		
South Quebec.....	432 06	248 50		
South Roxton.....	16 83	10 00		
South Stakely.....	139 10	48 50		
South Zorra.....	83 94	33 00		
Spafordton.....	20 80	10 00		
Spanish River.....	65 03	31 00		
Sparta.....	387 15	145 50		
Speedie.....	117 90	34 50		
Speedside.....	48 95	20 00		
Spence.....	88 75	28 00		
Spencer Cove.....	90 28	74 00		
Spencerville.....	305 42	101 00	20 00	
Speyside.....	43 23	13 00		
Spring Arbor.....	23 34	10 50		
Springbank.....	37 47	12 50		
Spring Brook (from 1st May, 1873).....	31 00	11 21		
Springfield.....	364 59	85 00		
Springford.....	257 86	85 50		
Springvale.....	75 89	17 50		
Springville.....	103 11	48 00		
Staffa.....	89 59	26 50		
Stafford.....	31 37	10 50		

REPORT No 3, A.—Detail of Salaries; Allowances for Forward duty; Allowances in aid of Rent, Fuel and Light; and of the Revenue collected at the several Post Offices in Ontario and Quebec, within the Year ended 30th June, 1874.—  
*Continued.*

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Stamford	240 02	78 50		
Stanbridge, East	341 74	114 00		
Stanbridge Station	231 68	68 50	60 00	
Stanbury	22 71	10 00		
Standon	41 21	18 00		
Stanfold	716 64	206 00	32 00	
Stanhope	128 68	49 50		
Stanley's Mills	68 67	30 00		
Stanstead	563 78	211 50	160 00	
Stanton	38 66	18 50		
Starnesboro'	85 82	28 50		
Stayner	1,260 31	404 50	36 00	40 00
Steele (5 Quarters)	59 30	14 00		
Stella	155 84	52 00		
Stevensville	224 76	61 50		
Stewartville	91 31	30 00		
Stirling	800 36	259 00	32 00	
Stirton	108 19½	32 50		
Stisted	32 17	15 00		
Stittsville	156 96	45 50	40 00	
Stockdale	43 39	17 50		
Stockwell	33 85½	13 00		
Stoco	74 90	26 00		
Stoke Centre	24 72	10 00		
Stoketon	13 71	10 00		
Stonefield	191 91	55 00		
Stoneham	18 93	10 00		
Stoneleigh, (from 1st December, 1873)	6 46	3 33		
Stony Creek	159 00	62 00	32 00	
Stony Lake, (from 1st September, 1873)	8 64	5 83		
Stony Point (*3 Quarters)	189 07	48 50	*24 00	
Stornoway	194 47	55 00	32 00	
Stottville	109 99	53 50	72 00	
Stouffville	481 84	152 50	48 00	
Stowe	31 33	13 50		
Strabane	106 92	40 50		
Staffordville	168 67	62 00		
Strangford, (closed 30th June, 1873)	7 73	2 50		
Stratford	6,121 98	1,266 00	120 00	180 00
Strathallan	98 28	36 00		
Strathburn	67 68	26 50		
Strathnairn	23 30	10 53		
Strathroy	3,662 04	730 00	32 00	120 00
Streetsville	676 30	205 50		
Stromness	110 08	44 50		
Stroud	51 27	26 49		
Sullivan	193 71½	58 50		
Summerstown	109 04	39 50		
Summersville	92 05	31 00		
Sunbury	83 77	27 50		
Sunderland	338 58	69 50		
Sunnidale	25 65	11 00		
Sunshin, (from 1st January, 1874)	0 09	1 67		
Sutherland's Corners (*3 Quar. etc.)	76 89	28 00	*12 00	
Sutton	371 28	125 50		
Swaburg	113 57	43 00		
Sweetburg	430 49½	215 60	16 00	

REPORT No. 3, A.—Detail of Salaries; Allowances for Forward duty; Allowances in aid of Rent, Fuel and Light; and of the Revenue collected at the several Post Offices in Ontario and Quebec, within the Year ended 30th June, 1874.—  
*Continued.*

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Switzerville.....	15 54½	10 00		
Sydenham Mills (from 1st May, 1873).....	23 33	9 93		
Sydenham Place.....	72 54	27 50		
Sylvan.....	122 25	39 00		
Tadouac.....	167 40	53 50	30 00	
Talbotville Royal.....	89 25	34 00		
Tamworth (*1 Quarter).....	447 84	188 00	*4 00	
Tannery, West.....	400 77	176 60		
Tapleystown.....	73 54	29 50		
Tara.....	368 96	85 00		
Tarbert.....	12 91	10 00		
Tatlock.....	28 58	10 00		
Taunton.....	59 86	13 50		
Tavistock.....	469 93	145 50		
Tecumseh.....	293 56	57 50		
Teeswater.....	779 26	175 50		
Teesterville.....	140 08	49 50		
Telfer.....	42 34	19 50		
Temperanceville.....	67 43	13 50		
Templeton.....	138 61	43 50		
Tempo.....	51 26	21 50		
Tennyson.....	12 89	10 00		
Terrebonne.....	671 64	225 00		
Tesserville.....	65 36	27 00		
Teston.....	63 96	19 00		
Teviotdale.....	102 26	43 00		
Thamesford.....	262 20	104 50		
Thamesville.....	739 24	187 50	16 00	
Thanet.....	29 58	15 50		
Thiers.....	12 37	10 00		
Thistleton.....	123 95	48 50		
Thomasburg.....	121 98	44 00		
Thompsonville.....	48 87	13 00		
Thornbury.....	581 68	109 00		
Thornby.....	15 60	10 00		
Thorndale.....	176 51	79 50	12 00	
Thorne Centre.....	32 82	12 00		
Thornhill.....	349 01½	124 50	32 00	
Thornton.....	145 90	42 00		
Thorold.....	1,814 65	456 50		45 00
Three Rivers (*including arrears).....	3,888 45	*991 50	285 00	*170 00
Thunder Bay (*including arrears).....	882 13	*410 50	*275 00	*270 00
Thurso.....	360 27	127 75	16 00	
Tionborne (from 1st Feb., 1874).....	4 09	1 66		
Tilbury East.....	95 07	34 00		
Tilsonburg (*1 Quarter).....	1,558 14	355 00	20 00	*15 00
Tintern.....	22 15	16 00		
Tiverton.....	535 67	131 50		
Tledo.....	193 97½	63 50		
Topping.....	37 59	19 00		
Tornore.....	25 32	15 00		
Toronto (Salaries and expenses entered elsewhere).....	136,738 19			
Tottenham.....	149 57	50 50		
Townsend Centre.....	43 01	16 50		
Trafalgar.....	121 91	50 50	16 00	
Tramore (from 1st Oct., 1873).....	9 81	4 19		
Traverston.....	34 34	12 00		



REPORT No. 3, A.—Detail of Salaries; Allowances for Forward duty; Allowances in aid of Rent, Fuel and Light; and of the Revenue collected at the several Post Offices in Ontario and Quebec, within the Year ended 30th June, 1874.—  
*Continued.*

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Treadwell.....	28 42	12 50		
Treacastle.....	66 19	40 50		
Tremblay.....	45 71	11 50		
Trenholm.....	51 58	20 00		
Trenton.....	1,790 85	521 50		60 00
Trois Pistoles (*special; discontinued).....	356 91	147 00	*100 00	
Trois Saumons.....	58 59	17 50		
Trout Brook (from 1st March, 1874).....	1 06	83		
Trout Lake.....	32 72	11 50		
Trout River.....	48 22	16 00		
Trowbridge.....	108 30	31 50		
Troy.....	100 36	33 00		
Trudell.....	113 46	35 50		
Tuam.....	129 00	17 50		
Tullamore.....	95 74	42 00		
Turtle Lake.....	8 97	10 00		
Tuscarora.....	109 61	35 00		
Tweed.....	337 65	115 50		
Tweedside.....	24 58	10 50		
Tyneside.....	41 01	11 50		
Tyrconnell.....	76 36	48 00		
Tyrone.....	172 46	62 50		
Tyrrrell.....	74 97	23 50		
Udora.....	70 91	16 50		
Uffington.....	90 31	31 50		
Ufford.....	19 57	10 00		
Ullin (from 1st October, 1873).....	24 86	5 00		
Ullswater.....	37 34	13 00		
Ulster (3 Quarters).....	3 94	7 50		
Ulverton.....	292 49	97 50		
Umfraville.....	13 94	10 00		
Underwood.....	213 94	73 50		
Union.....	220 29	87 50		
Union Hill.....	19 03	10 00		
Unionville (*including arrears).....	252 49	90 50	*68 00	
Uphill.....	49 89	11 00		
Upper Bedford.....	220 57	52 00		
Upper Wakefield (*including arrears).....	81 60	*30 50		
Uptergrove.....	144 19	41 50		
Utica.....	95 85	44 83		
Utopia.....	85 65	23 50		
Otterson (*1 Quarter).....	87 66	46 50	*1 50	
Ottometer.....	60 58	18 50		
Uxbridge.....	1,808 77	364 50	32 00	45 00
Vuchell.....	88 84	12 50		
Vaillancourt.....	22 23	10 00		
Valcartier.....	83 40	30 00		
Valcourt.....	49 48	21 00		
Valentia.....	52 00	13 00		
Valetta.....	139 16	35 00		
Vallentyne.....	81 19	23 50		
Valletort.....	24 94	10 00		
Valleyfield.....	435 92	160 50		
Valmont.....	49 81	14 00		
Vanatter.....	26 71	10 00		
Vaubrugh (*3 Quarters).....	103 38	29 50	*12 00	
Vandecar.....	64 45	18 50		

REPORT No 3, A.—Detail of Salaries; Allowances for Forward duty; Allowances in aid of Rent, Fuel and Light; and of the Revenue collected at the several Post Offices in Ontario and Quebec, within the Year ended 30th June, 1874.—  
*Continued.*

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Vandeleur .....	27 51	10 50		
Vankleek Hill .....	677 64	233 00		
Vanneck .....	50 03	17 50		
Vanvlack .....	26 95	10 00		
Varenes .....	261 44½	91 00		
Varna .....	149 45	55 50		
Varney .....	64 88	21 00		
Vasey .....	54 00	12 00		
Vauhan (re-opened 1st July, 1873) .....	7 82	7 50		
Vaudreuil .....	198 39	138 50		
Veighton .....	24 82	10 00		
Vellere .....	50 21	16 50		
Venice .....	14 81	10 00		
Vennachar .....	11 50	10 00		
Venosta .....	18 02	10 00		
Ventnor .....	75 89	27 00		
Ventry .....	25 74	10 00		
Verchères .....	257 42	98 00		
Verdun .....	26 61	10 50		
Vereker .....	50 67	23 47		
Vernon .....	75 64	28 00		
Vernonville .....	68 65	29 50		
Verona .....	44 34	12 00		
Versailles .....	60 55	17 00		
Vesta .....	41 20	16 00		
Vicars .....	61 82	26 50		
Victoria Corners .....	38 80	12 50		
Victoria Harbor .....	57 61½	14 88		
Victoria Road Station .....	125 83½	47 09		
Victoria Square .....	94 05	33 50		
Vienna .....	759 76	287 00	72 60	
Viger .....	38 56	16 00		
Vigo .....	31 46	10 50		
Village des Aulnaies .....	174 61	53 00		
Village Richelieu .....	128 38	42 00		
Villanova .....	62 47	18 00		
Villette .....	12 42	10 00		
Villiers .....	29 25	12 00		
Vincennes .....	27 18	11 50		
Vine .....	36 04	14 50		
Vinoy .....	8 36	10 00		
Vinton .....	19 21	10 00		
Violet .....	59 44	24 50		
Virgil .....	87 24½	29 00		
Victoria .....	501 25	166 50		
Vivian .....	23 94	10 00		
Vroomanton .....	117 30	37 50		
Vyner .....	16 27	10 00		
Wabashene .....	308 34	82 84		
Wagram (from 1st August, 1873) .....	10 58	6 63		
Wakefield .....	252 52	82 00		
Waldemar .....	96 28	19 00		
Wales .....	249 74	71 00	64 00	
Walkerton .....	2,392 88	612 50	200 00	90 00
Walker ville .....	448 01	126 50		
Wallace .....	35 13	14 00		

REPORT No. 3, A.—Detail of Salaries; Allowances for Forward duty; Allowances in aid of Rent, Fuel and Light; and of the Revenue collected at the several Post Offices in Ontario and Quebec, within the Year ended 30th June, 1874.—  
Continued.

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Wallaceburg	836 02	230 00	16 00	
Wallacetown	452 41	127 50	24 00	
Wallbridge	73 23	24 50		
Wallenstein	7 75	10 00		
Walmer	41 40	13 00		
Walsh	96 11	36 50		
Walter's Falls	69 99	33 00		
Waltham	46 42	17 50		
Walton	247 72	73 00		
Wanstead	114 30	41 50	16 00	
Warburton	24 19	10 00		
Warden	63 70	25 00		
Wardsville (*3 Quarters)	597 33	216 50	*12 00	
Wareham	22 52	10 00		
Warkworth	737 92	188 50		
Warminster	78 41	18 50	12 00	
Warner	26 47	15 00		
Warsaw	202 92	60 00		
Wartburg	49 68	27 00		
Warwick, East (7 Quarters)	627 40	266 00		
Warwick, West	146 32	70 00		
Washago	114 83	28 75		
Washington	161 12	55 00		
Waterdown	549 04	200 50		
Waterford	839 15	292 00	32 00	
Waterloo, East (*3 Quarters)	1,690 65	428 00	*36 00	*30 00
Waterloo, West	1,671 45	667 00	16 00	80 00
Waterville	286 98	84 50		
Watford	1,057 86	261 00		
Watson's Corners	123 42½	32 50		
Waubamick	50 23	12 00		
Waubuno	37 37	10 50		
Waupoos	62 87	20 00		
Waverley	154 80	26 50		
Way's Mills	50 66	12 50		
Weedon	87 09	24 00		
Welcome	70 91	26 50		
Welland	1,654 96	351 50		60 00
Welland Port	219 14	81 50		
Wellesley	291 63	84 00	24 00	
Wellington	407 67	133 50		
Wellington Square (*3 Quarters)	603 31	217 00	*36 00	
Welman's Corners	48 92	18 00		
Wendover	85 85	28 50		
West Arran	44 48	18 00		
West Bolton	12 37	10 00		
West Bromo	145 63	46 50		
West Brook	134 85	46 00		
West Broughton (1 Quarter)	23 70	5 00		
Westbury	36 67	16 50		
West Ditton	44 80	12 00		
West Essa	70 48	26 00		
West Farnham	831 06	27 00	24 00	
Westfield	42 23	18 50		
West Flamboro	233 61	78 50		
West Huntingdon	71 15	19 00		
West Huntley	23 83	10 00		

REPORT No. 3, A.—Detail of Salaries; Allowances for Forward duty; Allowances in aid of Rent, Fuel and Light; and of the Revenue collected at the several Post Offices in Ontario and Quebec, within the Year ended 30th June, 1874.—  
Continued

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
West Lake.....	24 43	10 00		
West Lorne, late Dutton.....	173 22	66 31		
West McGillivray.....	51 77	25 50		
West Magdala.....	34 38	12 00		
Westmeath.....	299 93	75 00		
West Montrose.....	58 42	16 50		
Weston.....	498 34	236 50	16 00	
West Osgoode.....	67 05	26 00		
Westover.....	104 69	35 00		
Westport.....	326 68	105 00		
West Pottton.....	21 78	10 00		
West Shefford.....	231 21	73 00		
West Winchester.....	404 81	124 50		
Westwood.....	137 21	41 00		
Wexford.....	96 79	35 00		
Whalen.....	40 23	14 00		
Wheatland.....	30 42	18 00		
Wheatley.....	187 63	49 50		
Whitby (*including arrears).....	3,418 69	979 00	200 00	*225 00
Whitehurst.....	36 80	11 50		
White Lake.....	162 19	46 50		
White Rose.....	44 04	11 00		
Whitevale.....	256 08	72 50		
Whitfield.....	45 89	12 50		
Whittington.....	61 58	17 00		
Whitton.....	11 49	10 00		
Warton.....	162 15	33 50		
Wick.....	116 21	48 50		
Wicklow.....	99 41½	36 00		
Widder.....	103 37	35 50		
Widder Station.....	733 62	198 00		
Wilfrid.....	83 75	28 00		
Wilkesport.....	221 06	47 50		
Willets holme.....	20 24	10 00		
Williamstown.....	327 48	123 00		
Williscroft.....	14 10	10 00		
Willowdale.....	82 52	37 50		
Willowgrove.....	60 78	20 00		
Wilmur.....	27 80	12 00		
Wilton.....	131 62	46 00		
Wilton Grove (from 1st November, 1873).....	9 06	5 00		
Winchelsea.....	69 13	22 00		
Winchester.....	337 93	110 00		
Winchester Springs.....	118 35½	28 00		
Windermere.....	26 28	10 00		
Windham Centre.....	85 89	28 00		
Windsor.....	3,399 96	1,245 00	800 00	200 00
Windsor Mills.....	635 10½	167 50		
Winfield.....	79 95	23 00		
Winger.....	29 06	10 50		
Wingham (*1 Quarter).....	1,200 03	314 00	50 00	*10 00
Winona.....	118 58	40 00	36 00	
Winterbourne.....	112 70	59 00		
Winthrop.....	117 66	29 00		
Wisbeach.....	63 47	30 50	32 00	
Woburn.....	65 05	28 50		
Wolfe Island.....	335 08	133 50		

REPORT No. 3, A.—Detail of Salaries; Allowances for Forward duty; Allowances in aid of Rent, Fuel and Light; and of the Revenue collected at the several Post Offices in Ontario and Quebec, within the Year ended 30th June, 1874.—  
*Concluded.*

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Wolfstown .....	82 38	22 50		
Wolsley (from 1st March, 1874) .....	0 64	0 83		
Wolverton .....	106 06½	31 50		
Woodbridge .....	830 50	259 50		
Woodburn .....	59 89	21 00		
Woodford .....	139 21	38 50		
Woodham .....	121 76	30 00		
Woodhill .....	49 17	18 50		
Woodlands .....	34 61½	20 00		
Woodside .....	41 74	19 50		
Woodslee (*discontinued) .....	193 90	51 50	*6 00	
Woodstock .....	5,974 74	1,410 00	60 00	220 00
Woodville .....	625 92	157 00	32 00	
Wooler .....	112 66	36 00		
Wotton .....	156 28	52 00		
Wright .....	255 79	85 00		
Wroxeter .....	659 43	231 50	50 00	
Wyandot .....	15 71	10 50		
Wyebridge .....	216 10	61 50		
Wyoming .....	820 44	237 50	60 00	
Yamachiche (*3 Quarters) .....	255 36	93 50	*12 00	
Yamaska (*3 Quarters) .....	214 34	59 50	*36 00	
Yarker .....	141 84	43 50		
Yarm .....	15 52	10 00		
Yarmouth Centre .....	86 73	37 00		
Yelverton .....	47 43	11 00		
Yeovil .....	54 32	14 43		
York .....	441 87½	132 00		
York Mills .....	108 03	48 50		
York River .....	50 41	20 00		
Yorkville (*3 Quarters) .....	1,848 25	456 00		*15 00
Young's Point .....	51 86	11 00		
Zealand .....	22 92	10 00		
Zephyr .....	63 72	13 50		
Zetland .....	13 96	10 50		
Zimmerman .....	120 00	37 50		
Ziska .....	16 43	9 50		
Zurich .....	334 24	102 00		
Totals .....	\$ 1,171,093 40½	\$205,711 23	\$21,026 35	\$12,299 66

N. B.—Instead of \$12.50 at Clandeboynes, read \$10.00; instead of \$31.00 at Lambton Mills, read \$40.50; instead of \$29.14½ at Port Sydney, read \$107.39½; instead of \$118.37 at Ridgeway, read \$466.08.

D. A. MACDONALD,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

## REPORT No. 3, B.

DETAIL of all payments for Salaries, &c., in Nova Scotia, showing in each case, the name of the person, the service or duty performed, and the amount paid within the Year ended 30th June, 1874.

Name.	Service.	Amount.	
		\$	cts.
<b>INSPECTOR'S OFFICE.</b>			
A. Woodgate . . . . .	Post Office Inspector. . . . .	2,400	00
F. M. Passow. . . . .	Assistant Post Office Inspector. . . . .	1,600	00
T. Southall. . . . .	2nd Class Clerk . . . . .	1,020	00
A. Burnham . . . . .	3rd do . . . . .	640	00
R. R. McMillan. . . . .	Messenger . . . . .	500	00
Mrs. McMillan. . . . .	Housekeeper. . . . .	80	00
<b>NOVA SCOTIA MONEY ORDER OFFICE.</b>			
J. H. Thorne. . . . .	Superintendent (including arrears). . . . .	1,900	00
F. W. Creighton. . . . .	2nd Class Clerk . . . . .	979	99
S. S. Thorne. . . . .	4th do . . . . .	480	00
T. Conran . . . . .	Messenger. . . . .	499	99
T. G. Creighton. . . . .	Temporary Clerk, from 1st September, 1873 . . . . .	650	00
<b>HALIFAX POST OFFICE</b>			
B. W. Cochran . . . . .	Postmaster. . . . .	2,000	00
V. M. Small. . . . .	1st Class Clerk. . . . .	1,100	00
F. V. Tremain. . . . .	2nd do . . . . .	940	00
J. B. Gray. . . . .	2nd do dismissed 1st August, 1873 . . . . .	78	33
T. W. DeWolf . . . . .	2nd do . . . . .	920	00
A. H. Cunningham . . . . .	3rd do . . . . .	640	00
J. D. Story. . . . .	3rd do . . . . .	640	00
W. H. Chamberlain . . . . .	4th do . . . . .	460	00
W. H. Donovan . . . . .	4th do . . . . .	460	00
I. Le Vesconte . . . . .	4th do (transferred from Railway Mail Service). . . . .	480	00
J. Flowers. . . . .	4th do . . . . .	420	00
C. Legg . . . . .	4th do . . . . .	380	02
T. Southall, jun. . . . .	4th do . . . . .	380	02
G. Piers. . . . .	4th do to 31st Jan., 1874. . . . .	210	00
J. Taylor. . . . .	4th do . . . . .	360	00
T. W. Casey. . . . .	4th do . . . . .	360	00
D. Stewart. . . . .	4th do . . . . .	360	00
J. O'Brien. . . . .	4th do . . . . .	360	00
G. Paw . . . . .	4th do . . . . .	360	00
J. O'Toole . . . . .	4th do from 1st Dec., 1873 . . . . .	120	00
W. V. Smith . . . . .	4th do from 21st Feb. 1874 . . . . .	218	57
C. Smith . . . . .	Newspaper Sorter. . . . .	560	00
M. Collins . . . . .	Letter Carrier. . . . .	560	00
J. Fitzgerald. . . . .	do . . . . .	560	00
J. Wilson . . . . .	do . . . . .	440	00
D. Silverthorne . . . . .	do . . . . .	420	00
E. Carroll . . . . .	do . . . . .	420	00
H. L. Laurilliard . . . . .	do from 15th Jan., 1874. . . . .	165	00
W. Craik . . . . .	do to 31st Dec., 1873. . . . .	134	41
J. S. Wilson . . . . .	do to 31st Aug., 1873 . . . . .	86	66
S. Saunders . . . . .	Messenger. . . . .	460	00

REPORT No. 3, B.—Detail of all payments for Salaries, &c., in Nova Scotia, showing, in each case, the name of the person, the service or duty performed, and the amount paid within the Year ended 30th June, 1874.—*Continued.*

Name.	Service.	Amount.	
RAILWAY MAIL SERVICE.			
J. L. Barnhill .....	2nd Class Clerk .....	790	10
F. Huntingdon .....	2nd do .....	811	50
E. A. Bent .....	2nd do .....	782	23
A. Brown .....	2nd do promoted from 3rd Class, 1st June, 1874 .....	674	34
F. P. Bent .....	3rd do .....	608	30
R. Davison .....	3rd do .....	685	30
J. M. Gabriel .....	3rd do .....	662	90
J. V. Gavaza .....	3rd do .....	627	90
J. W. H. Cameron .....	3rd do from 13th Oct., 1873 .....	484	17
Total .....		\$31,929	73

D. A. MACDONALD,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

## REPORT No. 3, B.—Continued.

DETAIL of Salaries; Allowances for Forward duty; Allowances in aid of Rent, Fuel and Light; and of the Revenue collected at the several Post Offices in Nova Scotia, within the Year ended 30th June, 1874.

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Acadia Mines .....	363 61	80 00		
Advocate Harbor .....	251 60	53 50		
Amherst .....	2,980 23	918 50	150 00	130 00
Annapolis .....	1,237 41	515 50		60 00
Antigonishe .....	1,374 88	471 50		45 00
Arichat .....	907 51	332 50		
Athol (*including arrears) .....	279 76	50 00	*166 66	
Aylesford .....	482 19	181 00		
Baddeck .....	711 06	280 50		
Barrington .....	1,285 75	395 50		40 00
Bear River, West Side .....	507 71	213 00		
Beaver River Corner .....	150 73	56 00		
Berwick .....	524 70	200 50		
Boulardarie .....	163 58	87 00		
Bridgetown .....	1,076 08	371 50		40 00
Bridgewater .....	1,510 27	465 00		45 00
Brookfield .....	167 81	60 00		
Caledonia Corner .....	253 93	65 00		
Canning (*1 Quarter) .....	923 21	321 50		*10 00
Canso .....	406 33	122 50		
Cape George .....	70 74	34 00		
Chester .....	532 88	183 50		
Christmas Island .....	76 21	17 00		
Clementsport .....	298 22	138 00		
Clyde River (a Way Office, to 30th September, 1873) .....	141 87	65 70		
Cow Bay .....	715 45	199 50		
Cross Roads, Country Harbor .....	184 33	62 50		
Dartmouth .....	1,543 87	478 00		45 00
Digby (*including arrears) .....	1,552 19	523 50	*150 00	60 00
Durham .....	178 81	97 00		
East Bay (*1 Quarter; a Way Office, to 31st Oct., 1873) .....	109 82	9 63	*3 00	
Ec nomy .....	389 68	212 00		
Elmsdale .....	124 43	52 00		
Enfield .....	100 92	63 00		
English Town .....	241 53	105 00		
Five Islands .....	205 05	86 00		
Glenelg .....	64 87	63 00		
Glengarry Station .....	144 38	60 00		
Goldenville .....	381 55	106 50		
Goose River .....	217 59	60 50		
Grand River (a Way Office, to 30th September, 1873) .....	48 82	17 40		
Granville Ferry .....	508 44	149 50		
Great Village .....	759 89	245 50		
Granville Station (from 1st September, 1873) .....	94 58	33 83	58 33	
Guysborough (*1 Quarter) .....	899 54	382 50		*10 00
Halifax (Salaries and expenses entered elsewhere) .....	38,156 04			
Hantsport .....	594 05	214 50		
Hebron .....	363 13	91 50		
Hubbard's Cove (a Way Office, to 30th Sept., 1873) .....	76 63	27 84		
Kentville .....	3,081 98	596 50		80 00
Lawrencetown (*discontinued) .....	612 81	313 00		*30 00
Lingan .....	349 91	71 50		
Little Bras d'Or (a Way Office, to 30th September, 1873) .....	75 21	18 00		
Little Glace Bay .....	492 28	178 50		
Liverpool .....	2,446 39	598 50		90 00
Locke Port .....	515 83	140 00		



REPORT No. 3, B.—Detail of Salaries; Allowances for Forward duty; Allowances<sup>s</sup> in aid of Rent, Fuel and Light; and of the Revenue collected at the several Post Offices in Nova Scotia, within the Year ended 30th June, 1874.—  
*Continued.*

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Londonderry (*discontinued).....	237 98	579 50	.....	*90 00
Londonderry Station (from 1st March, 1874).....	2 71	1 32	.....	.....
Long Island.....	169 64	68 50	.....	.....
Lower Horton.....	237 03	138 50	.....	.....
Lower Stewiacke.....	274 09	100 00	.....	.....
Lunenburg.....	621 87	218 75	.....	.....
Mabou.....	388 57	191 00	.....	.....
Maccan.....	563 38	211 51	.....	.....
Mahone Bay.....	427 92	138 50	.....	.....
Maitland.....	965 10	294 50	.....	.....
Margaree (Forks).....	372 85	125 00	.....	.....
Melrose.....	125 84	98 00	.....	.....
Middle Musquodoboit.....	262 62	81 50	.....	.....
Middleton.....	368 21	85 50	.....	.....
Mill Village.....	279 10	111 50	.....	.....
Milton.....	590 87	194 00	.....	.....
Mount Uniacke.....	871 93	190 00	.....	.....
Neily Road.....	201 80	00 00	.....	.....
New Campbellton.....	41 60	37 75	.....	.....
New Glasgow.....	2,767 44	789 00	.....	120 00
Newport.....	1,009 42	373 50	.....	40 00
Newport Landing.....	195 78	52 60	.....	.....
Newport Station (*5 Quarters).....	95 09	24 50	75 00	.....
New Ross.....	110 43	39 70	.....	.....
North Sydney (*1 Quarter).....	1,198 07	316 00	.....	*10 00
Oxford.....	263 86	101 18	.....	.....
Paradise Lane (a Way Office, to 30th Sept., 1873).....	84 46	33 00	.....	.....
Parraborough.....	871 30	351 50	.....	40 00
Pictou.....	3,609 25	877 50	.....	130 00
Pirate Harbor.....	85 08	43 00	.....	.....
Port Hastings (*1 Quarter).....	698 38	446 00	.....	*10 00
Port Hawkesbury (*including arrears).....	487 45	149 50	*370 00	.....
Port Hood.....	427 66	242 00	.....	.....
Port Medway.....	374 42	130 00	.....	.....
Port Mulgrave.....	398 06	165 00	.....	.....
Port Williams.....	153 71	56 00	.....	.....
Port Williams Station (*including arrears).....	382 03	171 00	*125 00	.....
Pugwash.....	725 06	318 00	.....	.....
Renfrew (2 Quarters).....	22 99	29 00	.....	.....
River Debert.....	117 47	53 13	100 00	.....
River John.....	402 95	168 50	.....	.....
River Philip.....	365 48	186 50	.....	.....
St. Andrews.....	154 07	80 00	.....	.....
St. Margaret's Bay.....	155 39½	59 00	.....	.....
St. Peter's.....	502 16	252 00	.....	.....
Sandy Cove.....	275 43	156 50	.....	.....
Sheet Harbor (a Way Office, to 31st March, 1873).....	385 84	140 70	.....	.....
Shelburne (*1 Quarter).....	884 20	360 50	.....	*10 00
Sherbrooke.....	730 97	414 50	.....	40 00
Shinemicas Bridge.....	54 22	20 25	.....	.....
Shubenacadie.....	63* 39	199 50	.....	.....
Stellarton.....	910 75	246 50	.....	.....
Sydney.....	2,028 04	514 50	130 00	45 00
Sydney Mines.....	281 96	124 00	.....	.....
Tangier.....	220 74	163 00	.....	.....
Tatamagouche.....	662 42	237 00	.....	.....
Thompson's Mills (*including arrears).....	126 66	58 00	*227 78	.....

REPORT No. 3, B.—Detail of Salaries; Allowances for Forward duty; Allowances in aid of Rent, Fuel and Light, and of the Revenue collected at the several Post Offices in Nova Scotia, within the Year ended 30th June, 1874.—  
*Continued.*

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Tracadie (3 Quarters).....	222 76	98 25		
Truro.....	3,341 75	805 00		130 00
Tusket.....	331 72	104 25		
Upper Musquodoboit.....	102 71	80 00		
Upper Stewiacke.....	298 54	100 00		
Wallace.....	719 83	279 00		
Walton.....	240 32	86 00		
Waterville, late Pineo Village.....	234 34	106 28		
Waverley.....	120 23	56 00		
West Bay.....	162 89	56 00		
Westport.....	170 86	89 25		
West River.....	200 71	154 00		
West River Station.....	202 79	64 25		
Westville.....	752 08	205 00		
Weymouth.....	1,297 52	567 00		60 00
Weymouth Bridge.....	195 47	48 50		
Whyocomagh.....	291 22	129 50		
Wilmot.....	459 91	140 75		
Windsor.....	2,510 62	685 00		140 00
Wolfville (3 Quarters).....	1,053 06	375 00		45 00
Yarmouth (*including arrears).....	4,722 43	1,077 00	*100 00	170 00
Totals .....	\$119,097 82½	\$27,298 77	\$1,655 77	\$1,765 00

D. A. MACDONALD,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

## REPORT No. 3, B.—Continued.

DETAIL of the Salaries paid to, and of the Revenue collected at, the several Way Offices in Nova Scotia, within the Year ended 30th June, 1874.

Name of Way Office.	Gross Revenue.		Salaries.	
	\$	cts.	\$	cts.
Addington Ferks .....	11	34	10	00
Albert Bridge.....	10	52	10	00
Alma .....	23	27	30	00
Amherst Hill.....	20	94	10	00
Amherst Point.....	7	27	10	00
Antigonishe Harbor (from 1st July, 1873) .....	6	33	7	50
Antrim .....	9	00	10	00
Apple River.....	18	83	10	00
Argyle .....	17	57	28	00
Arisaig .....	18	35	12	00
Arthur Gold Mines (closed 30th June, 1873) .....	1	67	2	50
Avondale .....	12	58	7	50
Avonport .....	16	19	16	00
Avonport Station.....	119	90	22	00
Back Lands (3 Quarters) .....	3	25	7	50
Baddeck Bay.....	14	89	10	00
Baddeck Bridge.....	1	85	10	00
Bailey's Brook.....	50	41	20	00
Barney's River.....	83	69	51	00
Barrington Passage.....			10	00
Barrio's Beach (3 Quarters).....	4	92	7	50
Barronsfield .....	17	55	10	00
Bass River.....	11	51	10	50
Baxter's Harbor (from 1st October, 1873).....	1	95	5	00
Bayfield.....	63	79	21	50
Bay St. Lawrence.....	6	79	10	00
Bear Point.....	12	24	10	00
Beaver Bank.....	0	32	10	00
Beaver Cove.....	12	67	10	00
Beaver River.....	36	53	17	00
Bedford Basin.....	91	81	39	00
Beech Hill.....	3	46	10	00
Belle Isle.....	18	75	10	00
Belliveau's Cove.....	23	59	10	50
Benacadie (from 1st November, 1873).....	5	77½	4	16
Berwick Station.....	3	26	10	00
Big Bank.....	12	10	10	00
Big Bras d'Or.....	26	72	16	00
Big Brook.....	5	95	10	00
Big Harbor.....	9	08	10	00
Big Intervale, Grand Narrows.....	7	54	10	00
Big Intervale, Margaree.....	5	66	10	00
Big Island.....	10	91	10	00
Big Lorraine.....	7	85	10	00
Big Pond.....	21	85	10	00
Big Port LeBear.....	4	24	10	00
Big Tracadie (3 Quarters).....	21	56	7	50
Bill Town.....	71	76	14	00
Black Brook (from 1st January, 1874).....	0	46	2	50
Black Point.....	15	64	10	00
Black River.....	3	40	10	00
Black Rock.....	1	35	10	00
Blanchard's Road.....	2	83	10	00
Blandford (3 Quarters).....	7	44	7	50
Blue Mountain.....	26	72	12	00
Blue's Mills.....	4	81	10	00
Boisdale Chapel.....	5	39	10	00
Boom.....	5	96	10	00
Bridgeport.....	54	81	17	00

REPORT No. 3, B.—Detail of the Salaries paid to, and of the Revenue collected at, the several Way Offices in Nova Scotia, within the Year ended 30th June, 1874.—Continued.

Name of Way Office.	Gross Revenue.		Salaries.	
	\$	cts.	\$	cts.
Bridgeville.....	29	01	10	50
Briley's Brook.....	2	23	10	00
Broad Cove Chapel.....	25	24	10	00
Broad Cove Intervale.....	42	52	18	00
Broad Cove, Lunenburg.....	7	76	10	00
Broad Cove Marsh.....	26	07	13	00
Brookfield.....	73	66	29	00
Brooklyn.....	79	50	23	75
Brookvale.....	30	56	10	50
Brookville, Cumberland.....	12	65	10	00
Brookville, Pictou.....	7	57	10	00
Browns' Brook.....	6	42	10	00
Bucklaw.....	5	08	10	00
Buckley's.....	49	92	16	50
Burlington.....	12	65	10	00
Burnt Coat.....	6	87	10	00
Caledonia Mills.....	4	17	10	00
Caledonia, St. Mary's.....	8	35	10	00
Cambridge.....	8	48	10	00
Cambridge Station.....	9	13	10	00
Canaan.....	9	21	10	00
Canaan Road.....	14	47	10	00
Canada Creek.....	23	86	16	00
Canard.....	147	20	43	00
Cannonville.....	21	70	20	00
Cape George, North side.....	9	51	10	00
Cape John.....	8	49	10	00
Cape Mabou.....	9	92	10	00
Cape Negro.....	26	79	12	00
Cape North.....	15	34	10	00
Cape Sable Island.....	68	77	23	00
Carleton.....	18	37	10	50
Carriboo Cove.....	8	21	14	00
Carriboo Marsh (from 1st July, 1873).....	3	79	7	50
Carriboo River (from 1st July, 1873).....	5	80	7	50
Carroll's Corners.....	1	60	10	00
Catalone.....	20	94	16	00
Cedar Lake.....	8	81	10	00
Central Chebogue.....	27	36	11	75
Central Onslow.....			10	00
Centreville.....	19	88	16	00
Charlo's Cove.....	2	62	10	00
Chebogue.....	99	36	34	25
Chelsea.....	8	61	10	00
Chesley's Corners.....	44	53	12	50
Chester Basin.....	34	80	16	00
Cheticamp.....	47	38	14	50
Cheverie.....	115	80	32	00
Chezetcook.....	9	66	10	00
Chicagnaise River.....			17	50
Chimney Corner.....	3	02	10	00
Chipman's Brook.....	6	32	10	00
Chipman's Corners.....	19	16	10	00
Church Street.....	61	26	23	50
Churchville.....	22	39	13	00
Chute's Cove.....	19	58	10	00
Clare.....	23	61	16	00
Claremont.....	14	72	10	00
Clarke's Harbor.....	85	69	24	00

REPORT NO. 3, B.—Details of the Salaries paid to, and of the Revenue collected at, the several Way Offices in Nova Scotia, within the Year ended 30th June, 1874.—Continued.

Name of Way Office.	Gross Revenue.		Salaries.	
	\$	cts.	\$	cts.
Clementsvale.....	9	65	10	00
Clyde River (made a Post Office 1st October, 1873).....	41	32	20	50
Cognagun River.....	1	03	10	00
Cold Brook Station.....	39	31	13	00
Cole Harbor.....	8	43	10	00
Concord.....	5	08	10	00
Condon Settlement.....	4	00	10	00
Conquerall Bank.....	37	69	11	00
Conquerall Cross (from 1st May, 1873).....	2	62	9	17
Cook's Brook.....	10	21	10	00
Cornwallis, East.....	84	79	28	50
Coxheath.....	7	89	10	00
Cross Roads, Lake Ainslie.....	4	97	10	00
Cross Roads, Middle Medford.....	12	64	10	00
Cross Roads, Ohio.....	12	41	10	00
Cross Roads, St. George's Channel.....	7	49	10	00
Crow Harbor.....	16	11	14	00
Dalhousie, East.....	6	37	10	00
Dalhousie Road.....	3	00	11	25
Dalhousie Settlement.....	6	02	10	00
Deep Brook.....	30	65	30	00
Deerfield.....	42	22	14	00
Dempsey's Corner.....	3	15	10	00
Densmores.....	118	75	28	50
Densmores' Mills.....	21	73	10	00
Dickson's Store.....	75	05	28	00
Discoose.....	87	80	30	00
Dublin Shore.....	21	37	10	00
Duncan (from 1st May, 1873).....	7	36	9	17
Earltown.....	6	25	20	00
East Bay (made a Post Office 1st November, 1873).....	29	65	7	00
East Bay, North Side.....	3	53	10	00
Eastern Harbor.....	24	24	10	50
East Jeddore.....	3	15	10	00
East Port Medway.....	27	74	15	00
East River St. Mary's, Pictou.....	20	49	20	00
East River St. Mary's, Guysboro'.....	6	79	10	00
East Side of Chezzetcook.....	4	16	10	00
East Side of Pubnico Harbor.....	52	18	16	50
East Side of Ragged Island.....		26	10	00
East Side of West Branch East River of Pictou.....	7	74	10	00
Eastville.....	18	35	12	00
Ecum Secum (from 1st November, 1873).....		77	5	00
Eel Brook.....	3	16	10	00
Eel Creek (from 1st July, 1873).....	1	13	7	50
Eel Lake (from 1st June, 1873, 1 Quarter outstanding.).....		35	5	83
Big Mountain.....	2	17	10	00
Eilershausen.....	21	66	25	50
Elmville.....	5	24	19	00
Emerald.....	11	62	10	00
English Corner.....	11	57	10	00
Enon (from 1st August, 1873).....	3	52	6	66
Erinville.....	2	28	10	00
Eskasoni.....	14	29	10	34
Factory Dale.....	6	40	10	00
Falmouth.....	2	95	12	00
Falmouth, Windsor Bridge.....	23	02	48	00
False Bay Beach.....	5	81	10	00
Fenwick.....	7	15	10	00

REPORT No. 3, B.—Detail of the Salaries paid to, and of the Revenue collected at, the several Way Offices in Nova Scotia, within the Year ended 30th June, 1874.—*Concluded.*

Name of Way Office.	Gross Revenue.		Salaries.	
	\$	cts.	\$	s.
Five Mile River.....	18	73	10	00
Fletcher's Station.....	13	95	10	00
Folly Lake.....	38	67	36	00
Folly Mountain.....	16	65	78	50
Forbes.....	9	26	10	00
Forks Baddeck.....	22	63	10	00
Forristalls.....	18	51	32	00
Fortie's Settlement (from 1st August, 1873).....	4	14	6	67
Fosters.....	3	44	10	00
Fouchie.....	7	38	11	50
Fox Harbor.....	12	23	10	00
Fox River.....	19	60	10	00
Framboise.....	10	52	10	00
Fraser's Grant (3 Quarters).....	0	25	7	50
Fraser's Mills.....	49	74	16	50
French River.....	16	81	10	50
French Vale.....	4	69	10	00
Gaberouse.....	57	89	20	50
Garden of Eden.....	12	65	10	00
Gardner's Mines (from 1st May, 1873).....	15	71	9	16
Gaspereaux (3 Quarters).....	27	77	12	00
Gay's River.....	41	64	16	50
Gay's River Road.....	15	22	10	00
George's River (from 15th August, 1873).....	17	97	6	25
Getson's Point.....	63	47	11	50
Giant's Lake.....			10	00
Gilbert's Cove.....	4	64	10	00
Gillies Lake (from 1st November, 1873).....	2	73	4	16
Glen.....	5	18	10	00
Glen Alpine.....	17	38	10	00
Glenedale.....	13	11	10	00
Glen Road.....	6	23	10	00
Glenshee (from 1st August, 1873).....	8	60	6	67
Gold Fields.....	6	64	10	00
Gold River.....	15	20	10	00
Gore.....	38	23	18	00
Goshen, Antigonishe.....	14	03	10	00
Goshen, Colchester.....	15	83	7	50
Grand Anse.....	8	72	10	00
Grand Etang.....	10	27	10	00
Grandgue Ferry.....	16	63	26	00
Grand Mira, North (from 1st July, 1873).....	2	04	7	50
Grand Mira, South (from 1st July, 1873).....	2	74	7	50
Grand Narrows.....	17	26	10	00
Grand River (made a Post Office 1st October, 1873).....	9	23	6	00
Granville Centre.....	11	33	10	00
Greenfield.....	9	20	10	00
Green Hill.....	29	06	10	00
Green's Creek.....	12	15	10	00
Greenville.....	86	09	28	00
Grosvenor.....	2	74	10	00
Grove's Point.....	13	17	10	00
Gulf Shore.....	4	05	12	00
Gunning Cove.....	15	85	20	00
Guysboro, Intervale.....	26	37	24	00
Hackett's Cove.....	11	10	10	00
Half Island Cove.....	3	68	10	00
Half Way Brook.....	8	96	10	00
Half Way River.....	15	02	16	00

REPORT No. 3, B.—Detail of the Salaries paid to, and of the Revenue collected at, the several Way Offices in Nova Scotia, within the Year ended 30th June, 1874.—Continued.

Name of Way Office.	Gross Revenue.		Salaries.	
	\$	cts.	\$	cts.
Hall's Harbor.....	27	91	21	00
Harbor au Bouche (3 Quarters).....	66	33	21	00
Harbor Road.....	7	73	10	00
Harborville.....	48	30	17	00
Hardwood Lands.....	7	79	10	00
Harmony.....	0	30	10	00
Harrigan Cove.....	3	76	10	00
Hastings.....	1	11	10	00
Havelock.....	11	13	10	00
Hay's River.....	0	44	10	00
Head of Amherst.....	14	69	10	50
Head of Jordan River.....	32	55	18	00
Head of St. Margaret's Bay.....	75	00	23	00
Head of St. Margaret's Bay, Middle District.....	30	24	12	50
Head of St. Mary's Bay.....	19	05	10	00
Head of South River Lake.....	11	26	10	00
Head of Tatamagouche Bay.....	30	62	11	00
Head of Wallace Bay.....	26	71	12	50
Head of Wallace Bay, North Side.....	8	62	10	00
Hebb's Cross (from 1st May, 1873, no accounts received.).....				00
Henderson Settlement (from 1st November, 1873).....	14	16	4	16
Highfield.....	15	67	10	00
Hillsboro', C.B.....	25	53	16	00
Hillside (from 1st July, 1873).....	4	48	7	50
Hopewell.....	236	05	53	00
Hornsey.....	10	53	10	00
Horton Landing.....	81	75	14	00
Hubbard's Cove (made a Post Office 1st October, 1873).....	18	93	6	00
Hunter's Mountain.....	10	19	10	00
Indian Brook.....	3	53	7	50
Indian Harbor.....	22	96	11	00
Indian Harbor, Guysboro'.....	14	54	12	00
Indian Point.....	1	65	10	00
Indian Road.....	2	58	14	50
Ingonish.....	37	04	14	50
Ingram's River (from 1st June, 1873).....	14	29	8	33
Irish Cove.....	12	63	10	00
Isaac's Harbor.....	111	62	33	50
Jackson.....	10	09	10	00
Jackson Road (including arrears).....	3	13	12	50
Jeddore.....	15	95	10	00
Joggins' Mines.....	61	21	26	00
Jordan Bay.....	6	83	10	00
Judique.....	20	75	20	00
Kempt, Queen's.....	27	22	14	00
Kempt Bridge.....	7	93	10	00
Kempt Head.....	22	25	10	00
Kempt Road.....	9	30	10	00
Kempt Town.....			10	00
Kemptville.....	16	15	12	00
Kennetcook.....	94	18	28	00
Kennetcook Corner.....	5	02	10	00
Kent's Island.....	8	58	10	00
Keppoch (from 1st October, 1873).....	1	18	5	00
Ketch Harbor.....	7	06	10	00
Kewstoke.....	5	92	10	00
Kingsbury.....	1	47	10	00
Kingsport (from 1st May, 1873).....	75	53	9	17
Kingston Village.....	9	78	14	00

REPORT No. 3, B.—Detail of the Salaries paid to, and of the Revenue collected at, the several Way Offices in Nova Scotia, within the Year ended 30th June, 1874.—*Continued.*

Name of Way Office.	Gross Revenue.		Salaries.	
	\$	cts.	\$	cts.
Kinsman's Corners .....	53	94	12	00
Kirk Hill .....	4	94	10	00
Knoydart .....	3	84	10	00
Kolbeck (from 1st August, 1873) .....	3	22	6	66
La Have Cross Road .....	3	65	12	00
La Have River .....	26	80	10	00
Lake Ainslie .....	0	09	10	00
Lake Ainslie, East Side .....	6	73	14	00
Lake Ainslie, South Side .....	5	94	10	00
Lake George, Kings .....	1	59	10	00
Lake George, Yarmouth .....	7	45	10	00
Lake Lands .....	4	00	10	00
Lake Law .....	4	78	10	00
Lake Road .....	0	98	10	00
Lakevale (from 1st October, 1873) .....	1	78	5	00
Lakeville .....	32	50	16	00
Lantz's .....	2	13	10	00
L'Ardoise .....	13	85	12	00
Larry's River .....	5	50	10	00
Laugills .....	1	54	10	00
Lawrence Factory .....	43	00	10	00
Lawrence Town .....	15	35	10	00
Leicester .....	10	65	10	00
Leitch's Creek .....	10	86	10	00
Lennox Ferry .....	12	13	10	00
Lequille .....	9	50	10	00
Lewis Bay .....	3	61	10	00
Lewis Head .....	20	60	12	00
Lime Rock .....	3	50	10	00
Liscomb .....	20	84	10	00
Little Bras d'Or (made a Post Office, 1st October, 1873) .....	24	78	11	00
Little Harbor .....	27	08	11	00
Little Judique .....	14	57	10	00
Little Lorraine .....	7	96	10	00
Little Narrows .....	6	07	10	00
Little River, Antigonish .....	18	65	14	00
Little River, Cumberland .....	8	53	10	00
Little River, Digby .....	32	85	15	00
Little River (Middle Musquodoboit) .....	67	79	19	00
Little Tracadie .....	17	08	20	00
Littlewood (from 1st June, 1873) .....	5	50	8	33
Livingston's Cove .....	1	55	10	00
Locharbar .....	38	04	16	50
Lochartville .....	14	87	21	50
Loch Lomond .....	10	27	10	00
Lochside .....	30	46	11	50
Loganville .....	39	49	22	00
Long Point, Inverness .....	16	10	18	00
Lorway Mines (from 1st June, 1873) .....	57	08	8	33
Louisburg, C. B. .....	89	48	24	00
Lower Argyle .....	50	72	17	00
Lower Barney's River .....	45	69	17	50
Lower Cove .....	49	33	14	00
Lower East Pubnico (from 1st December, 1873) .....	0	01	3	33
Lower Granville .....	1	50	12	00
Lower La Have .....	6	00	10	00
Lower L'Ardoise .....	72	15	26	50
Lower Pearsaux .....	12	68	10	00
Lower Prospect .....	10	55	10	00



REPORT No. 3, B.—Detail of the Salaries paid to, and of the Revenue collected at, the several Way Offices in Nova Scotia, within the Year ended 30th June, 1874.—Continued.

Name of Way Office.	Gross Revenue.		Salaries.	
	\$	cts.	\$	cts.
Lower River Inhabitants.....	14	61	10	00
Lower Selmah.....	48	19	18	50
Lower Settlement, Middle River.....	4	11	10	00
Lower Settlement, South River.....	7	84	10	00
Lower Ward St. Margaret's Bay (closed 31st March, 1874).....	1	18	12	00
Lower West Pubnico (from 1st December, 1873).....	2	00	3	33
Lower Woods Harbor.....	12	34	10	00
Low Point.....	19	28	16	00
McAdam's Lake (from 1st November, 1873).....	2	08	4	18
McKay's Point.....	3	93	10	00
McLellan's Brook.....	5	19	10	00
McLellan's Mountain.....	4	62	10	00
McPherson's Ferry.....	6	88	10	00
Mabou Coal Mines.....	2	90	10	00
Mabou Harbor.....	1	71	10	00
Maccan Mountain.....	10	00	10	00
Mainadieu.....	45	39	22	00
Maitland, Annapolis.....	11	10	10	00
Maitland, Yarmouth.....	102	78	38	00
Malagash.....	8	51	10	00
Malagawatch.....	10	68	12	00
Malignant Cove.....	8	98	13	00
Manchester.....	21	50	16	50
Marble Mountain.....	4	10	10	00
Margaree.....	37	34	20	00
Margaretsville.....	34	42	27	50
Marie Joseph.....	23	57	16	00
Marion Bridge.....	9	69	10	00
Marrriott's Cove.....	11	35	10	00
Marsh (from 1st to 31st October, 1873).....	.....	.....	0	83
Marshall's Cove.....	34	68	14	00
Marshall's Town.....	3	93	12	00
Marsh Settlement, (closed 30th September, 1873).....	15	34	5	00
Marshy Hope.....	8	88	10	00
Martin's River.....	7	80	10	00
Marydale.....	3	14	10	00
Maryvale.....	7	68	10	00
Mast Town.....	.....	.....	12	00
Meagher's Grant.....	16	87	10	00
Medford.....	15	57	10	00
Melvorn Square.....	35	90	16	50
Merigonish.....	59	29	27	00
Metaghan.....	59	72	29	00
Metaghan River.....	38	21	16	00
Middleboro'.....	22	72	11	00
Middle Clyde River (2 Quarters).....	1	08	5	00
Middlefield.....	6	47	10	00
Middle La Have Ferry.....	2	00	10	00
Middle Manchester (from 1st June, 1873).....	4	56	8	34
Middle Ohio (from 1st July, 1873).....	12	10	7	50
Middle Pereaux.....	13	96	10	00
Middle River, Pictou.....	5	10	10	00
Middle River, Victoria.....	15	78	12	00
Middle Section, North East Margaree.....	12	10	10	00
Middle Settlement, River Inhabitants.....	5	74	10	00
Middle Settlement, South River.....	5	30	10	00
Middle Stewiacke.....	28	17	11	00
Milford.....	9	48	10	00
Milford Haven Bridge.....	8	76	10	00

REPORT No. 3, B.—Detail of the Salaries paid to, and of the Revenue collected at, the several Way Offices in Nova Scotia, within the Year ended 30th June, 1874.—Continued.

Name of Way Office.	Gross Revenue.		Salaries.	
	\$	cts.	\$	cts.
Mill Brook.....	16	91	14	00
Mill Cove (3 Quarters).....	3	89	7	50
Miller's Creek.....	12	00	12	00
Millville.....	12	57	10	00
Millville (late Waterville).....	1	71	10	00
Minudie.....	76	31	30	00
Mira Gut.....	12	27	10	00
Montague Gold Mines.....	46	68	14	00
Moose Brook.....	9	00	10	00
Morden.....	24	50	14	50
Morristown, Antigonishe.....	11	49	10	00
Morristown, King's.....	3	33	10	00
Morton's Corners.....	1	81	10	00
Mortonville.....			10	00
Mosherville.....	11	22	10	00
Mosser's River (from 1st July, 1873).....	11	71	7	50
Mossman's Grant (from 1st June, 1873).....	2	50	8	33
Mount Denison.....	5	79	10	00
Mount Hanley.....	35	61	12	50
Mount Pleasant (3 Quarters).....	4	06	7	50
Mount Thorn.....	27	95	61	00
Mull River.....	16	16	10	00
Mumro's.....			10	00
Musquodoboit Harbor.....	94	36	32	00
Nappan.....	37	30	13	50
Necum Tench.....	3	49	10	00
New Albany.....	69	97	10	00
New Annan.....	43	95	18	50
New Bridge.....	17	92	10	50
New Caledonia.....	9	05	10	00
New Canada.....	2	49	10	00
Newcomb Corner.....	17	17	10	00
New Cornwall.....	3	77	10	00
New Gairlock.....	6	43	10	00
New Germany.....	20	28	16	00
New Harbor.....	16	04	10	00
New Larig.....	6	58	12	00
New Mines.....	26	57	14	00
Newport Corner (including arrears).....			30	00
New Ross Road (from 1st July, 1873).....	3	33	7	50
Newton Mills.....	6	71	10	00
Newtown.....	3	49	10	00
New Tusket.....	6	51	10	00
Nichol's Corner.....	10	00	10	00
Nictaux Falls.....	57	63	24	00
Niel's Harbor.....	7	41	10	00
Nine Mile River.....	4	56	12	00
Noel.....	90	83	35	00
Noel Shore.....	14	01	10	00
North Brookfield.....	18	00	10	00
North-East Branch, Magaree.....	8	63	12	00
North-East Harbor.....	28	03	22	00
Northfield.....	4	85	10	00
North Mountain.....	0	61	10	00
North Range Corner.....	4	24	10	00
North River, Colchester.....			11	50
North River Bridge, Colchester.....			18	00
North River Bridge, Victoria.....	6	91	10	00
North Salem.....	3	41	10	00

REPORT No. 3, B.—Detail of the Salaries paid to, and of the Revenue collected at, the several Way Offices in Nova Scotia, within the Year ended 30th June, 1874.—Continued.

Name of Way Office.	Gross Revenue.		Salaries,	
	\$	cts.	\$	cts.
North Section of Earltown.....	0	42	10	00
North Shore, Cumberland.....	13	35	12	00
North Shore, Victoria.....	4	21	10	00
North Side of Basin, River Dennis.....	7	53	10	00
North West Arm.....	10	42	10	00
North West Cove.....	0	90	7	50
Oakfield.....	3	85	10	00
Oak Park (from 1st June, 1873).....	5	82	8	33
Ogilvie.....	8	90	10	00
Ohio.....	10	50	10	00
Old Barns.....			20	00
Oldham.....	8	21	18	00
Onslow.....			18	00
Oyster Ponds.....	3	55	10	00
Palmer's Road.....	47	78	19	50
Paradise Lane (made a Post Office 1st October, 1873).....	34	66	11	00
Parker's Cove.....	0	60	10	00
Parrsboro' Shore.....	10	00	10	00
Partridge Island (from 1st January, 1874).....	00	20	2	50
Peggy's Cove.....	21	86	10	00
Petite de Grat.....	23	05	10	00
Petite Passage.....	40	74	13	75
Petite Rivière Bridge.....	54	22	24	00
Piedmont Valley.....	14	32	10	00
Plainfield.....	22	85	10	00
Pleasant Bay.....	9	73	10	00
Pleasant River.....	19	50	10	00
Pleasant Valley, Digby.....	1	50	10	00
Pleasant Valley, Pictou, (from 1st May, 1873).....	5	52	9	16
Plymouth.....	21	72	10	00
Point Brulé.....	55	54	27	00
Point Clear.....	2	53	10	00
Point of Cape.....	1	05	10	00
Pomquet Chapel.....	6	43	10	00
Pomquet Forks.....	55	33	18	50
Ponlis.....	29	23	10	00
Poplar Hill (from 1st July, 1873).....	8	01	7	50
Port Acadie.....	70	05	33	00
Portapique.....	13	34	20	00
Portapique Mountain.....	3	40	10	00
Port Caledonia.....	99	07	33	50
Port Clyde.....	3	44	10	00
Porter's Lake.....	8	75	12	00
Port Felix.....	13	96	12	00
Port George.....	65	27	24	50
Port Greville.....	41	60	31	25
Port Hood Island.....	46	02	51	00
Port Jolly.....	16	38	10	00
Port Latour.....	104	65	36	00
Port Matoon.....	86	90	24	00
Port Philip.....	8	40	14	00
Port Richmond.....	10	68	20	00
Port Royal.....	28	50	10	50
Portuguese Cove.....	4	14	10	00
Port William's Station (no salary paid).....	1	79		
Preston Road.....	6	15	10	00
Princeport.....	5	80	10	00
Prospect.....	89	81	25	00
Puansie Beach.....	16	46	10	00

REPORT No. 3, B.—Detail of the Salaries paid to, and of the Revenue collected at, the several Way Offices in Nova Scotia, within the Year ended 30th June, 1874.—Continued.

Name of Way Office.	Gross Revenue.		Salaries.	
	\$	cts.	\$	cts.
Pubnico Harbor.....	21	08	30	00
Pugwash River.....	10	82	10	00
Queensville.....	12	33	10	00
Ragged Head.....	13	24	10	00
Ragged Island.....	7	64	10	00
Rawdon.....	27	04	14	00
Rear Julique (from 1st October, 1873).....	1	00	5	00
Rear of Black River.....	6	68	10	00
Rear Lands, Sporting Mountain.....	10	54	10	00
Red Island.....	26	04	12	50
Renfrew (from 1st October, 1873).....	1	43	5	00
Reserve Mines.....	88	68	10	00
Rhodes.....	1	91	12	00
Richmond Terminus.....	94	50	56	00
River Bourgeoise.....	55	65	12	00
River Dennis.....	14	29	16	00
River Dennis Road (from 1st July, 1873).....	3	66	7	50
River Hebert.....	100	78	26	50
Riversdale.....	5	73	11	00
Robert's Island.....	15	87	10	00
Rockley (from 1st August, 1873).....	2	42	6	66
Rocklin.....	18	66	10	00
Rockville.....	25	86	14	50
Rockwell Settlement.....	19	41	10	00
Roger's Hill.....	32	10	10	50
Roman's Valley.....	5	05	10	00
Roseway.....	6	08	12	00
Roslin.....	7	56	10	00
Ross Corner.....	8	38	10	00
Rossway.....	8	32	12	00
Round Hill.....	97	15	26	00
St. Andrew's.....	18	01	10	00
St. Ann's.....	7	12	10	00
Ste. Croix (including arrears).....			22	50
St. Esprit.....	5	08	10	00
St. George's Channel.....	6	62	10	00
St. Mary's Bay.....	52	93	20	00
St. Patrick Channel.....	4	92	10	00
St. Paul's.....	7	54	10	00
Sable River (including arrears).....	57	47	80	00
Salem.....	4	83	10	00
Salmon Hole.....	9	84	10	00
Salmon River, C.B.....	10	51	10	00
Salmon River, Digby.....	13	87	12	00
Salmon River, Guysboro'.....	9	35	12	00
Salmon River, Halifax.....	6	87	14	00
Salmon River, Lake Settlement.....	9	38	10	00
Sambro'.....	18	03	10	00
Sand Beach.....	16	82	10	00
Sand Point.....	2	34	14	00
Sandy Beaches (3 Quarters).....	2	84	7	50
Sandy Point.....	17	96	10	00
Saulmerville.....	28	41	19	00
Saw Mill Creek.....	38	50	13	00
Scotch Village.....	49	35	20	00
Scott's Bay.....	40	97	15	50
Seimah.....	104	83	19	50
Shag Harbor.....	24	50	11	50

REPORT No. 3, B.—Detail of the Salaries paid to, and of the Revenue collected at, the several Way Offices in Nova Scotia, within the Year ended 30th June, 1874.—*Continued.*

Name of Way Office.	Gross Revenue.		Salaries.	
	\$	cts.	\$	cts.
Shea's River.....	18	69	10	00
Sheffield Mills.....	96	30	36	00
Ship Harbor.....	67	21	17	00
Short Beach.....	23	74	12	00
Shulie.....	52	48	14	00
Shunacadie (from 1st November, 1873).....	2	14	4	16
Sight Point.....	5	50	10	00
Six Mile Brook.....	8	40	10	00
Six Mile Road.....	8	75	10	00
Sky Glen.....	0	38	10	00
Sluice Point (from 15th August, 1873).....	0	20	6	99
Smith's Cove.....	13	68	20	00
Smithfield (from 1st June, 1873).....	2	04	8	33
Somerset.....	118	97	43	50
Soldiers' Cove (from 1st October, 1873).....	5	83	5	00
Sonora.....	16	64	10	00
Southampton.....	20	38	10	00
South Bar of Sydney River.....	12	48	10	00
South Bay.....	13	30	10	00
South Branch.....	22	87	10	00
South Cove (from 1st October, 1873).....	4	24	5	00
South East Passage.....	8	32	10	00
South Gut of St. Anns.....	30	42	13	50
South McLellans Mountain.....	5	19	10	00
South Ohio (3 Quarters).....	28	48	7	50
South Range (from 1st August, 1873).....	1	64	6	67
South Rawdon.....	327	46	104	00
South Side of Basin River Dennis.....	8	17	10	00
South Side of Boulardarie.....	11	69	10	00
South Side of Whyccomah Bay.....	3	90	10	00
South West Margaree.....	7	24	10	00
South West Mabou.....	5	79	10	00
Spa Springs.....	23	02	11	50
Speitche's Cove.....	52	37	28	50
Spencers Island.....	12	33	10	00
Springfield.....	15	13	10	00
Springhill.....	5	40	10	00
Springhill Mines.....	59	55	10	00
Springville.....	73	59	29	50
Spry Bay.....	22	24	11	00
Steam Mill Village.....	17	10	10	00
Steep Creek.....	27	07	30	00
Stewiacke Cross Roads.....	55	99	15	00
Still Water.....	3	00	10	00
Stoddart's.....	14	32	16	00
Stormont.....	17	96	10	00
Street's Ridge (from 1st November, 1873).....	5	10	4	16
Stronach Mountain.....	6	42	10	00
Sugar Loaf.....	3	51	10	00
Summerville.....	4	98	10	00
Sutherland's Mills.....	150	50	50	50
Sutherland's River.....	23	77	10	00
Sydney Forks (from 1st January, 1874).....	27	52	12	50
Tancook Island.....	1	03	2	50
Tatamagouche Mountain.....	8	00	10	00
Tenecape.....	15	26	10	00
Terence Bay.....	15	60	10	00
Teviotdale Station.....	2	36	10	00
	6	46	10	00

REPORT No. 3, B.—Detail of the Salaries paid to, and of the Revenue collected at, the several Way Offices in Nova Scotia, within the Year ended 30th June, 1874.—*Continued.*

Name of Way Office.	Gross Revenue.		Salaries.	
	\$	cts.	\$	cts.
Three Sisters.....	61	55	11	00
Tidnish.....	8	86	10	00
Toney River.....	27	21	11	00
Torbay.....	6	14	10	00
Torbrook (from 1st July, 1873).....	5	55	7	50
Trafalgar.....	10	02	10	00
Trout Cove.....	7	57	10	00
Tuppecville.....	7	85	10	00
Tusket Forks (from 1st June, 1873).....		77	8	33
Tusket Wedge.....	10	47	10	00
Upper Branch.....	1	89	10	00
Upper Caledonia.....	5	80	10	00
Upper Clyde River (from 1st July, 1873).....	2	63	7	50
Upper Cross Roads, St. Mary's.....	14	23	20	00
Upper Dyke Village.....	6	98	12	00
Upper Economy.....	72	61	32	00
Upper Kennetcook.....	4	65	10	00
Upper La Have.....	11	85	10	00
Upper Margaree.....	12	75	10	00
Upper Newport.....	89	25	34	50
Upper Pereaux.....	20	46	10	00
Upper Rawdon.....	41	12	13	50
Upper Settlement of Baddeck River.....	10	38	10	00
Upper Settlement of Barney's River.....	5	51	10	00
Upper Settlement of Middle River Bridge.....	15	60	10	00
Upper Settlement of River Dennis.....	17	37	16	00
Upper Settlement of South River.....	11	37	10	00
Upper Settlement of West River.....	6	20	10	00
Upper Washabuck.....	4	12	10	00
Upper Wood's Harbor.....	12	56	10	00
Urbania.....	10	42	10	00
Usher (3 Quarters).....	5	40	7	50
Vale Colliery (from 1st November, 1873).....	35	37	4	16
Vaughan's.....	2	63	10	00
Vernal.....	5	48	10	00
Vernon Mines.....	2	93	10	00
Victoria.....	9	71	10	00
Victoria Harbor.....			10	00
Victoria Mines.....	48	35	24	00
Vogler's Cove.....	41	91	13	00
Wallace Bridge.....	85	18	38	00
Wallace Ridge.....	24	15	11	50
Wallace River, late Wentworth (*3 Quarters).....	27	43	*7	50
Warren.....	1	53	10	00
Waugh's River.....	30	45	14	00
Weaver Settlement.....	18	05	11	00
Webbers.....	1	55	10	00
Wellington (from 1st June, 1873).....	14	50	8	33
Wentworth, late Wallace River (5 Quarters).....	70	81	32	50
West Arichat.....	68	24	31	50
West Branch of East River, Pictou.....	12	46	11	50
West Branch of River John.....	22	01	12	00
West Branch of River Philip.....	36	70	10	00
West Brook.....	13	67	16	00
West Chester (including arrears).....	7	75	22	50
West Chester Lake, River Philip.....	1	32	10	00
West Dublin.....	17	67	16	00
West Gore.....	14	47	10	00
West Margaree.....	26	06	10	00

REPORT NO. 3, B—Detail of the Salaries paid to, and of the Revenue collected at, the several Way Offices in Nova Scotia, within the Year ended 30th June, 1874.—*Concluded.*

Name of Way Office.	Gross Revenue.		Salaries.	
	\$	cts.	\$	cts.
West Newdy Quoddy (from 1st June, 1873) .....	4	89	8	33
West Side of Lochabar .....	1	55	10	00
West Side of Middle River (from 1st July, 1873) .....	7	35	7	50
White Head .....	26	47	12	00
White Point .....	5	75	10	00
White Rock Mills (from 1st July, 1873) .....	22	36	7	50
Whycocomah Rear .....	0	50	5	00
Wickwire Station .....	51	01	20	00
Williamsdale .....	5	46	10	00
Windham Hill .....	6	60	10	00
Windsor Junction .....	0	87	10	00
Wine Harbor .....	62	37	41	00
Woodville .....	11	50	10	00
Wreck Cove .....	10	31	10	00
Total .....			\$9,559	65

N.B.—The above Revenue is included, at pages 150, 151 and 152, in that collected at the several Post Offices, to which the said Way Offices are subordinate.

D. A. MACDONALD,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

## REPORT No. 3, C.

DETAIL of all payments for Salaries, &c, in New Brunswick, showing, in each case, the name of the person, the service or duty performed, and the amount paid within the Year ended 30th June, 1874.

Name.	Service.	Amount.	
		\$	cts.
INSPECTOR'S OFFICE.			
J. McMillan.....	Post Office Inspector .....	2,200	00
W. Paisley.....	1st Class Clerk .....	1,330	00
W. C. Whittaker.....	2nd do .....	1,020	00
W. R. Avery.....	3rd do .....	620	00
W. F. Campbell.....	4th do .....	440	00
W. Bannister.....	Messenger .....	460	00
—			
NEW BRUNSWICK MONEY ORDER OFFICE.			
J. Hale.....	Superintendent (including arrears).....	1,900	00
T. B. Smith.....	2nd Class Clerk.....	920	00
J. S. Hale.....	4th do .....	370	00
—			
FREDERICTON POST OFFICE.			
A. S. Phair.....	Postmaster .....	1,600	00
H. J. Thorne.....	2nd Class Clerk .....	1,020	00
J. Cameron.....	3rd do .....	640	00
W. B. Phair, jun.....	4th do .....	420	00
—			
ST. JOHN POST OFFICE.			
J. Howe.....	Postmaster .....	2,000	00
J. Woodrow.....	Assistant Postmaster .....	1,175	00
M. J. Potter.....	2nd Class Clerk (including arrears).....	1,060	00
W. A. Black.....	2nd do (promoted from 3rd Class, 1st November, 1873).....	875	00
H. P. Otty.....	3rd do (suspended 15 days).....	767	75
A. W. McNichol.....	4th do .....	519	99
R. C. McIntyre.....	4th do .....	519	99
D. H. Waterbury.....	4th do .....	460	00
J. W. Ring.....	4th do .....	420	00
J. W. Beatteay.....	4th do .....	420	00
J. S. Flaglor.....	4th do .....	460	00
A. W. Reed.....	4th do .....	460	00
A. J. Woodrow.....	4th do (to 9th August, 1873) .....	43	00
W. F. Parker.....	4th do .....	400	00
F. Avery.....	4th do .....	400	00
J. Howe.....	4th do (to 31st August, 1873) .....	60	00
S. L. T. Rankin.....	4th do (from 1st November, 1873; also Temporary Clerk from 1st August, 1873).....	330	00
R. D. Woodrow.....	4th do (from 1st March, 1874; also Temporary Clerk from 6th October, 1873).....	260	16
R. A. Hamlin.....	4th do (from 1st March, 1874; also Temporary Clerk from 24th December, 1873) .....	188	71
P. G. Maguire.....	4th do (from 1st March, 1874; also Temporary Clerk from 1st January, 1874).....	180	00
H. C. Frink.....	4th do (to 30th September, 1873) .....	225	00



REPORT No. 3, C.—Detail of all payments for Salaries, &c., in New Brunswick, showing, in each case, the name of person, the service or duty performed, and the amount paid within the Year ended 30th June, 1874.—*Continued.*

Name.	Service.	Amount.	
		\$	cts.
<b>ST. JOHN POST OFFICE.—Continued.</b>			
G. Bell.....	Office-keeper.....	400	00
E. N Burns.....	Temporary Clerk, from 12th August to 11th September, 1873...	30	35
W. Howe.....	do from 4th September to 3rd November, 1873...	87	00
J. Gilchrist.....	do from 28th August to 5th September, 1873....	9	00
<b>RAILWAY MAIL SERVICE.</b>			
F. W. Blizard.....	2nd Class Clerk.....	820	70
J. A. McM. Hunter.....	2nd do.....	786	60
F. A. Estey.....	2nd do.....	815	00
G. M. Ryan.....	2nd do.....	803	90
W. Starkie.....	3rd do.....	624	00
J. Philps.....	3rd do.....	628	00
W. J. Weldon.....	3rd do.....	639	20
A. F. Seeley.....	3rd do.....	602	50
J. R. Pidgeon.....	3rd do.....	672	90
J. A. Carman.....	3rd do.....	617	50
Total.....		\$31,701	25

D. A. MACDONALD,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

## REPORT No. 3, C.—Continued.

DETAIL of Salaries; Allowances for Forward Duty; Allowances in aid of Rent, Fuel and Light; and of the Revenue collected at the several Post Offices in New Brunswick, within the Year ended 30th June, 1874.

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances	Allowances towards Rent, Fuel, and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Alma (Way Office to 30th April, 1873)	160 63	71 77		
Andover	466 45	146 50		
Annagance	162 85	60 00		
Apohaqui	309 01	102 50		
Baie Verte	468 08	172 00		
Bath	95 85	21 50		
Bathurst (* 5 Quarters)	1,811 29	535 00	* 60 00	60 00
Blissville	66 44	25 25		
Boiestown (a Way Office, to 31st December, 1873)	43 31	10 95		
Buctouche	437 64	174 25		
Butternut Ridge (a Way Office to 31st March, 1873)	212 82	63 66		
Campbellton	611 74	250 75	100 00	
Campo Bello	78 68	62 00		
Canterbury	163 28	143 00		
Canterbury Station	296 68	97 50		
Carquet	196 65	85 00		
Carleton	1,319 81	345 00		40 00
Centreville	127 74	35 00		
Chatham	2,950 10	766 75	360 00	120 00
Chipman (a Way Office, to 31st October, 1873)	49 97	21 27		
Cocaigne	155 16	41 75		
Cole's Island (a Way Office to 31st January, 1874)	6 10	2 67		
Dalhousie	1,067 16	439 25		40 00
Dorchester	1,195 58	341 00		40 00
Edmundston	251 19	126 00		
Elgin	170 22	82 00		
Fairville	590 85	274 50		
Flatlands	48 69	41 00		
Florenceville	442 41	203 00		
Fredericton (Salaries and expenses entered elsewhere)	9,098 26			
Fredericton Junction (no accounts received)				
Gagetown (* 3 Quarters)	913 88½	366 00	* 60 00	40 00
Grand Falls	546 10	228 00		
Grand Manan	130 17	62 00		
Great Shemogue (a Way Office to 30th April, 1873)	59 55	17 00		
Hammondvale	76 48	41 00		
Hartland	299 67	40 50		
Harvey	338 77½	245 00		
Harvey Station	199 98	57 00		
Hillsborough	687 25	310 00		
Hopewell Cape (no accounts received)				
Indian Town	1,197 66	384 00		40 00
Kingston, Kent (* 1 Quarter)	929 71	285 50		* 10 00
Kingston, King's	167 70	124 00		
Kouchibouguac	106 87	47 00		
Lepreau	79 39	93 50		
Mace's Bay	635 24	120 50		
Memramcook	578 57½	144 00		
Milltown	124 39	103 00		
Moncton (* 3 Quarters)	2,849 02	641 00	100 00	* 90 00
Mouth of Nerepis	414 66	171 00		
Narrows	261 20½	49 40		
Newcastle (* 2 Quarters)	2,177 71½	556 00	* 150 00	105 00
New Mills	75 75	46 50		
Norton Station	175 78	58 00		

REPORT No. 3, C.—Detail of Salaries; Allowances for Forward duty; Allowances in aid of Rent, Fuel, and Light; and of the Revenue collected at the several Post Offices in New Brunswick, within the Year ended 30th June, 1874.—  
*Continued.*

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Oromocto .....	285 99	183 75		
Onsekeag .....	474 04	164 50		
Penobscuis .....	245 62	97 50		
Petitcodiac .....	661 98	246 00		
Port Elgin (*1 Quarter) .....	187 44	68 67	*12 50	
Richibucto .....	873 27	426 00		40 00
Richmond Corner (a Way Office to 31st May, 1873) ..	84 70	25 74		
St. Andrew's .....	1,269 79	742 00		100 00
St. George .....	1,135 57	382 50		40 00
St. John (Salaries and expenses entered elsewhere) ..	33,257 80			
St. Martin's .....	324 33	127 00		
St. Stephen .....	2,423 33	656 50	120 00	105 00
Sackville .....	1,505 44	691 00		60 00
Salisbury .....	534 76	165 75		
Shediac .....	1,369 04	433 00		40 00
Sheffield .....	375 01	124 50		
Shippigan .....	136 67	51 00		
Springfield .....	224 19	82 00		
Sussex Vale .....	1,007 62½	380 50		40 00
Upper Mills .....	27 37½	41 00		
Welsford .....	76 98	13 25		
Westmoreland Point .....	287 14	114 63		
West Quaco .....	152 93	40 50		
Wicklow (a Way Office to 30th April, 1873) .....	37 03	27 84	10 66	
Woodstock .....	3,009 36	865 75	200 00	130 00
Totals .....	\$86,047 57½	\$15,081 60	\$1,173 16	\$1,140 00

D. A. MACDONALD,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

## REPORT No. 3, C.—Continued.

DETAIL of the Salaries paid to, and of the Revenue collected at, the several Way Offices in New Brunswick, within the year ended 30th June, 1874

Name of Way Office.	Gross Revenue.		Salaries.	
	\$	cts.	\$	cts.
Aboushagan Road (closed 31st May, 1873).....	0	29	1	66
Albert Mines.....	62	63	48	00
Aldouane (from 1st July, 1873).....	3	28	7	50
Alexander's Point.....	6	29	20	00
Anderson (from 1st June, 1873).....	2	65	8	33
Archibald Settlement.....	4	11	10	00
Armstrong's Brook.....	77	75	29	50
Armstrong's Corner.....	19	26	24	00
Aroostook.....	5	84	12	00
Arthurette.....	21	02	10	00
Au Lac.....	1	66	10	00
Avondale.....	6	82	10	00
Back Bay.....	7	69	10	00
Baie Verte Road.....	11	07	12	00
Baillie.....	23	12	10	00
Bairdsville.....	15	85	24	00
Barachois.....	5	33	10	00
Barnaby River.....	14	56	10	00
Barnsville.....	37	71	16	00
Bartibog.....	6	96	10	00
Bass River.....	67	30	26	00
Basswood Ridge.....	4	89	10	00
Bathurst Village.....	377	44	125	00
Bay du Vin.....	6	30	10	00
Bay du Vin Mills (from 1st June, 1873).....	0	73	8	67
Bayfield.....	53	37	19	00
Bayside.....	10	22	10	00
Bear Island.....	38	61	20	00
Beaver Brook.....	8	51	10	00
Beaver Harbor.....	13	10	10	00
Belledune.....	43	70	26	00
Belledune River.....	37	96	26	00
Belle Isle Bay.....	4	53	10	00
Belle Isle Creek.....	6	46	10	00
Belleville.....	18	13	10	00
Bellivaux Village.....	34	00	10	00
Belyea's Cove.....	9	74	10	00
Benton.....	112	04	31	00
Berryton.....	5	36	10	00
Big Cove.....	6	74	10	00
Birdton.....	5	16	10	00
Black Brook.....	20	02	10	00
Black Land (3 Quarters).....	28	41	28	50
Black Point.....	32	35	10	00
Black River, Northumberland.....	7	24	10	00
Black River, St. John.....	34	58	12	00
Black River Bridge.....	3	85	10	00
Blackville.....	106	13	35	00
Blayney Ridge.....	7	91	10	00
Blissfield.....	12	91	10	00
Bloomfield, Carleton.....	22	89	10	00
Bloomfield, King's.....	5	89	24	00
Bocabec.....	36	42	33	00
Boiestown (made a Post Office, 1st January, 1874).....	111	25½	15	34
Potsford Portage.....	9	29	10	00
Bondreau Village.....	7	72½	10	00
Boundary Creek.....	16	65	25	00
Boundary Presqu'isle.....	2	03	10	00

REPORT No. 3, C.—Detail of the Salaries paid to, and of the Revenue collected at, the several Way Offices in New Brunswick, within the Year ended 30th June, 1874.—Continued.

Name of Way Office.	Gross Revenue.		Salaries	
	\$	cts.	\$	cts.
Bourgeois (from 1st May, 1873)	10	53	9	17
Breadalbane	32	49½	10	00
Bridgedale	0	73	10	00
Brigg's Corner (3 Quarters)	21	62	12	00
Brookvale (3 Quarters)	5	62	7	50
Burnt Church	13	46	10	00
Burton (3 Quarters)	3	98	7	50
Cain's River (from 1st June, 1873)	1	22	8	33
Caledonia Settlement	6	98	10	00
Cambridge	26	01	11	00
Campbell Settlement, King's	7	71	10	00
Campbell Settlement, York	17	21	10	00
Cap de Moselle Creek (from 1st March, 1874)	0	43	0	83
Cape Spear	3	02	10	00
Carlow (3 Quarters)			7	50
Caron Brook (from 1st September, 1873)	2	13	5	83
Carsonville (from 1st May, 1873)	5	29	9	16
Case Settlement	0	25	10	00
Central Blissville (no accounts received)				
Central Cambridge	8	78	10	00
Central Kingsclear	15	62	10	00
Central Norton	7	56	10	00
Centre Village (from 1st June, 1873)	3	80	8	33
Centreville	65	75	60	00
Chance Harbor	4	85	10	00
Chapman (from 1st May, 1873)	8	62	9	16
Charleston	1	53	10	00
Cherryvale			4	17
Chipman (made a Post Office 1st November, 1873)	34	74	8	17
Chockfish	1	41	24	00
Church Hill	6	71	10	00
Church Point (including arrears)	18	97	10	83
Clarendon (1 Quarter)			2	50
Clifton, Gloucester	81	69	23	00
Clifton, King's	146	77	46	00
Clinch's Mills	60	06	17	00
Clones	19	90	10	00
Coal Branch	23	35	12	00
Coal Mines (3 Quarters)	7	69	9	00
Coate's Mills	10	61	10	00
Cocagne River	3	74	10	00
Cody's	11	02	10	00
Colstream	16	75	12	00
Cole's Island (made a Post Office 1st February, 1874)	14	31	7	50
Collina	8	27	10	00
Cork Station (no accounts received)				
Corn Hill	29	08	11	50
Coverdale	5	75	10	00
Cromwell	11	61	10	00
Cumberland Bay	21	13½	11	00
Cumberland Point	4	88	10	00
Curryville	5	72	10	00
Dawson Settlement	3	09	10	00
Debeck Station	81	40	12	50
Derby	168	02	51	00
Dipper Harbor	8	87	10	00
Doaktown	85	36	23	00
Doherty's Mills	3	22	10	00
Donegal	8	73	10	00

REPORT No. 3, C.—Detail of the Salaries paid to, and of the Revenue collected at, the several Way Offices in New Brunswick, within the Year ended 30th June, 1874.—*Continued.*

Name of Way Office.	Gross Revenue.		Salaries.	
	\$	cts.	\$	cts.
Douglas.....	7	81	10	00
Douglas Harbor (3 Quarters).....	14	42	7	50
Douglas Town.....	243	52	118	00
Dover.....	14	55	10	00
Doyle Settlement.....	4	19	10	00
Dumbarton Railroad Station.....	32	44	13	00
Dumfries.....	5	77	14	00
Dundee.....	9	55	10	00
Dungiven.....	6	17	10	00
Dunphy.....	35	89	12	00
Dupez's Corner (from 1st August, 1873).....	4	94	6	66
East Glassville.....	13	99	10	00
East Scotch Settlement.....	5	35	10	00
Edgett's Landing.....	21	80	28	00
Eel River.....	24	25	18	00
Emigrant Road.....	13	44	10	00
Emigrant Settlement.....	22	26	16	00
English Settlement.....	4	23	10	00
Enniskillen Station.....	14	17	15	00
Escuminac.....	25	44	10	00
Fairfield.....	30	64	10	00
Fairhaven.....	10	05	10	00
Farley's Mills.....	1	65	10	00
Farmerston.....	16	00	10	00
Fenwick.....	1	28	10	00
Ferris (no accounts received).....				
Ferryville.....	1	83	10	00
Florenceville East.....	25	70	20	00
Forest City.....	14	01	10	00
Foreston.....	26	52	10	00
Forks.....	4	72	10	00
Foster's Cove.....	11	51	10	00
Fox Creek.....	11	27	10	00
Fredericton Road.....	7	85	10	00
French Lake (no accounts received).....				
French Village.....	24	91	10	00
Gailey.....	5	91	10	00
Gardener's Creek.....	32	42	10	00
Gaspereaux (3 Quarters).....	25	07	21	00
Gaspereaux Station.....	0	53	10	00
Geary (3 Quarters).....	1	40	7	50
Germantown.....	14	23	10	00
Girvan Settlement.....	10	30	10	00
Glassville.....	67	69	23	00
Golden Grove.....	17	48	10	00
Good Corner.....	6	94	10	00
Goose Creek.....	7	97	10	00
Gordonsville.....	10	36	10	00
Goshen.....	17	93	10	00
Gowland Mountain.....	5	05	10	00
Grand Anse.....	52	43	17	00
Grand Bay.....	29	72	10	00
Grand Falls Portage.....	2	53	10	00
Grand Harbor.....	27	76	18	00
Grandigue.....	16	23	10	00
Grand River.....	31	48	20	00
Great Shemogue (made a Post Office 1st March, 1873).....	5	28	1	50
Greenfield.....	6	04	10	00
Green River.....	16	15	17	00

REPORT No. 3, C.—Detail of the Salaries paid to, and of the Revenue collected at, the several Way Offices in New Brunswick, within the Year ended 30th June, 1874.—Continued.

Name of Way Office.	Gross Revenue.		Salaries.	
	\$	cts.	\$	cts.
Greenwich Hill .....	48	12	15	50
Gueguen .....	10	66	10	00
Hammond River .....	38	94	24	00
Hampstead .....	46	75	15	25
Hampton .....	61	98	30	50
Hamtown .....	4	58	10	00
Hanford Brook .....	1	91	10	00
Hanwell .....	3	23	10	00
Hard Ledge (2 Quarters) .....	0	60	5	00
Hardwicke .....	1	77	10	00
Harewood .....	5	92	10	00
Hart's Mills (no accounts received) .....				
Hastings .....	1	21	10	00
Head of Millstream .....	4	02	10	00
Head of Tide (3 Quarters) .....	7	26	7	50
Hebron .....	5	08	10	00
Hellerup (no salary paid) .....	15	22		
Heron's Island (3 Quarters) .....	5	28	7	50
Hibernia .....	2	17	10	00
Hillsdale .....	5	59	10	00
Hillside .....	9	98	10	00
Holmesville (3 Quarters) .....			7	50
Hopewell (no accounts received) .....				
Hopewell Corner do .....				
Hopewell Hill do .....				
Indian Island .....	1	80	10	00
Intervale .....	6	29	10	00
Irishtown .....	4	89	10	00
Irving Settlement .....	5	67	10	00
Jacksontown .....	22	90	10	00
Jacksonville .....	123	67	34	00
Jameville .....	19	44	10	00
Jemseg .....	31	68	11	00
Jenkins .....	8	78	10	00
Johnson Mills .....	8	14	10	00
Johnston .....	6	77	10	00
Johnville (3 Quarters) .....			7	50
Jolicure .....	2	84	14	00
Juvenile Settlement .....			10	00
Kars .....	6	43	10	00
Kay Settlement .....	3	06	10	00
Keswick Ridge .....	20	29	28	00
Kincardine (from 1st June, 1873) .....	137	20	8	33
Kingsclear .....	70	154	23	00
Kingsley .....	2	30	10	00
Kirkland (from 1st February, 1874) .....	2	81	1	67
Knowlesville .....	17	77	10	00
Knoxford .....	12	68	10	00
Lakefield .....	55	54	19	00
Lake George .....	46	13	20	00
Lake Settlement .....	3	65	18	00
Lakeville .....	12	67	10	00
Lawrence Corner (3 Quarters) .....	19	55	7	50
Lawrence Station (closed 30th November, 1873) .....	10	24	6	25
Ledge .....	16	11	10	00
L'Etete .....	19	70	14	00
Lewis Mountain .....	3	11	10	00
Lewisville .....	13	49	10	00
Lincoln (3 Quarters) .....	1	61	7	50
Lindsay .....	14	18	10	00

REPORT No. 3, C.—Detail of the Salaries paid to, and of the Revenue collected at, the several Way Offices in New Brunswick, within the Year ended 30th June, 1874.—*Continued.*

Name of Way Office.	Gross Revenue.		Salaries.	
	\$	cts.	\$	cts.
Lintons (3 Quarters) .....	4	96	7	50
Little Branch .....	8	80	10	00
Little Lepreaux .....	14	00	10	00
Little Ridge, Albert .....	3	79	10	00
Little Ridge, Charlotte (3 Quarters) .....	2	41	7	50
Little River, Coverdale .....	2	46	10	00
Little River, Elgin .....	11	09	10	00
Little River, Sunbury (3 Quarters) .....	8	44	7	50
Little Rocher .....	19	35	12	00
Little Shemogue .....	30	22	12	50
Little Shippigan .....	2	72	10	00
Loch Lomond .....	11	85	10	00
Londonderry .....	11	00	10	00
Long Creek .....	5	80	10	00
Long Point .....	4	61	10	00
Long Reach .....	4	56	10	00
Long Settlement .....	11	44	10	00
Lord's Cove .....	11	96	10	00
Lower Brighton .....	5	18	10	00
Lower Canterbury .....	11	37	24	00
Lower Cape (no accounts received) .....				
Lower Coverdale .....	1	82	10	00
Lower French Village .....	9	79	10	00
Lower Haynesville .....	2	68	10	00
Lower Line Queensbury .....	5	11	10	00
Lower Newcastle .....	25	26	10	50
Lower Pockmonche .....	4	29	10	00
Lower Prince William .....	36	13	24	00
Lower Queensbury .....	16	09	10	00
Lower Southampton .....	45	21	16	00
Lower Turtle Creek .....	13	09	10	00
Lower Wakefield .....	14	42	25	00
Lower Woodstock .....	29	94	12	00
Ludlow .....	16	34	12	00
Lute's Mountain .....	8	60	10	00
Lynnfield .....	4	87	10	00
Lyttleton .....	3	72	10	00
McAdam Junction .....	90	03	42	00
McDonald's Corners .....	13	23	10	00
McDonald's Point .....	12	07	10	00
McDougall's Settlement .....	10	24	10	00
McKenzie's Corners .....	15	64	22	00
McLaughlan Road .....	9	50	10	00
McLeod's Mills .....	26	33	10	00
Mactaquack .....	3	72	10	00
Madisco .....	105	42 <sup>1</sup> / <sub>2</sub>	78	00
Magagna Javic .....	3	49	10	00
Magundy .....	21	24	10	00
Manners Sutton .....	4	26	10	00
Maple Green .....	8	66	16	00
Mapleton .....	9	68	10	00
Maqnapit Lake (3 Quarters) .....	7	53	7	50
Markhamville .....	21	83	14	00
Marysville .....	48	38	42	00
Mangersville (3 Quarters) .....	38	00 <sup>1</sup> / <sub>2</sub>	19	50
Mechanics' Settlement .....	18	47	10	00
Middle Coverdale .....	9	36	10	00
Middle St. Francis .....	35	03	14	00
Middle Shemogue .....	85	97	80	00



REPORT No. 3, C.—Detail of the Salaries paid to, and of the Revenue collected at, the several Way Offices in New Brunswick, within the Year ended 30th June, 1874.—Continued.

Name of Way Office.	Gross Revenue.		Salaries.	
	\$	cts.	\$	cts.
Middle Southampton	20	57	11	00
Midgie	6	32	10	00
Midland	1	57	10	00
Mill Cove	4	59	10	00
Mill Creek	0	73	10	00
Milledgeville	90	12	66	00
Millstream	12	80	18	00
Millville	8	31	10	00
Mispec	4	51	10	00
Moncton Road	4	19	10	00
Monument Settlement	16	35	10	00
Moore's Mills	17	06	10	00
Moulie's River	13	90	10	00
Mount Whatley	109	87	48	00
Mouth of Jemseg	17	18½	10	00
Mouth of Keswick	22	53	18	00
Mount Pleasant (from 1st May, 1873)	1	30	9	16
Murray's Corners	32	48	16	00
Nasquash	61	97	59	00
Nackawick	9	60	10	00
Nashwaak	67	93½	16	00
Nashwaaksis	19	73½	11	00
Nashwaak Station (from 1st July, 1873)	82	40	66	66
Nashwaak Village	10	40	10	00
Nerepis Station	15	65	10	00
Neguac (closed 30th September, 1873)	11	89	5	00
New Bandon	38	67	22	00
Newburgh	6	83	10	00
New Canaan	2	41	10	00
Newcastle Bridge (3 Quarters)	23	29	9	00
Newcastle Creek (3 Quarters)	23	60	12	00
New Horton	5	13	10	00
New Ireland	5	24	10	00
New Ireland Road	3	16	10	00
New Jerusalem	51	03	22	00
New Maryland	8	32	10	00
New River	17	77	18	00
Newtown	42	31	20	50
Northampton	4	58	10	00
North Esk Boom	8	26	10	00
Northfield (3 Quarters)	17	90	7	50
North Joggins	4	17	10	00
North Lake, Westmoreland	6	54	10	00
North Lake, York	8	46	10	00
North River	0	93	10	00
North River Platform	15	85	15	00
North West Bridge	85	99	26	00
Norton	11	60	10	00
Norton Dale	7	91	10	00
Oak Bay	38	44	33	00
Oakham	6	08	10	00
Oak Hill	10	29	10	00
Oak Point, King's	20	73	10	00
Oak Point, Northumberland	4	73	10	00
Olinville (1 Quarter)	..	..	2	50
Otnabog	24	11	10	00
Palnaco Settlement	5	32	9	17
Palmerston	23	77	10	00
Palmerston Settlement (no accounts received)	..	..	..	..

REPORT No. 3, C.—Detail of the Salaries paid to, and of the Revenue collected at, the several Way Offices in New Brunswick, within the Year ended 30th June, 1874.—*Continued.*

Name of Way Office.	Gross Revenue.		Salaries.	
	\$	cts.	\$	cts.
Pearson (from 15th February, 1874).....			1	25
Peel.....	6	84	10	00
Pemberton Ridge.....	2	89	10	00
Pennfield.....	48	07	18	00
Pennfield Ridge.....	27	97	10	00
Perry Settlement.....	0	78	10	00
Perth.....	11	19	10	00
Petersville (1 Quarter).....			3	50
Petersville Church.....	18	44	10	00
Pisarinco.....	5	51	10	00
Pleasant Ridge.....	15	16	10	00
Pleasant Vale.....	39	39	11	00
Pockmouche.....	33	59	11	00
Pockshaw.....	31	17	10	50
Pointe du Chêne.....	250	41	57	00
Pointe la Nim.....	8	82	10	00
Pointe Sapin.....	3	48	10	00
Point Wolfe.....	16	73	10	00
Pollet River.....	6	39	10	00
Pomeroy Ridge (to 15th November, 1873).....	5	43	6	25
Poodiac.....	5	29	10	00
Poplar Grove.....	15	77	10	00
Poquiock.....	13	09	19	00
Portage River.....	9	10	10	00
Prince of Wales.....	31	42	13	00
Prince William.....	42	30½	15	50
Prosser Brook.....	3	31	10	00
Quaco Road.....	7	82	10	00
Katter's Corners.....	4	94	10	00
Read.....	4	76	10	00
Red Bank.....	14	94	12	00
Renous Bridge.....	34	81	12	00
Rerous River (from 1st December, 1873).....	1	38	3	33
Richibucto Village.....	5	40	10	00
Richmond Corner (made a Post Office, 1st June, 1873).....	13	60	3	67
Riley Brook.....	23	18	10	00
River Charlo.....	67	67	26	00
River de Chute.....	27	56	15	50
River Louison.....	61	93	32	00
River Side.....	1	11	38	00
Rockland.....	62	05	24	50
Rockport.....	52	82	12	00
Rockville.....	3	69	10	00
Rolling Dam.....	20	15	10	00
Rosevale.....	9	25	12	00
Rothsay.....	162	70	110	00
Roundhill.....	99	10	37	75
Roxburgh.....	11	41	10	00
Royal Road.....	3	41½	10	00
Rusagornis.....	4	65	7	50
Rusagornis Station (no accounts received).....				
St. Anthony (from 1st May, 1873).....	3	45	9	16
St. Croix.....	206	11	74	00
St. Hilaire.....	19	60	10	00
St. Joseph.....	128	98	30	00
St. Leonard.....	9	49	10	00
St. Martin's.....	6	61	10	00
St. Mary's.....	15	08	10	00
St. Mary's Ferry.....	181	30½	45	00

REPORT No. 3, C.—Detail of the Salaries paid to, and of the Revenue collected at, the several Way Offices in New Brunswick, within the Year ended 30th June, 1874.—*Continued.*

Name of Way Office.	Gross Revenue.		Salaries.	
	\$	cts.	\$	cts.
St. Patrick.....	21	97	10	00
St. Paul's.....	7	86	10	00
Salem.....	5	48	10	00
Salmon Beach.....	23	18	18	00
Salmon Creek (3 Quarters).....	11	90	7	50
Salmon River (to 30th April, 1873).....	7	86	2	00
Salmon River, St. John.....	21	40	10	00
Salt Springs.....	2	67	10	00
Scotch Settlement.....	5	42	10	00
Scotch Town.....	7	99	7	50
Secvil's Mills.....	17	85	10	00
Second Falls.....	48	76	18	00
Seely's Mills.....	22	51	10	50
Shanklin.....	11	37	10	00
Shannonvale.....	0	36	10	00
Shediac Bridge.....	8	25	10	00
Shediac Road.....	4	83	10	00
Sheffield Academy.....	36	08	7	50
Shepody Road.....	2	22	10	00
Shiktehawk.....	22	02	10	00
Silver Stream.....	7	02	10	00
Smith's.....	77	41	42	00
Smith's Creek.....	17	41	12	00
Smith's Town.....	31	32	10	00
Somerville.....	33	69	42	00
Southampton.....	7	29	10	00
South Bay.....	42	90	24	00
South Branch, Kennebecasis.....	3	05	10	00
South Branch of St. Nicholas River (from 1st December, 1873).....	5	00	3	33
South Nelson.....	130	09	44	00
South Rockland (from 1st June, 1873).....	76	09	48	14
Spence's (from 1st May, 1873).....	2	52	9	16
Sprague's Point.....	40	21	19	50
Springfield.....	17	00	10	00
Spruce Lake.....	0	55	10	00
Stanley.....	26	24	21	00
Starkeys.....	18	11	16	00
Steeve's Monument.....	2	42	10	00
Steeve's Settlement.....	6	05	10	00
Stony Creek.....	5	81	10	00
Stymast Settlement (from 15th February, 1873).....	0	27	1	25
Summerhill.....	14	69	10	00
Sussex Corner.....	139	93	88	00
Sussex Portage.....	14	63	10	00
Swan Creek.....	15	93	10	00
Syphers's Cove.....	3	59	7	50
Talucintac.....	38	88	16	00
Taylor Village.....	67	71	30	00
Tay's Mills.....	8	00	10	00
Tay's Settlement.....	24	37	10	00
Tediah.....	39	76	14	50
Temperance Vale.....	7	00	10	00
Ten Mile Creek.....	28	44	10	00
Tenant's Cove.....	6	45	10	00
The Range.....	16	89	10	00
Thorne Brook.....	0	36	10	00
Thorne Town.....	2	52	10	00
Three Brooks.....	23	37	10	00
Tidnish Bridge.....	10	90	10	00

REPORT No. 3, C.—Detail of the Salaries paid to, and of the Revenue collected at, the several Way Offices in New Brunswick, within the Year ended 30th June, 1874.—Continued.

Name of Way Office.	Gross Revenue.		Salaries.	
	\$	cts.	\$	cts.
Titusville .....	11	14	10	00
Tower Hill .....	18	14	10	00
Tracadie .....	73	06	30	50
Tracey's Mills .....	32	76	16	00
Tracey Station (no accounts received) .....				
Turtle Creek .....	4	49	10	00
Tweedsidc .....	4	58	10	00
Undine .....	4	11	10	00
Union Corner .....	7	43	10	00
Upham .....	6	70	22	00
Upper Bay du Vin .....	9	48	11	00
Upper Buctouche .....	0	70	10	00
Upper Cape .....	12	97	10	00
Upper Caraget .....	15	49	22	00
Upper Caverhill .....	4	02	10	00
Upper Gagetown .....	63	03	24	00
Upper Gaspereaux .....	26	14	13	50
Upper Greenwich .....	11	76	10	00
Upper Hampstead .....	5	05	10	00
Upper Haynesville .....	45	23	14	00
Upper Kent .....	9	22	10	00
Upper Keswick .....	79	30	17	00
Upper Keswick Ridge .....	9	13	10	00
Upper Loch Lomond .....	10	47	10	00
Upper Magaguadavic .....	51	11	10	00
Upper Maugerville (3 Quarters) .....	19	32	9	00
Upper Neguac .....	32	64	10	00
Upper New Horton .....	14	68	10	00
Upper Peel .....	18	41	10	00
Upper Queensbury .....	9	49	11	00
Upper St. Basil .....	51	66	20	50
Upper St. Francis .....	3	25	10	00
Upper Sackville .....	72	37	30	50
Upper Sheffield (3 Quarters) .....	33	83	27	00
Upper Southampton .....	10	09	10	00
Upper Wicklow .....	40	57	12	00
Upper Woodstock .....	137	75	64	00
Upsalquitch .....	7	79	10	00
Urquhart's .....	2	07	10	00
Victoria .....	124	04	32	00
Waasis Station (3 Quarters) .....	3	78	7	50
Ward's Creek Road .....	5	41	10	00
Washademoak .....	10	89	10	00
Waterborough .....	11	35	10	00
Waterside .....	17	47	10	00
Waterville .....	21	04	12	00
Watson Settlement .....	8	27	10	00
Waweig .....	8	57	10	00
Webster's Creek .....	13	55	10	00
Weldford .....	207	40	45	00
Wellington .....	8	05	10	00
West Branch Nicholas River .....	16	94	10	00
Westcock .....	10	42	10	00
Westfield .....	12	36	10	00
West Glassville .....	12	92	10	00
Wheaton Settlement .....	7	55	10	00
White's Cove .....	29	90	10	00
Whittier's Ridge .....	5	70	10	00
Whitney .....	7	04	10	00

REPORT No. 3, C.—Detail of the Salaries paid to, and of the Revenue collected at, the several Way Offices in New Brunswick, within the Year ended 30th June, 1874.—*Concluded.*

Name of Way Office.	Gross Revenue.		Salaries.	
	\$	cts.	\$	cts.
Wickham .....	20	35	12	00
Wicklow (made a Post Office 1st May, 1873) .....	10	88	3	50
Williamstown .....	5	96	10	00
Willow Grove .....	14	94	10	00
Wilson's Beach .....			10	00
Windsor .....	6	40	10	00
Wood Point .....	12	14	10	00
Woodstock Road Station .....	12	30	26	67
Yoho .....	1	07	10	00
Young's Cove .....	10	35	10	00
Total .....			\$7,569	59

N.B.—The above Revenue is included, at pages 168 and 169, in that collected at the several Post Offices to which the said Way Offices are subordinate.

D. A. MACDONALD,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

## REPORT No. 3, D.

DETAIL of all payments for Salaries, &c., in Manitoba, showing, in each case, the name of the person, the service or duty performed, and the amount paid within the Year ended 30th June, 1874.

N.B.—Accounts for the last Quarter, not received in time to be included.

Name.	Service.	Amount.	
FORT GARRY POST OFFICE.			
A. G. Bannatyne .....	Postmaster .....	750	00
J. Macdougall. ....	3rd Class Clerk .....	470	00
F. J. Clark .....	4th do (to 31st October, 1873) .....	291	66
J. O. Poitras .....	4th do .....	375	00
W. S. Brown .....	4th do (from 1st November, 1873) .....	83	34
F. Trudell .....	Temporary Messenger .....	3	50
Total .....		\$1,973	50

D. A. MACDONALD,  
*Postmaster-General,*

H. A. WICKSTEED,  
*Accountant.*

REPORT No. 3, D.—*Concluded.*

DETAIL of Salaries; Allowances for Forward Duty; Allowances in aid of Rent, Fuel and Light; and of the Revenue collected at the several Post Offices in Manitoba, within the Year ended 30th June, 1874.

N. B.—Accounts for the last quarter not received in time to be included.

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Baie St. Paul.....	10 47	7 50		
Burnside.....	29 26	10 80		
Cook's Creek (from 1st October, 1873.).....	1 92	2 50		
Eagle's Nest.....	8 91	7 50		
Fort Garry (Salaries and expenses entered elsewhere)	2,598 21			
Headingley.....	41 21	14 52		
High Bluff.....	94 49	35 02		
Kildonan.....	58 52	19 53		
Lower Fort Garry.....	183 32	75 16		
Mapleton.....	18 23	8 00		
Middle Church.....	18 01	7 48		
Oak Point.....	4 87	7 50		
Palestine.....	51 23	29 11		
Park's Creek.....	8 78	7 50		
Pigeon Lake.....	21 09	8 85		
Pointe à Grouette (from 1st Sept., 1873, no accounts received).....				
Poplar Point.....	53 75	23 48		
Portage la Prairie.....	227 27	76 08		
Rockwood (from 1st October, 1873.).....	3 40	2 50		
St. Agathe (from 1st September, 1873.).....	1 20	2 50		
St. Andrews.....	66 97	30 46		
St. Ann's, late Pointe du Chêne.....	38 94	9 30		
St. Boniface (2 Quarters).....	40 73	17 88		
St. Charles.....	7 80	7 50		
St. François Xavier.....	15 38	7 50		
St. James.....	19 02	7 50		
St. Laurent, late Indian Mission.....	6 84	7 50		
St. Norbert.....	41 37	15 49		
St. Peter's.....	23 86	8 28		
St. Vital (from 1st September, 1873.).....	0 79	2 50		
Springfield (from 1st October, 1873.).....	5 30	2 54		
Westbourne, late White Mud River.....	54 08	25 53		
West Lynn, late Pembina.....	331 35	102 00		
Total.....	\$4,086 57	\$589 51		

D. A. MACDONALD,  
Postmaster-General,

H. A. WICKSTEED,  
Accountant.

REPORT No. 3 E.

DETAIL of all Payments for Salaries, &c., in British Columbia; showing, in each case, the name of the person, the service or duty performed, and the amount paid, within the Year ended 30th June, 1874.

Name.	Service.	Amount.	
INSPECTOR'S OFFICE.			
R. Wallace .....	Post Office Inspector, from 22nd October, 1873 .....	\$ 1,525	81
E. H. Fletcher .....	2nd Class Clerk, transferred from Ottawa Inspector's Office 1st February, 1874 .....	371	66
VICTORIA POST OFFICE.			
H. Wootton .....	Postmaster .....	2,000	00
W. G. Reynolds .....	3rd Class Clerk .....	720	00
R. Ethridge .....	Temporary Clerk, 48 days .....	72	00
R. E. Woods .....	do 19 do .....	28	50
Less Difference between the amount of Superannuation deductions not paid over to the Receiver General on 30th June, 1873, and the amount not paid over on 30th June, 1874; the balance paid over and brought to account next year.....		\$4,717	97
Total .....		\$4,709	67

D. A. MACDONALD,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.



REPORT No. 3 E.—*Concluded.*

DETAIL of Salaries; Allowances for Forward duty; Allowances in aid of Rent, Fuel and Light; and of the Revenue collected at the several Post Offices in British Columbia, within the Year ended 30th June, 1874.

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowance.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Ashcroft (5 Quarters).....	26 42	25 00		
Barkerville.....	974 80	600 00		200 00
Burrard Inlet.....	283 28	118 00		
Cache Creek.....	39 86	20 00		
Canoe Creek (from 1st July, 1873, no accounts received).....				
Chemainus (2 Quarters; * including arrears).....	8 44	* 32 41		
Chilliwack.....	74 10	20 00		
Clinton (3 Quarters; * including arrears).....	234 25	* 116 50	45 00	
Comox (7 Quarters; * including arrears).....	89 81	* 53 89		
Cowichan (5 Quarters; * including arrears).....	82 13	* 70 04		
Dog Creek (from 1st July, 1873, no accounts received).....				
Duck and Pringle (6 Quarters; * including arrears).....	20 10	* 51 39		
Dunkeld (2 Quarters).....	30 00	30 00		
Esquimalt (* including arrears).....	618 55	* 793 46		
Granville from 1st March 1874.....	14 75	4 07		
Grouse Creek (from 1st July, 1873).....	15 00	15 00		
Harvey Creek (from 1st July, 1873).....	15 00	15 00		
Hope (6 Quarters; * including arrears).....	8 93	* 48 89		
Kamloops.....	91 88	34 00		
Keithley Creek (from 1st July, 1873).....	13 70	15 00		
Lake La Hache, (no accounts received).....				
Langley.....	48 54	20 00		
Lilloet (5 Quarters; * including arrears).....	61 44	* 124 37		
Lytton (6 Quarters; * including arrears).....	151 73	* 161 69		
Maple Bay.....	48 42	20 00		
Moodyville (from 1st March, 1874).....	31 69	6 87		
Nanaimo.....	471 30	156 00		
New Westminster.....	1,240 43	1,200 00		
Nicola Lake (2 Quarters).....	14 25	10 00		
Okanagon (5 Quarters; * including arrears).....	37 99	* 30 00		
Okanagon Mission (no accounts received).....				
Omineca (2 Quarters; * including arrears).....	57 00	* 104 16		
150-Mile House.....	77 85	40 00		
Quesnelle (1 Quarter; * including arrears).....	28 35	* 186 17	* 57 82	
Quesnelle Forks (no accounts received).....				
Skesna (no accounts received).....				
Soda Creek.....	105 05	68 00		
Somenos.....	34 71	20 00		
Sooke.....	164 70	20 00		
Spence's Bridge (5 Quarters; * including arrears).....	60 96	* 47 63		
Sumas.....	99 34	38 00		
Van Winkle.....	224 94½	70 00		
Victoria (Salaries and expenses entered elsewhere).....	7,355 08			
Yale.....	585 17	380 00	40 00	
Total.....	\$13,529 94½	\$4,765 54	\$142 82	\$200 00

D. A. MACDONALD,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.

## REPORT No. 3, F.

DETAIL of all payments for Salaries, &c, in Prince Edward Island, showing, in each case, the name of the person, the service or duty performed, and the amount paid within the Year ended 30th June, 1874.

Name.	Service.	Amount.	
CHARLOTTETOWN POST OFFICE.			
A. A. Macdonald .....	Postmaster .....	1,217	53
W. W. McLeod .....	Assistant Postmaster .....	568	52
D. A. Macdonald .....	3rd Class Clerk .....	406	02
W. McKenna .....	4th do .....	325	02
O. P. Treanor .....	do .....	244	02
W. Harris .....	do .....	370	02
E. McKinnon .....	do .....	260	01
N. White .....	do .....	245	52
A. A. McLean .....	Temporary Clerk (11 days) .....	22	00
D. McLeod .....	Office Keeper, from 1st September to 31st December, 1873 .....	100	00
Total .....		\$3,758	66

D. A. MACDONALD,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

REPORT No. 3, F.—Continued.

DETAIL of Salaries; Allowances for Forward duty; Allowances in aid of Rent, Fuel and Light; and of the Revenue collected at the several Post Offices in Prince Edward Island, within the Year ended 30th June, 1874.

N.B.—Including the Accounts from Country Offices, for 3 Quarters only.

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Albany.....	14 98	7 50		
Alberton.....	200 08	87 00		
Augustine Cove.....	17 77	7 50		
Barrett's Cross.....	45 98	13 50	60 00	
Bay Fortune.....	9 45	7 50		
Bedeque.....	98 38	39 00	12 00	
Belfast.....	115 39	34 50		
Belle Creek.....	13 68	7 50		
Big Marsh.....	13 37	7 50		
Bloomfield.....	9 61	7 50		
Bonahaw.....	54 72	13 50	12 00	
Bothwell.....	37 65	12 00		
Brackley Point.....	14 63	7 50		
Brackley Point Road.....	4 84	7 50		
Brae.....	9 53	7 50		
Brooklyn.....	17 31	7 50		
Bull Creek.....	7 04	7 50		
Burlington.....	8 89	7 50		
Cable Head.....	10 00	7 50		
Caledonia.....	28 10	9 00		
Cape Traverse.....	17 80	7 50		
Cape Wolfe.....	15 40	7 50		
Cardigan Bridge.....	106 11	22 50	12 00	
Cardigan Road.....	5 68	7 50		
Carleton.....	20 66	7 50		
Cavendish.....	36 17	9 00		
Cavendish Road.....	10 66	7 50		
Charlottetown (Salaries and expenses entered elsewhere)	8,020 50			
Cherry Grove.....	9 25	7 50		
Cherry Valley.....	52 77	15 00		
Cornwall.....	34 72	9 00		
Covehead.....	12 13	7 50		
Covehead Road.....	5 19	7 50		
Crapaud.....	90 27	27 00	12 00	
Darlington.....	3 10	7 50		
Darnley.....	19 71	7 50		
De Gros Marsh.....	14 55	7 50		
De Sable.....	41 64	10 50		
Dundas.....	65 51	24 00		
East Point.....	19 26	7 50		
Egmont Bay.....	18 71	7 50		
Emyvale.....	7 66	7 50		
Fairfield.....	17 50	7 50		
Farmington.....	12 81	7 50		
Fifteen Point.....	9 64	7 50		
Flat River.....	33 54	10 50		
Fort Augustus.....	19 35	7 50		
Freetown I.....	18 51	7 50		
French R ver.....	32 97	9 00		
French Village.....	10 56	7 50		
Gaspereaux.....	24 32	7 50		
Georgetown.....	453 90	156 00	75 00	
Goose River.....	6 09	7 50		
Graham's Road.....	24 83	9 00		
Grand Tracadie.....	8 96	7 50		
Granville.....	18 62	7 50		

REPORT NO. 3, F.—Detail of Salaries; Allowances for Forward duty; Allowances in aid of Rent, Fuel and Light; and of the Revenue collected at the several Post Offices in Prince Edward Island, within the Year ended 30th June, 1874.  
—Continued.

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Hamilton.....	14 66	7 50		
Hartsville.....	8 16	7 50		
Hazel Grove.....	36 39	7 50	60 00	
Head St. Peter's Bay.....	111 93	30 00	45 00	
Higgin's Road.....	8 31	7 50		
Hope River.....	22 15	7 50		
Indian River.....	27 60	18 00		
Inverness.....	5 86	7 50		
Johnston's River.....	9 09	7 50		
Kelly's Cross.....	6 41	7 50		
Kildare.....	19 32	7 50		
Kinross.....	38 89	10 50		
Little Harbor.....	13 56	7 50		
Little Sands.....	30 38	10 50		
Little Tignish.....	19 56	7 50		
Little York.....	9 19	7 50		
Long Creek.....	19 07	7 50		
Long River.....	17 80	7 50		
Lot No. 1.....	11 16	7 50		
Lot No. 4.....	31 83	12 00		
Lot No. 6.....	14 40	7 50		
Lot No. 8.....	13 37	7 50		
Lot No. 10.....	10 93	7 50		
Lot No. 11.....	23 78	10 50		
Lot No. 12.....	32 54	9 00		
Lot No. 14.....	28 63	9 00		
L No. 16.....	17 83	7 50		
No. 30.....	4 15	7 50		
Lot No. 35.....	19 36	7 50		
Lot No. 45.....	15 25	7 50		
Lot No. 56.....	46 09	15 00		
Lot No. 67.....	19 17	7 50		
Lower Freetown.....	16 31	7 50		
Lower Montague.....	18 80	7 50		
Margate.....	54 46	19 50		
Maria Bridge.....	19 54	7 50		
Mermaid Farm.....	6 35	7 50		
Middleton.....	14 64	7 50		
Miminegash.....	23 72	7 50		
Miscouche.....	37 21	9 00	15 00	
Monaghan.....	9 03	7 50		
Montague Bridge.....	158 62	43 50	15 00	
Montague Cross.....	13 66	7 50		
Montrose.....	31 77	7 50		
Morell.....	153 28	22 50		
Morell Rear.....	7 52	7 50		
Mount Pleasant.....	10 99	7 50		
Mount Stewart.....	84 14	24 00		
Muddy Creek.....	7 20	7 50		
Murray Harbor, North.....	24 75	7 50		
Murray Harbor, South.....	105 08	31 50		
Murray Harbor Road.....	19 68	7 50		
Murray River.....	27 79	7 50		
New Glasgow.....	70 41	18 00		
New Haven.....	20 77	7 50		
New London.....	36 80	12 00		
New Perth.....	64 75	15 00	60 00	

REPORT No. 3, F.—Detail of Salaries; Allowances for Forward duty; Allowances in aid of Rent, Fuel and Light; and of the Revenue collected at the several Post Offices in Prince Edward Island, within the Year ended 30th June, 1874.  
—Continued.

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Newton	7 47	7 50		
New Wiltshire	19 28	7 50		
Nine Mile Creek	13 17	7 50		
North Bedeque	16 88	7 50		
North Lake	16 85	7 50		
North River	20 80	7 50		
North Rustico	32 58	7 50		
North Tryon	66 85	15 00		
O'Leary's Road	6 69	7 50		
Orwell	50 98	13 50	12 00	
Orwell Cove	16 83	7 50		
Park Corner	24 82	7 50		
Peter's Road	12 89	7 50		
Pig Brook	21 80	7 50		
Pisquid	7 95	7 50		
Pisquid Road	3 48	7 50		
Point Prim	21 03	7 50		
Pork Hill	97 91	31 50	22 50	
Pownal	79 00	25 50		
Princetown	68 26	18 00		
Princetown Road	10 59	7 50		
Red Point	34 92	7 50		
Rollo Bay	35 63	16 50		
Rollo Bay Cross	23 15	9 00		
Rona	10 87	7 50		
Rose Valley	18 77	7 50		
Rustico	23 32	7 50		
St. Andrews	15 28	7 50		
St. Ann's	11 57	7 50		
St. Eleanor's	98 21	33 00		
St. Margaret's	13 71	7 50		
St. Mary Road	9 69	7 50		
Scotchfort	7 32	7 50		
Scarletown	25 80	7 50		
Selkirk Road	6 04	7 50		
Skinner's Pond	7 62	7 50		
Somerset	20 50	7 50		
Souris East	214 19	57 00	60 00	
Souris West	52 14	13 50		
South Port	149 54	40 50		
South West Lot 16	9 69	7 50		
South Wiltshire	7 29	7 50		
Springfield	24 81	7 50	30 00	
Stanley Bridge	40 47	15 00		
Sturgeon	32 23	12 00		
Suffolk Road	4 42	7 50		
Summerside	1,563 16	343 50	300 00	
Summersville	28 82	7 50		
Tignish	90 74	22 50	12 00	
Tracadie Cross	19 30	7 50		
Travellers' Rest	20 79	7 50		
Tryon	31 83	7 50		
Tyne Valley	15 82	7 50		
Valleyfield	12 71	7 50		
Vernon River	252 95	12 00	60 00	
Vernon River Bridge	23 99	7 50		
Victoria	42 44	10 50		

REPORT No. 3, F.—Detail of Salaries; Allowances for Forward duty; Allowances in aid of Rent, Fuel and Light; and of the Revenue collected at the several Post Offices in Prince Edward Island, within the Year ended 30th June, 1874.  
—*Concluded.*

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Victoria Cross.....	26 53	7 50	.....	.....
Wellington.....	19 83	7 50	.....	.....
West Cape.....	26 16	7 50	.....	.....
West Covehead.....	5 04	7 50	.....	.....
Western Road.....	12 71	7 50	.....	.....
West Point.....	11 95	7 50	.....	.....
Wheatly River.....	24 63	7 50	.....	.....
Whim Road Cross.....	27 60	7 50	.....	.....
Wilmot Valley.....	10 94	7 50	.....	.....
Wood Islands.....	47 01	13 50	.....	.....
Totals.....	\$15,612 69	\$2,469 00	\$874 50	.....

D. A. MACDONALD,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

(D, IN REPORT No. 3, A.)

DETAIL of all payments, for Commission on Sale of Postage Stamps, by Vendors in Cities, in Ontario and Quebec, made within the Year ended 30th June, 1874.

Post Office.	Amount.	
	\$	cts.
Hamilton.....	1,422	10
Kingston.....	158	75
London.....	646	41
Montreal.....	4,403	52
Ottawa.....	398	58
Quebec.....	849	62
Toronto.....	3,069	30
Total.....	\$10,948	28

D. A. MACDONALD,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

(D. IN REPORT No 3, B.)

DETAIL of all payments, for Commission on Sale of Postage Stamps, by Vendors in Cities, in Nova Scotia, made within the Year ended 30th June, 1874.

Post Office.	Amount.	
	\$	cts.
Halifax.....	498	64
Total.....	\$498	64

D. A. MACDONALD,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

(D. IN REPORT No 3, C.)

DETAIL of all payments, for Commission on Sale of Postage Stamps by Vendors in Cities, in New Brunswick, made within the Year ended 30th June, 1874.

Post Office.	Amount.	
Fredericton .....	\$ 26	cts. 72
St. John ..	135	06
Total.....	\$161	78

D. A. MACDONALD,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

(D. IN REPORT No. 3, F.)

DETAIL of all payments, for Commission on sale of Postage Stamps, by Vendors in Cities, in Prince Edward Island, made within the year ended 30th June, 1874.

Post Office.	Amount.	
Charlottetown.....	\$ 7	cts. 08
Total.....	\$7	08

D. A. MACDONALD,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*



## (A. IN REPORT NO. 4, A.)

DETAIL of all payments for Travelling Expenses incurred in the service of the Post Office Department, in Ontario and Quebec, made within the Year ended 30th June, 1874.

Name.	Service.	Amount	
<b>CHIEF INSPECTOR'S OFFICE.</b>			
J. Dewé, Chief Inspector.	Travelling allowance and mileage.....	\$ 959	cts. 70
J. D. Paterson .....	do do do .....	114	50
<b>QUEBEC DIVISION.</b>			
W. G. Sheppard, P.O.I.	Travelling allowance and mileage.....	1,053	30
A. A. de Gaspé.....	do do do .....	40	37
O. Frechette.....	do do do .....	34	88
H. Huot.....	do do do .....	123	37
<b>MONTREAL DIVISION.</b>			
E. F. King, P.O.I.....	Travelling allowance and mileage.....	896	95
F. W. King .....	do do do .....	264	35
D. A. Ross .....	Expenses as acting Railway Mail Clerk.....	81	04
D. Nelligan.....	Travelling allowance and mileage.....	28	75
do .....	Expenses as acting Railway Mail Clerk .....	29	80
J. P. Chillas.....	do do do .....	41	25
A. Menzies.....	do do do .....	34	50
J. Chase.....	do do do .....	1	50
<b>OTTAWA DIVISION.</b>			
T. P. French, P.O.I. . . . .	Travelling allowance and mileage.....	519	10
G. R. Cochran .....	do do do .....	12	25
E. H. Fletcher.....	Expenses as acting Railway Mail Clerk.....	36	00
H. S. Shaw .....	Travelling allowance and mileage.....	6	40
<b>KINGSTON DIVISION.</b>			
R. W. Barker.....	Travelling allowance and mileage.....	831	00
Allan Jones.....	do do do .....	44	50
H. G. Goodfellow.....	do do do .....	122	00
J. G. Strachan.....	Expenses as acting Railway Mail Clerk.....	49	50
G. W. Baker.....	do do do .....	22	50
<b>TORONTO DIVISION.</b>			
M. Sweetnam, P.O.I.....	Travelling allowance and mileage.....	762	80
C. L. Stephens.....	do do do .....	59	25
do .....	Expenses as acting Railway Mail Clerk.....	15	00
J. O. Bennett.....	Travelling allowance and mileage.....	3	00
do .....	Expenses as acting Railway Mail Clerk.....	16	50
J. Henderson.....	do do do .....	4	50
<b>LONDON DIVISION.</b>			
G. Griffin, P.O.I.....	Travelling allowance and mileage.....	746	05
G. Cox.....	do do do .....	507	84
W. Edgar .....	do do do .....	6	00
J. W. McLaren.....	Expenses as acting Railway Mail Clerk.....	23	50
A. G. McWhinney.....	do do do .....	2	30
C. J. N. Shanley.....	do do do .....	3	00
H. Griffith.....	do do do .....	6	00
British Mail Clerks.....	Expenses whilst in charge of British Mails.....	864	35
Ocean Mail Clerks.....	Trip allowances to meet expenses whilst on duty.....	3,200	00
Total.....		\$11,572	60

H. A. WICKSTEED,  
Accountant.

D. A. MACDONALD,  
Postmaster-General.

## (A. IN REPORT No. 4, B.)

DETAIL of all payments, for Travelling Expenses incurred in the service of the Post Office Department, in Nova Scotia, made within the Year ended 30th June, 1874.

Name.	Service.	Amount.	
		\$	cts.
A. Woodgate. ....	Travelling allowance and mileage.....	1,306	10
F. M. Passow. ....	do do do .....	21	24
A. Burnham. ....	do do do .....	21	00
R. Martin.....	do do do .....	20	00
	Total.....	\$1,368	34

D. A. MACDONALD,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

## (A. IN REPORT No. 4, C.)

DETAIL of all payments, for Travelling Expenses incurred in the service of the Post Office Department, in New Brunswick, made within the Year ended 30th June, 1874.

Name.	Service.	Amount.	
		\$	cts.
J. A. McMillan.....	Travelling allowance and mileage.....	1,104	00
W. C. Whittaker. ....	do do do .....	51	50
J. Hale. ....	do do on M. O. business.....	10	00
T. B. Smith.....	do do do .....	125	00
J. Howe.....	Expenses of sundry acting Railway Mail Clerks .....	5	75
	Total.....	\$1,296	25

D. A. MACDONALD,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

(A. IN REPORT No. 4, E.)

DETAIL of all payments, for Travelling Expenses incurred in the service of the Post Office Department, in British Columbia, made within the Year ended 30th June, 1874.

Name.	Service.	Amount.	
H. Wallace.....	Travelling allowance and mileage.....	\$	cts.
E. Fletcher.....	do do do.....	528	68
H. Harvey.....	do do do.....	200	00
		4	00
	Total.....	\$732	68

D. A. MACDONALD,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.

(A. IN REPORT No. 4, F.)

DETAIL of all payments, for Travelling Expenses incurred in the service of the Post Office Department, in Prince Edward Island, made within the Year ended 30th June, 1874.

Name.	Service.	Amount.	
W. W. McLeod.....	Travelling allowance and mileage.....	\$	cts.
H. W. Mutch.....	do whilst in charge of Mails.....	20	00
		20	00
	Total.....	\$40	00

D. A. MACDONALD,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.

## [B IN REPORT NO. 4, A.]

DETAIL of all payments in discharge of Tradesmen's Bills for Articles supplied in the service of the Post Office Department, in Ontario and Quebec, made within the Year ended 30th June, 1874.

Name.	Particulars.	Amount.	
		\$	cts.
B. A. Bank Note Co. . . . .	Engraving and printing Postage Stamps for the Post Office Dept. . . . .	23,837	50
H. Pritchard . . . . .	Office stamps and seals for the Post Office Department . . . . .	1,880	40
D. G. Berri . . . . .	do do do do . . . . .	204	29
W. C. Fanner . . . . .	Letter scales for do do . . . . .	700	75
De Grave, Short & Co. . . . .	do do do do . . . . .	364	42
D. McNee & Son . . . . .	Dominion flags for do do . . . . .	112	24
S. T. Green . . . . .	Ocean Mail Clerks mail boxes for do do . . . . .	17	40
W. Bennett . . . . .	Railway Mail Clerks do do . . . . .	15	17
Shaw Brothers . . . . .	do do do do . . . . .	8	52
Lamb Knitting Co . . . . .	Stamping dies for the Post Office Department . . . . .	16	75
Maynard, Harris & Co. . . . .	Gilt buttons for do do . . . . .	13	70
R. Adamson . . . . .	Ocean Mail Clerks letter bags for Post Office Dept. . . . .	8	20
S. H. Borbridge . . . . .	Repairs to Postmaster-General's despatch box . . . . .	5	50
J. A. Laemie & Co. . . . .	M. O. stamp ribbons for Post Office Dept. . . . .	36	00
J. D. Scott . . . . .	Engraving dies for Post Office Department . . . . .	7	00
L. Duhamel . . . . .	Repairing mail truck for Post Office Department . . . . .	16	50
C. P. Dorion . . . . .	Repairs to tin map cases for do do . . . . .	4	50
L. Smith . . . . .	Tin labels for sorting boxes for do do . . . . .	3	50
Yale Lock Manufacturing Co. . . . .	Box and drawer locks for do do . . . . .	578	65
E. Roussel . . . . .	Carpenter's work for P. O. I., Quebec . . . . .	131	52
A. Thorn . . . . .	Plumber's work for do do . . . . .	22	75
T. Andrews . . . . .	do do do do . . . . .	17	27
J. B. Pallion . . . . .	Locksmith's work for do do . . . . .	4	60
J. S. Porter . . . . .	do do do do . . . . .	1	90
L. Lefebvre . . . . .	Tinsmith's work for do do . . . . .	2	25
G. C. Hossack . . . . .	Soap brushes, &c., for do do . . . . .	21	21
J. Brown & Brothers . . . . .	Hardware, &c., for do do . . . . .	18	75
Belanger & Gariepy . . . . .	do do do do . . . . .	10	53
J. Walker . . . . .	do do do do . . . . .	5	50
Leger & Rinfret . . . . .	Oil cloth for do do . . . . .	17	40
Glover & Fry . . . . .	Drugget for do do . . . . .	13	25
J. M. Tardivel . . . . .	Making P. O. sign for do do . . . . .	10	00
Behan Brothers . . . . .	Door mat, &c., for do do . . . . .	6	62
M. L. Cremain . . . . .	Letter press for do do . . . . .	4	50
O. J. Knapp & Co . . . . .	Stencil plates for do do . . . . .	3	60
T. Norris . . . . .	Tumblers, &c. for P. O. I., Quebec . . . . .	3	60
Lefranc & Lemieux . . . . .	Mounting maps, for do do . . . . .	3	20
P. G. Dugal & Brothers . . . . .	Waste-paper basket for do do . . . . .	3	00
O. J. Knapen . . . . .	Cork obliterators for P. O. I., Montreal . . . . .	75	00
J. Gillard . . . . .	Carpenter's work for do do . . . . .	62	05
Prowse Brothers . . . . .	Plumber's work for do do . . . . .	47	80
T. Ireland . . . . .	Engraving for do do . . . . .	2	00
G. Cox . . . . .	Engraving, stamping pads, &c., for P. O. I., Ottawa . . . . .	5	00
N. McNeil . . . . .	Plumber's work for P. O. I., Kingston . . . . .	18	24
R. M. Horsey . . . . .	Tinsmith's work for do do . . . . .	85	60
W. Hartley . . . . .	Carpenter's work for do do . . . . .	3	25
S. T. Drennan . . . . .	Office furniture for do do . . . . .	11	75
J. Kensington . . . . .	Letter clip for do do . . . . .	2	25
W. Robinson . . . . .	Lettering tin labels for street letter boxes for P. O. I., Kingston . . . . .	1	80
J. McEwan . . . . .	Changing bag-catcher post at Farran's Point, for P. O. I., Kingston . . . . .	1	25
C. Shaver . . . . .	do do at Iroquois, for do do . . . . .	1	60
Yale Lock Co. . . . .	Street letter boxes and express charges for P. O. I., Toronto . . . . .	1,046	25
J. Fensom . . . . .	do do for Hamilton P. O., supplied P. O. I., Toronto . . . . .	331	04
W. Elliott . . . . .	Carpenter's work for P. O. I., Toronto . . . . .	400	00

(B IN REPORT NO. 4, A.)—Detail of all payments in discharge of Tradesmen's Bills for Articles supplied in the service of the Post Office Department, in Ontario and Quebec, made within the Year ended 30th June, 1874.—  
*Continued.*

Name.	Particulars.	Amount.	
		\$	cts.
Withrow & Hillock	Carpenter's work for P. O. I., Toronto	9	05
Brimston & Co.	Locksmith's work for do do	11	25
Younglove, Massie & Co.	Mail-bag catchers and expenses for P. O. I., Toronto	51	76
J. Ellis & Co.	Attendance on clocks for do do	13	00
R. Hay & Co.	Matrass for P. O. I., Toronto	12	85
W. H. Sparrow	Mail Clerks boxes' and repairs for P. O. I., Toronto	11	75
J. Webster	Repairs to mail truck for do do	4	75
H. Woodhouse	do do do do	1	50
J. Foster & Sons	Brass padlocks for do	3	00
Walker & Sons	Towelling for do	2	20
D. Ramore	Repairs to Mail Clerks' boxes for P. O. I., Toronto	1	50
Caldwell & Anundson	Office furniture for P. O. I., London	79	00
W. H. Sparrow	Repairs to Mail Clerks' boxes for P. O. I., London	36	00
W. Joanes	Carpenter's work for P. O. I., London	21	87
R. S. Murray	Carpet, &c., for do do	9	19
T. Lintol	Putting down crossing in yard for P. O. I., London	4	75
Smith & Chapman	Rubber for stamping pads supplied do do	4	39
S. & A. McBride	Lamps, &c., for P. O. I., London	3	76
J. Anderson	Carpenter's work for P. O., Hamilton	134	50
W. Farmer	Plumber's work for do	167	40
J. Leitch & Son	do do	33	59
F. Freeborn	Painter's work for do	39	00
Meakins & Sons	Brooms, feather dusters, &c., for P. O., Hamilton	11	60
C. MacRae	Felt carpeting for do	4	00
R. M. Horsey	Tinsmith's work for P. O., Kingston	32	40
A. Williamson	Carpenter's work for do do	12	15
T. McMahon	Glazier's work for do do	9	40
Kingston Gas Co.	Gas fitting for do do	4	43
W. Joanes	Carpenter's work for P. O., London	25	46
J. R. Peel	Mason's work for do	9	00
Noble & Green	Glazier's work for do	8	10
Browse Bros.	Plumber's work for P. O., Montreal	513	34
J. Gillard	Carpenter's work for do	344	50
J. Boyd	Locksmith's work for do	139	25
S. Boon	Mason's work for do	50	35
D. O'Connor	Stamping pads for do	233	40
H. Baker	Babcock fire extinguishers for P. O., Montreal	100	00
H. Grant	Attendance on clocks for do	73	50
E. Chanteloupe	Scales, weights, &c., for do	55	74
J. A. Leamle & Co.	Date stamps and ribbons for do	31	00
A. McGregor	Letter cases furnished for do	16	50
M. Gretman	Electric gas-lighter for do	10	00
E. Ouimet	Repairs to mail truck for do	4	38
J. Kimber	Lettering P. O. boxes for do	0	75
W. Porter	Carpenter's work for P. O., Ottawa	80	83
H. G. Roche	Plumber's work for do	35	80
Blyth & Kerr	do do	5	10
J. Welch	Mason's work for do	20	55
C. P. Dorian	Tinsmith's work for do	20	51
Keough & Strang	Painter's work for do	15	88
T. Friedric	Locksmith's work for do	2	50
T. Pruneau	Glazier's work for do	2	50
R. Dallison	Removing night-soil from do	15	00
J. McLaren	Window sashes for do	3	90
G. Cox	M. O. stamp ribbon for P. O., Ottawa	1	25
J. Jones	Mail indicator for P. O., Quebec	55	00
A. Robitaille	do do	20	00
	Dominion flags for do		

(B IN REPORT NO. 4, A.)—Detail of all payments in discharge of Tradesmen's Bills for Articles supplied in the service of the Post Office Department, in Ontario and Quebec, made within the Year ended 30th June, 1874.—  
*Concluded.*

Name.	Service.	Amount.	
		\$	cts.
T. Andrews .....	Hardware for P. O., Quebec .....	17	26
C. Pelletier .....	Office furniture for do .....	10	00
A. Duquet & Co .....	Repairs to clock for do .....	5	50
Thomas & Drew .....	Plumber's work for do .....	3	35
M. Berger & Garipey .....	Twine supplied for do .....	3	00
B. Vahl .....	Thermometer for do .....	2	00
Yale Lock Works Co. ....	Box and drawer locks, &c., express charges for P. O., Toronto .....	5,777	71
Withrow & Hillock .....	Carpenter's work for P. O., Toronto .....	123	20
J. Ritchie & Son .....	Plumber's work for do .....	61	80
G. Booth .....	Painter's work for do .....	50	72
T. Bryan .....	Locksmith's work for do .....	18	60
A. S. Kenyon .....	Hand stamps for do .....	26	00
W. Barclay .....	Recutting hand stamps for P. O., Toronto .....	9	25
P. Paterson .....	Cash box for do .....	27	35
Rice, Lewis & Son .....	Deed box, &c., for do .....	10	90
N. L. Piper .....	Repairs to letter-boxes, &c., for do .....	25	00
W. Hewitt & Co. ....	Hardware, &c., for do .....	21	24
J. E. Ellis .....	Attendance on clocks for do .....	15	00
A. Moses .....	Waste-paper baskets for do .....	16	50
E. Harris .....	Soap, brushes, &c., for do .....	8	04
Toronto Gas Co. ....	Gas-fitting and repairs for do .....	6	00
R. Watson .....	Repairs to scales for do .....	4	40
W. P. Marston .....	Pistol for use in do .....	3	75
R. Hay .....	Office stools for do .....	2	50
A. Laberge .....	Coin-box for do .....	0	75
	Total .....	\$39,101	30

D. A. MACDONALD,  
*Postmaster-General,*

H. A. WICKSTEED,  
*Accountant.*

## [B IN REPORT No. 4, B.]

DETAIL of all payments in discharge of Tradesmen's Bills for Articles supplied in the service of the Post Office Department, in Nova Scotia, made within the Year ended 30th June, 1874.

Name.	Particulars.	Amount.	
		\$	cts.
A. Smith .....	Zinc boxes for P. O. I., Halifax.....	18	00
S. Brookfield .....	Painter's work for do .....	96	88
Longard & Muirhead .....	Plumber's work for do .....	21	17
J. D. Scott .....	Engraving dies for do .....	9	50
F. Huntingdon .....	Letter box for do .....	3	50
J. Davis .....	Making keys for do .....	2	50
J. Muirhead .....	Lime, &c., for do .....	18	58
H. H. Fuller & Co. ....	Twine for do .....	57	30
S. Brookfield .....	Carpenter's work for P. O., Halifax.....	70	20
J. Kensington .....	Letter-files for do .....	5	25
H. H. Fuller .....	Twine for do .....	64	40
Watson & Meyers .....	Letter-box lanterns for do .....	111	96
J. Davis .....	Locksmith's work for do .....	25	75
P. W. Baterman .....	do do .....	1	50
T. Boggs & Co. ....	Dust brush for Money Order Office.....	0	60
Newcombe & Lambert ..	Carpenter's work for do .....	9	00
S. M. Brookfield .....	do do do .....	3	00
Total.....		\$519	09

D. A. MACDONALD,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.

## (B. IN REPORT NO. 4, C.)

DETAIL of all payments in discharge of Tradesmen's Bills, for Articles supplied for the service of the Post Office Department, in New Brunswick, made within the Year ended 30th June, 1874.

Name.	Particulars.	Amount.	
		\$	cts.
S. Corbett.....	Repairing street letter boxes for Post Office Inspector, St. John...	122	65
Bowes & Evans.....	Stamping pads, &c., for do do	50	70
M. A. Whittaker.....	Sign boards, &c., for do do	48	00
T. M. Reed.....	Sweet oil and lamp black for do do	20	70
Kerr & Thorne.....	Hardware for do do	12	97
A. Young.....	Coal economizers, &c., for do do	41	41
Shearton & Skinner.....	Mats and matting for do do	49	91
S. H. Venning.....	Repairing date stamp, &c., for do do	29	50
S. Brown.....	Carpenter's work for do do	22	66
R. Barbour.....	Painter's work for do do	5	75
A. Bowan.....	Plumber's work for do do	17	45
F. Clementson.....	Water crocks for do do	2	80
Kerr & Thorne.....	Twine for Fredericton Post Office	8	16
Lemont & Son.....	Lamps for do	12	12
J. S. Withrow.....	Cover for sorting table do	5	64
A. Young.....	Coal stove reservoir, &c., do	5	45
Lemont & Son.....	Lamp reflector for do	1	55
D. Elliott.....	Painting, &c., for do	5	50
Lewin & Allingham.....	Cash till for Money Order Office, St. John.	6	00
R. Barbour.....	Painter's work for do do	1	60
R. Flaherty.....	Safe, &c., for St. John Post Office.	461	25
Bowes & Evans.....	Tinsmith's work for do	41	60
Kerr & Thorne.....	Hardware for do	6	08
C. E. Burnham & Co.....	Stools for do	1	30
T. H. Jones & Co.....	Twine for do	136	67
G. Hutchinson.....	Attendance on clocks do	20	00
C. Hamilton.....	Whitewashing for do	15	00
R. Barbour.....	Painter's work for do	36	30
J. Ewing.....	Carpenter's work for do	25	45
G. H. Wright & Co.....	Dominion flag for do	12	00
J. Crawford.....	Letter case and cash till for do	11	70
A. Rowan.....	Plumber's work for do	125	75
S. Corbett.....	Repairing letter boxes, &c., do	43	95
Total .....		\$1,407	57

D. A. MACDONALD,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.



## (B. IN REPORT No. 4, D.)

DETAIL of all payments in discharge of Tradesmen's Bills, for Articles supplied for the service of the Post Office Department, in Manitoba, made within the Year ended 30th June, 1874.

Name.	Particulars.	Amount.	
		\$	cts.
Brown & Rutherford ...	Carpenter's work for Post Office, Fort Garry .....	41	50
J. Mould .....	do do do .....	7	75
J. H. Ashdown .....	Hardware for do do .....	7	48
C. Peterson .....	Office chair for do do .....	3	00
A. G. Bannatyne .....	Lamp reflector for do do .....	5	75
J. Higgins .....	Lamp for Money Order Office, Fort Garry .....	4	50
	Total .....	\$69	98

D. A. MACDONALD,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

## (B. IN REPORT No. 4, E.)

DETAIL of all payments in discharge of Tradesmen's Bills, for Articles supplied for the service of the Post Office Department, in British Columbia, made within the Year ended 30th June, 1874.

Name.	Particulars.	Amount.	
		\$	cts.
J. Murray .....	Carpenter's work for Post Office, Barkerville .....	15	00
Grimcairn Bros .....	Twine and lamp glasses for do .....	15	50
A. Kelly .....	Letter scales for do .....	7	00
H. Ross .....	do do .....	50	00
J. Cunningham .....	Iron safe for do .....	5	74
J. Watson .....	Lamp, &c., for Post Office, New Westminster .....	1	00
R. W. Dean .....	Watering pot for do do .....	7	50
S. Harris .....	Carpenter's work for do do .....	5	50
W. B. Wilson .....	Carpenter's work for Post Office, Cowichan .....	32	50
H. Wootton .....	do do Kamloops .....	2	00
A. & W. Wilson .....	Locks for boxes, for Post Office, Victoria .....	2	50
	Lamp, &c., for do .....		
	Total .....	\$144	24

D. A. MACDONALD,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

(B. IN REPORT No. 4, F.)

DETAIL of all payments in discharge of Tradesmen's Bills, for Articles supplied for the service of the Post Office Department, in Prince Edward Island, made within the Year ended 30th June, 1874.

Name.	Particulars.	Amount.	
		\$	cts.
J. Newson .....	Sundry fittings and repairs for Post Office, Charlottetown .....	136	78
A. M. Levison .....	Gas burners for do do .....	15	40
G. W. Millner .....	Letter-files &c., for Post Office, Charlottetown .....	6	75
A. A. Baldwin & Co. ....	Hardware for Post Office, Charlottetown .....	2	30
J. D. Scott .....	Engraving dies for do do .....	11	50
R. Weeks .....	Locksmith's work for do do .....	4	60
E. Davis .....	Twine for do do .....	7	08
H. C. Green .....	Sorting table, &c., for Post Office, Summerside .....	8	80
	Total .....	\$247	21

D. A. MACDONALD,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

(C. IN REPORT, No. 4, A.)

DETAIL of the Expenditure of the Post Office Department for Rents and Taxes, in Ontario and Quebec, within the Year ended 30th June, 1874.

Name.	Particulars.	Amount.	
		\$	cts.
Seminary of St. Sulpice..	Ground rent, Montreal Post Office (2 Quarters) .....	400	00
G. P. Baker .....	Rent of Ottawa Post Office (3 quarters) .....	375	00
Hamilton Waterworks Co	Water rate, Hamilton Post Office .....	38	00
Kingston do	do Kingston do (8 months) .....	38	97
Quebec do	do Quebec do (2 Quarters) .....	257	00
Toronto do	do Toronto do (10 months) .....	66	66
	Total .....	\$1,175	63

D. A. MACDONALD,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

## (C. IN REPORT NO. 4, C.)

DETAIL of the Expenditure of the Post Office Department for Rents and Taxes, in New Brunswick, within the Year ended 30th June, 1874.

Name.	Particulars.	Amount.	
		\$	cts.
M. Gregg . . . . .	Rent of Fredericton Post Office . . . . .	240	00
J. Walker . . . . .	Rent of St. John Post Office . . . . .	800	00
St. John Waterworks Co.	Water rate do do . . . . .	20	00
	Total . . . . .	\$1,060	00

D. A. MACDONALD,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

## (C. IN REPORT NO. 4, D.)

DETAIL of the Expenditure of the Post Office Department, for Rents and Taxes, in Manitoba, within the Year ended 30th June, 1874.

Name.	Particulars.	Amount.	
		\$	cts.
A. G. B. Bannatyne . . . . .	Rent of Fort Garry Post Office . . . . .	135	00
	Total . . . . .	\$135	00

D. A. MACDONALD,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

(C. IN REPORT No. 4, E.)

DETAIL of the Expenditure of the Post Office Department, for Rents and Taxes,  
in British Columbia, within the Year ended 30th June, 1874,

Name.	Particulars.	Amount.	
D. W. Higgins.....	Rent of Post Office Inspector's Office, Victoria .....	\$ 30	00
G. M. Morris.....	Rent of Safe for Barkerville Post Office.....	2	50
C. Corniel.....	Rent of Victoria Post Office .....	245	00
Total.....		\$277	56

D. A. MACDONALD,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

(D. IN REPORT No. 4, A.)

DETAIL of the Expenditure of the Post Office Department, for Stationery, Printing and Advertising, in Ontario and Quebec, within the Year ended 30th June, 1874.

Name.	Particulars.	Amount.	
		\$	cts.
G. F. Nesbitt & Co.	Stationery for Post Office Department	179	99
C. E. Holwell	do Post Office Inspector's Office, Quebec	22	90
Middleton & Dawson	do do do	18	45
G. F. Nesbitt & Co.	do do Montreal	29	38
Dawson Bros.	do do do	6	13
E. Stacy	do do Kingston	2	70
A. S. Irving	do do Toronto	7	70
J. Bain	do do do	4	90
L. C. Munroe	do do do	3	10
E. A. Taylor	do do London	109	11
J. Lovell	Printing and Advertising do Montreal	80	73
Leggo & Co.	do do do	42	60
J. E. Desbarats	do do do	15	00
Mitchell & Carrier	do do Ottawa	61	19
T. McAulay	do do Kingston	0	59
Toronto "Leader"	do do Toronto	119	50
Toronto "Mail"	do do do	114	50
Toronto "Sun"	do do do	90	00
T. Hill & Son	do do do	1	75
J. Cameron & Co.	do do London	43	75
Hamilton	Stationery and Printing	38	35
Kingston	do	11	53
London	do	6	35
Montreal	do	41	99
Ottawa	do	2	00
Quebec	do	79	90
Toronto	do	167	73
Hamilton	Advertising Unclaimed Letters &c.	791	23
Kingston	do	196	68
London	do	225	73
Montreal	do	523	90
Ottawa	do	289	43
Quebec	do	471	37
Toronto	do	2,044	00
Arnprior "Review"	Advertising for Mail Tenders &c.	4	20
Arthabaska "L'Union"	do	60	48
Belleville "Intelligencer"	do	8	52
Belleville "Ontario"	do	14	64
Brantford "Courier"	do	29	40
Brockville "Recorder"	do	3	84
Caledonia "Sachem"	do	6	00
Carleton Place "Herald"	do	4	00
Cayuga "Sentinel"	do	6	00
Chatham "Banner"	do	3	96
Cornwall "Freeholder"	do	5	88
Cornwall "Gazette"	do	4	18
Goderich "Signal"	do	4	32
Goderich "Star"	do	9	60
Hamilton "Spectator"	do	16	80
Ingersoll "News"	do	3	36
Kingston "News"	do	21	00
Kingston "Whig"	do	23	92
Levis "L'Echo"	do	15	96
London "Advertiser"	do	10	80
London "Free Press"	do	7	20
London "Herald"	do	7	00

(D, IN REPORT No. 4, A.)—Detail of the Expenditure of the Post Office Department for Stationery, Printing and Advertising, in Ontario and Quebec, within the Year ended 30th June, 1874.—Continued.

Name.	Particulars.	Amount.	
		\$	cts.
Mitchell "Advocate" ..	Advertising for Mail Tenders &c.....	3	00
Napanee "Standard" ..	do .....	9	60
Napanee "Weekly Ex- press" .....	do .....	9	72
Ottawa "Free Press" ..	do .....	27	00
Perth "Expositor" ..	do .....	8	63
Peterboro' "Review" ..	do .....	8	37
Pictou "Gazette" .....	do .....	5	76
Prescott "Tribune" .....	do .....	1	50
Quebec "Budget" .....	do .....	12	00
do "Canadien" .....	do .....	24	76
do "Chronicle" .....	do .....	17	56
do "Constitutionnel" ..	do .....	16	32
do "Courier" .....	do .....	46	44
do "Gazette" .....	do .....	11	04
do "Journal" .....	do .....	42	12
do "Mercury" .....	do .....	50	22
St. Thomas "Despatch" ..	do .....	3	60
do "Times" .....	do .....	11	56
Sarnia "Canadian" .....	do .....	4	68
Simcoe "British Cana- dian" .....	do .....	4	80
Stanstead "Journal" .....	do .....	2	00
Stratford "Herald" .....	do .....	10	20
Toronto "Leader" .....	do .....	14	00
do "Mail" .....	do .....	18	00
do "Sun" .....	do .....	10	00
Woodstock "Sentinel" ..	do .....	4	32
do "Times" .....	do .....	4	66
Ancaster .....	Advertising Unclaimed Letters &c.:	12	00
Arkona .....	do do .....	9	34
Arnprior .....	do do .....	8	90
Aurora .....	do do .....	6	82
Aylmer East .....	do do .....	7	80
Aylmer, West .....	do do .....	10	86
Barrie .....	do do .....	30	06
Beaverton .....	do do .....	2	66
Belleville .....	do do .....	63	24
Berlin .....	do do .....	21	92
Bobcaygeon .....	do do .....	11	28
Bowmanville .....	do do .....	14	28
Bracebridge .....	do do .....	5	42
Bradford .....	do do .....	10	39
Brampton .....	do do .....	11	44
Brantford .....	do do .....	34	40
Brighton .....	do do .....	12	32
Brookville .....	do do .....	38	48
Brooksdale .....	do do .....	1	06
Brussels .....	do do .....	4	12
Carleton Place .....	do do .....	19	92
Castleton .....	do do .....	3	26
Cayuga .....	do do .....	10	16
Chatham .....	do do .....	51	32
Chippawa .....	do do .....	3	28
Clarksburg .....	do do .....	4	44
Clifton .....	do do .....	4	22
Clinton .....	do do .....	3	90
Cobourg .....	do do .....	37	74
Colborne .....	do do .....	14	98

(D. IN REPORT NO. 4, A.)—Detail of the Expenditure of the Post Office Department for Stationery, Printing and Advertising, in Ontario and Quebec within the Year ended 30th June, 1874.—Continued.

Name.	Particulars.	Amount.	
		\$	cts.
Collingwood	Advertising unclaimed Letters, &c.	18	88
Cornwall	do do	19	20
Culloden	do do	0	80
Drummondville	do do	2	98
Dundas	do do	17	18
Dunnville	do do	12	82
Durham	do do	20	40
Elmira	do do	4	38
Elora	do do	2	78
Enniskillen	do do	1	96
Exeter	do do	1	02
Fergus	do do	1	72
Font Hill	do do	1	08
Fort Erie	do do	3	92
Galt	do do	13	98
Gananoque	do do	10	22
Georgetown	do do	3	26
Goderich	do do	13	68
Guelp.	do do	51	06
Harriston	do do	6	94
Hull	do do	34	98
Ingersoll	do do	18	46
Iroquois	do do	7	16
Joliette	do do	1	10
Keenansville	do do	2	18
Kincardine	do do	11	66
Kingsville	do do	1	28
Lindsay	do do	20	12
Listowel	do do	12	96
Meaford	do do	3	64
Millbrook	do do	11	54
Milton	do do	3	34
Morrisburg	do do	21	80
Mount Forest	do do	9	38
Napanee	do do	18	22
Newcastle	do do	4	06
New Hamburg	do do	5	18
New Market	do do	7	40
Niagara	do do	29	09
Norwood	do do	11	82
Oakville	do do	3	64
Orangeville	do do	47	04
Orillia	do do	28	08
Oshawa	do do	20	88
Owen Sound	do do	15	88
Paris	do do	6	20
Pembroke	do do	12	36
Perth	do do	10	18
Peterborough	do do	39	44
Petrolia	do do	37	36
Picton	do do	53	66
Port Dover	do do	3	24
Port Hope	do do	59	38
Port Perry	do do	11	56
Prescott	do do	10	10
Preston	do do	7	82
Renfrew	do do	2	28
Richmond Hill	do do	9	84
Rimouski	do do	11	80

(D. IN REPORT No. 4, A.)—Detail of the Expenditure of the Post Office Department for Stationery, Printing and Advertising, in Ontario and Quebec, within the Year ended 30th June, 1874—*Concluded.*

Name.	Particulars.	Amount.	
Rondeau	Advertising unclaimed Letters, &c	\$	cts.
St. Agatha	do do	7	84
St. Catharines	do do	1	82
St. Christopher	do do	64	60
St. Hyacinthe	do do	1	78
St. John's East	do do	43	88
St. Mary's	do do	3	44
St. Thomas West	do do	7	94
Sandwich	do do	50	46
Sarnia	do do	9	12
Seaforth	do do	23	86
Seneca	do do	12	26
Shakespeare	do do	17	44
Sherbrooke	do do	1	16
Simcoe	do do	26	56
Smith's Falls	do do	25	92
Sorel	do do	15	74
Stanstead	do do	9	20
Stratford	do do	1	16
Strathroy	do do	77	80
Thornbury	do do	23	38
Thorold	do do	9	36
Three Rivers	do do	24	76
Tilsouburgh	do do	56	46
Trenton	do do	6	62
Uxbridge	do do	8	20
Walkerton	do do	11	66
Waterford	do do	10	72
Waterloo	do do	0	92
Welland	do do	8	82
Wellesley	do do	12	46
Westwood	do do	1	82
Whitby	do do	0	72
Windsor	do do	15	06
Woodstock	do do	31	12
		16	78
	Total	\$8,437	87

D. A. MACDONALD,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.



## (D. in REPORT No. 4, B.)

DETAIL of the Expenditure of the Post Office Department, for Stationery, Printing and Advertising, in Nova Scotia, within the Year ended 30th June, 1874.

Names.	Particulars.	Amount.	
		\$	cts.
A. & W. McKinlay .....	Stationery for Post Office Inspector's Office, Halifax .....	113	71
J. C. Crosskill .....	do do do .....	19	00
A. & H. Creighton .....	do do do .....	3	00
S. T. Hall .....	Money Order Office, Halifax .....	202	09
A. & H. Creighton .....	do do do .....	2	50
J. C. Crosskill .....	do do do .....	724	49
A. & W. McKinlay .....	Stationery for Post Office, Halifax .....	176	69
S. T. Hall .....	do do .....	63	00
J. C. Crosskill .....	Printing for Post Office Inspector's Office, Halifax .....	2,926	03
Citizen Publishing Co. ....	do do do .....	2,420	80
J. C. Crosskill .....	Printing for Money Order Office, Halifax .....	798	20
Halifax "British Colonist" ..	Advertising for Mail Tenders, &c .....	49	87
do "Evening Express" .....	do do .....	52	37
do "Reporter" .....	do do .....	72	76
do "Abstainer" .....	do do .....	4	25
do "Christian Messenger" ..	do do .....	27	28
do "Church Chronicle" .....	do do .....	3	00
do "Morn'g Chronicle" .....	do do .....	187	83
do "Presbyt'n Witness" .....	do do .....	12	50
do "Provin'l Wesleyan" .....	do do .....	9	25
do "Citizen" .....	do do .....	48	00
do "Acadian Recorder" .....	do do .....	104	00
Amherst "Gazette" .....	do do .....	49	20
Pictou "Colonial Standard" ..	do do .....	9	00
Windsor "Mail" .....	do do .....	17	13
Oxford "Mar. Sentinel" .....	do do .....	26	78
Annapolis "Farmer" .....	do do .....	9	62
New Glasgow "E. Chronicle" ..	do do .....	5	60
Yarmouth "Herald" .....	do do .....	42	62
do "Tribune" .....	do do .....	8	48
C. B. Publishing Co. ....	do do .....	93	50
Halifax .....	Advertising unclaimed Letters, &c .....	57	74
R. Huntingdon .....	do do .....	21	56
Yarmouth .....	do do .....	6	30
Total .....		\$8,428	11

D. A. MACDONALD,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.

(D. in REPORT No. 4, C.)

DETAIL of the Expenditure of the Post Office Department for Stationery, Printing and Advertising, in New Brunswick within the Year ended 30th June, 1874.

Name.	Particulars.	Amount.	
		\$	cts.
J. & A. McMillan.....	Stationery for Post Office Inspector's Office, St. John....	461	24
H. Chubb & Co.....	do do do.....	581	32
J. & A. McMillan.....	do Post Office, St. John.....	343	71
do.....	do Money Order Office, St. John.....	164	95
J. B. Gregory.....	do Post Office, Fredericton.....	28	60
T. H. Hogg.....	do do.....	22	45
H. A. Cropley.....	do do.....	15	25
H. Chubb & Co.....	Printing, &c., for Post Office Inspector, St. John.....	630	70
Willis & Mott.....	do do do.....	1,652	75
D. Main.....	do do do.....	3	00
J. Livingston.....	do do do.....	1	50
T. W. Anglin.....	do do do.....	427	60
Ellis & Armstrong.....	do do do.....	232	55
N. & J. Anslow.....	do do do.....	3	00
E. Willis.....	do Post Office, St. John.....	1,122	60
Willis & Mott.....	do do.....	215	80
T. W. Anglin.....	do do.....	36	00
J. & A. McMillan.....	do Money Order Office, St. John.....	76	25
Willis & Mott.....	do do do.....	226	00
Lugin & Sons.....	do Post Office, Fredericton.....	42	38
T. H. Hogg.....	do do do.....	51	00
H. Chubb & Co.....	do Post Office, Fairville.....	1	25
Willis & Mott.....	do do.....	1	25
J. F. Hennington.....	Advertising for Post Office Inspector, St. John.....	6	40
D. Main.....	do do do.....	4	00
Chatham "Gleaner".....	do for Mail Tenders, &c.....	42	80
do "Union Advocate".....	do do.....	24	30
Chignecto "Post".....	do do.....	86	50
Moncton "Times".....	do do.....	75	50
St. John "Temperance Journal".....	do do.....	17	00
St. John "Daily Telegraph".....	do do.....	23	40
St. John "Freeman".....	do do.....	37	00
do "Daily Telegraph".....	do Unclaimed Letters, &c.....	72	20
St. John "Daily Tribune".....	do do.....	106	88
do "Daily News".....	do do.....	137	56
do "New Dominion".....	do do.....	51	32
do "Temperance Journal".....	do do.....	48	00
Chignecto "Post".....	do do.....	24	50
Fredericton "New Brunswick Reporter".....	do do.....	1	46
Moncton "Times".....	do do.....	1	00
Newcastle "Union Advocate".....	do do.....	40	00
St. John "Christian Visitor".....	do do.....	35	20
St. John "Freeman".....	do do.....	22	62
do "Globe".....	do do.....	28	50
do "Religious Intelligencer".....	do do.....	35	20
St. Stephen "Post".....	do do.....	3	16
do "Journal".....	do do.....	6	28
Fredericton.....	do do.....	10	30
Moncton.....	do do.....	1	96
St. John.....	do do.....	105	54
Sackville.....	do do.....	22	25
Woodstock.....	do do.....	52	09
	Total.....	\$7,464	07

H. A. WICKSTEED,  
Accountant.

D. A. MACDONALD,  
Postmaster-General.

(D. in REPORT No. 4, D.)

DETAIL of the Expenditure of the Post Office Department for Stationery, Printing and Advertising in Manitoba, within the Year ended 30th June, 1874.

Name.	Particulars.	Amount.	
		\$	cts.
H. S. Donaldson & Bros.	Stationery for Post Office, Fort Garry.....	9	80
do	do Money Order Office, Fort Garry.....	2	85
Fort Garry.....	Advertising Unclaimed Letters, &c.....	3	70
Kennedy & Luxton.....	do do.....	1	56
Caldwell & Cunningham.	do do.....	15	16
Manitoba "Free Press".	do do.....	9	32
do "Weekly Manitoban".....	do do.....	26	32
	Total.....	\$68	71

D. A. MACDONALD,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.

(D. IN REPORT No. 4, E.)

DETAIL of the Expenditure of the Post Office Department, for Stationery, Printing and Advertising in British Columbia, within the Year ended 30th June 1874.

Name.	Particulars.	Amount.	
		-\$	cts.
T. N. Hibben & Co.....	Stationery for Post Office Inspector's Office, Victoria.....	30	96
do	do Post Office, Victoria.....	98	37
G. B. Murray.....	do do New Westminster.....	31	74
D. W. Higgins.....	Printing for Post Office Inspector's Office, Victoria.....	15	00
do	do Post Office, Victoria.....	27	75
T. H. Long & Co.....	do do.....	44	27
Victoria "Daily Standard."	Advertising for Mail Tenders, &c.....	12	00
New Westminster "Post"	do Unclaimed Letters, &c.....	0	54
Cariboo "Sentinel".....	do do.....	7	12
D. W. Higgins.....	do do.....	154	94
Brown & Hughes.....	do do.....	3	70
T. H. Long & Co.....	do do.....	4	00
	Total.....	\$430	39

D. A. MACDONALD,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.

(D. IN REPORT No. 4, F.)

DETAIL of the Expenditure of the Post Office Department, for Stationery, Printing and Advertising, in Prince Edward Island, within the Year ended 30th June, 1874.

Name.	Particulars.	Amount.	
Bremner Bros.....	Stationery &c., for Post Office, Charlottetown.....	\$	cts.
W. Dodd.....	do do do .....	73	40
H. Harvie.....	do do do .....	52	35
A. M. Watson.....	do do do .....	2	50
W. R. Watson.....	do do do .....	2	50
D. Archibald.....	do do Summerside.....	2	92
Bremner Bros.....	Printing for Money Order Office, Charlottetown.....	62	70
J. H. Fletcher.....	do Post Office, Charlottetown .....	258	06
W. L. Cotton .....	Advertising Unclaimed Letters, &c.....	16	20
J. Caven.....	do do .....	15	00
"Examiner" Printing Company.	do for Mail Tenders, &c.....	26	10
Total.....		\$582	28

D. A. MACDONALD,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

## (E. IN REPORT No. 4, A.)

DETAIL of all Payments for Fuel and Light, for the use of the Post Office Department, in Ontario and Quebec, made within the Year ended 30th June, 1874.

Name.	Particulars.	Amount.	
		\$	cts.
Hamilton Gas Co.....	Gas supplied Hamilton Post Office.....	798	90
E. Brown.....	Coal do do.....	122	00
T. Harbottle.....	Wood do do.....	520	00
Kingston Gas Co.....	Gas supplied Kingston do.....	446	95
do.....	Coal do do.....	185	00
C. F. Gildersleeve.....	Wood do do do.....	31	00
J. Cays.....	do do do do.....	22	00
D. A. Keys.....	do do do do.....	12	00
J. Noble.....	do do do do.....	6	00
P. O'Neil.....	Cutting wood for Kingston Post Office.....	6	50
R. Carson.....	do do do do.....	6	25
T. Brady.....	do do do do.....	1	25
London Gas Co.....	Gas supplied London Post Office.....	294	30
C. B. Hunt.....	Coal do do.....	57	00
W. Shore.....	Wood do do do.....	128	25
G. Lyon.....	do do do do.....	81	87
J. Maitland.....	Cutting wood for London Post Office.....	40	50
W. McDonagh.....	Candles, &c. do do.....	5	03
Montreal Gas Co.....	Gas supplied Montreal do.....	979	12
D. Campbell.....	Coal do do.....	16	62
Ottawa Gas Co.....	Gas supplied Ottawa do.....	345	90
W. Hodges.....	Wood do do do.....	215	00
T. Gerity.....	do do do do.....	80	00
Quebec Gas Co.....	Gas supplied Quebec do.....	389	47
J. Gibbin.....	Coal do do do.....	709	50
C. Martel.....	Wood do do do.....	174	25
Belanger & Gariepy.....	Coal Oil do do.....	0	70
Toronto Gas Co.....	Gas supplied Toronto do.....	1,310	10
P. D. Conger.....	Coal do do do.....	658	55
do.....	Wood do do do.....	204	43
J. Myles.....	do do do do.....	3	25
N. L. Piper.....	Coal Oil do do.....	6	55
Total.....		\$7,858	26

D. A. MACDONALD,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.

(E. in REPORT No. 4, C.)

DETAIL of all Payments for Fuel and Light, for the use of the Post Office Department, in New Brunswick, made within the Year ended 30th June, 1874.

Name.	Particulars.	Amount.	
		\$	cts.
R. P. & W. F. Starr....	Coal for Post Office Inspector's Office, St. John.....	28	91
R. P. McGivern .....	do do do .....	53	19
St. John Gas Co .....	Gas supplied do do .....	31	70
R. P. & W. F. Starr....	Coal supplied Post Office, St. John.....	151	68
A. Crawford .....	Wood do do .....	62	35
St. John Gas Co .....	Gas do do .....	776	25
Currie & Richards. ....	Coal do Fredericton.....	93	75
Fredericton Gas Co.....	Gas do do .....	54	80
Total.....		\$1,252	63

D. A. MACDONALD,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

(E. in REPORT No. 4, D.)

DETAIL of all Payments for Fuel and Light, for the use of the Post Office Department, in Manitoba, made within the Year ended 30th June, 1874.

Name.	Particulars.	Amount.	
		\$	cts.
A. G. Bannatyne .....	Wood and Coal Oil for Post Office, Fort Garry.....	176	92
H. McDougall.....	Cutting Wood for do do .....	20	50
Total.....		\$197	42

D. A. MACDONALD,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

(E. in REPORT No. 4, E.)

DETAIL of all Payments for Fuel and Light, for the use of the Post Office Department, in British Columbia, made within the Year ended 30th June, 1874.

Name.	Particulars.	Amount.	
		\$.	cts.
G. Munro .....	Wood supplied Post Office, Barkerville.....	21	00
W. B. Cameron.....	do do do .....	28	00
J. Weldon.....	do do do .....	7	50
Grunbaum Bros.....	Coal do do .....	5	00
A. Weldon .....	do do do .....	7	00
H. Elliott .....	Wood do New Westminster.....	28	75
J. Cunningham.....	Coal do do .....	27	2½
Victoria Gas Co.....	Gas do Victoria.....	110	30
R. Brodrick & Co.....	Coal do do .....	20	00
De Weiderhold & Co.....	do do do .....	10	00
Total.....		\$264	79-

D. A. MACDONALD,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.

(E. IN REPORT No. 4, F.)

DETAIL of all Payments for Fuel and Light, for the use of the Post Office Department, in Prince Edward Island, made within the Year ended 30th June, 1874.

Name.	Particulars.	Amount.	
		\$.	cts.
Charlottetown Gas Co....	Gas supplied Post Office, Charlottetown.....	220	18

D. A. MACDONALD  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.

## (F. IN REPORT No. 4, A.)

DETAIL of all payments for Miscellaneous Disbursements, on account of the Post Office Department, in Ontario and Quebec, made within the Year ended 30th June, 1874.

Name.	Particulars.	Amount.	
		\$	cts.
J. Dewé.....	Incidental expenses, Chief Post Office Inspector's Office, Ottawa..	66	59
W. G. Sheppard.....	do Post Office Inspector's Office, Quebec.....	278	41
E. F. King.....	do do do Montreal.....	67	23
R. W. Barker.....	do do do Kingston.....	6	89
M. Sweetnam.....	do do do Toronto.....	128	21
G. Griffin.....	do do do London.....	74	15
F. E. Ritchie.....	do Post Office, Hamilton.....	99	54
R. Deacon.....	do do Kingston.....	58	53
L. Lawless.....	do do London.....	81	08
E. S. Freer.....	do do Montreal.....	587	07
G. P. Baker.....	do do Ottawa.....	201	83
P. G. Huot.....	do do Quebec.....	324	91
J. Pruneau.....	do do Quebec.....	229	00
J. Lesslie.....	do do Toronto.....	197	03
Dominion Telegraph Co.	Messages to and from Post Office Inspector's Office, Toronto.....	2	00
Montreal Telegraph Co.	Messages to and from Chief Post Office Inspector's Office, Ottawa.	97	00
do do	do do Post Office Inspector's Office, Quebec.....	208	96
do do	do do do Montreal.....	34	94
do do	do do do Ottawa.....	9	71
do do	do do do Kingston.....	25	54
do do	do do do Toronto.....	98	99
do do	do do do London.....	88	15
Dominion Telegraph Co.	do do the Postmaster of Simcoe.....	1	66
Montreal Telegraph Co.	do do Blairton.....	0	29
do do	do do Chippawa.....	0	36
do do	do do Durham.....	0	43
do do	do do Hamilton.....	54	33
do do	do do Kingston.....	10	04
do do	do do do Lucan.....	0	25
do do	do do do Montreal.....	63	30
do do	do do do Ottawa.....	28	07
do do	do do do Pakenham.....	0	14
do do	do do do Port Dover.....	8	36
do do	do do do Port Rowan.....	0	69
do do	do do do Three Rivers.....	7	08
do do	do do do Toronto.....	22	51
do do	do do do Whitby.....	0	61
British American Insurance Co.	Insurance on Montreal Post Office.....	10	00
Royal Insurance Co.	do Hamilton do.....	80	00
do do	do Kingston do.....	80	00
do do	do London do.....	62	50
do do	do Montreal do.....	100	00
do do	do Toronto do.....	397	00
United States Post Office Department.	Postages collected in Canada, on behalf of the United States, on letters and papers for China, Japan, New Zealand, West Indies, &c.; 12 months to 31st March, 1874.....	2,148	80
United States Post Office Department.	United States Transit Rates on Mail matter, passing between Windsor, Ontario, and Thunder Bay, Ontario; 12 months to 31st March, 1874.....	624	76
Post Office Savings Bank.	Commissions to Postmasters upon Savings Bank business; 12 months 31st March, 1874.....	3,852	51
P. G. Huot.....	Commission to late Postmaster of Quebec upon Money Order business from 1st July, 1873 to 31st January, 1874.....	175	60



F. IN REPORT No. 4, A.—Detail of all Payments for Miscellaneous Disbursements, on account of the Post Office Department, in Ontario and Quebec, made within the Year ended 30th June, 1874.—*Concluded.*

Name.	Particulars.	Amount.	
		\$	cts.
P. B. Kirkham.....	Furnishing Telegraphic Reports of Railway Mail Trains, to Montreal Post Office; 11 months to 31st May, 1874.....	110	00
W. G. Sheppard.....	To pay Detective Services in Quebec Division.....	100	00
J. E. Pain.....	Services as Writing Expert <i>in re</i> Montreal Post Office.....	612	15
G. P. Girdwood.....	do do do do.....	85	00
C. Bluett.....	Detective Services in Toronto Post Office.....	48	00
A. Denis.....	Medical Expenses incurred through an accident whilst on duty.....	25	00
F. Briegel.....	do do do do.....	59	70
Becher, Street & Becher	Legal expenses <i>in re</i> P. M. Appin.....	57	50
A. P. Letendre.....	do <i>in re</i> P. M. St. Laurent.....	25	72
G. Buchanan.....	do P. O. I. Montreal <i>vs.</i> P. M. Waterloo.....	18	40
P. M. Simcoe.....	do P. M. Simcoe <i>vs.</i> McCarthy.....	6	00
B. Huckle.....	Gratuity of one months' salary as Letter Carrier in Ottawa Post Office.....	36	66
D. V. Bourque.....	For keeping Sub-Office at Magdalen Islands.....	30	00
P. M. Delhi.....	Loss of money stolen from the Post Office by burglars.....	50	00
J. Ashworth.....	Refund of amount over-credited by cashier to late P. M. Stanbridge Station.....	75	00
B. King.....	do of amount found in dead letter and re-claimed.....	6	00
A. A. Purcill.....	Expenses on post office business to Simcoe.....	5	00
	Gratuities paid for charge of Night Mails at principal railway stations and to Night Watchmen.....	504	01
	Total.....	\$ 12,548	79

D. A. MACDONALD,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

## (F. IN REPORT NO. 4, B.)

DETAIL of all Payments for Miscellaneous Disbursements on account of the Post Office Department, in Nova Scotia, made within the Year ended 30th June, 1874.

Name.	Particulars.	Amount.	
		\$	cts.
A. Woodgate .....	Incidental expenses, Post Office, Inspector's Office, Halifax .....	48	80
J. H. Thorne .....	do do Money Order Office, Halifax .....	13	33
B. H. Cochran .....	do do Post Office, Halifax .....	59	89
Western Union Telegraph Co .....	Telegrams to and from Post Office Inspector, Halifax .....	266	93
do do .....	do do Money Order Office, Halifax .....	77	41
Control Department .....	Military official postage, paid within the Dominion and refunded ..	679	62
Blanchard and Meagher, Halifax .....	Professional services <i>in re</i> J. B. Gray .....	40	09
Lockeport .....	Ship letter gratuities paid .....	75	00
Port Medway .....	do do .....	7	24
Yarmouth .....	do do .....	1	04
Liverpool .....	do do .....	6	69
Lunenburg .....	do do .....	2	81
Sandy Cove .....	do do .....	0	63
.....	Gratuities for taking charge of Mails at Ferries, &c. ....	0	00
.....	Total .....	1,397	56

D. A. MACDONALD,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.

## (F. IN REPORT NO. 4, C.)

DETAIL of all Payments for Miscellaneous Disbursements, on account of the Post Office Department, in New Brunswick, made within the Year ended 30th June, 1874.

Name.	Particulars.	Amount.	
		\$	cts
J. McMillan .....	Incidental expenses, Post Office, Inspector's Office, St. John.....	23	83
J. Hale .....	do do Money Order Office, St. John .....	19	30
J. Howe .....	do do Post Office, St. John .....	180	86
A. S. Phair .....	do do do Fredericton .....	96	43
J. Howe .....	Ship Letter Gratuities paid .....	56	96
Control Department .....	Military Official postage, paid within the Dominion and refunded ..	16	49
J. McMillan .....	Legal expenses <i>in re</i> S. C. Alward .....	90	00
W. H. Tuck .....	do do J. Grover and others .....	205	87
Western Union Tele- graph Co .....	Telegrams to and from Post Office Inspector, St. John.....	198	47
do do .....	do do Postmaster of St. John .....	80	00
do do .....	do do do Fredericton .....	20	29
do do .....	do do do St. Stephen .....	0	38
Sundry Persons .....	Gratuities for charge of Mails at Railway Stations, on Railway Trains, &c .....	325	17
Total .....		\$1,314	05

D. A. MACDONALD,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

## (F. IN REPORT NO. 4 D.)

DETAIL of all Payments for Miscellaneous Disbursements, on account of the Post Office Department, in Manitoba, made within the Year ended 30th June 1874.

Name.	Particulars.	Amount.	
		\$	cts.
A. G. B. Bannatyne .....	Incidental expenses, Post Office, Fort Garry .....	60	05
N. W. Telegraph Co.....	Telegrams to and from Postmaster of Fort Garry .....	5	00
P. M. Detroit .....	United States transit rates, between Windsor, Ont., and Manitoba ..	6,847	76
Total .....		\$6,912	81

D. A. MACDONALD,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant*

## (F. IN REPORT NO. 4 E.)

DETAIL of all Payments for Miscellaneous Disbursements, on account of the Post Office Department, in British Columbia, made within the Year ended 30th June, 1874.

Name.	Particulars.	Amount.	
		\$	cts.
R. Wallace.....	Incidental expenses, Post Office Inspector's Office, Victoria.....	24	75
V. B. Tait.....	do do New Westminster.....	48	50
H. Wootton.....	do do Victoria.....	69	95
Western Union Telegraph Co.....	Telegrams to and from Postmaster of Victoria.....	9	75
British Columbia Telegraph Co.....	do do.....	8	50
P. M. Detroit.....	United States' transit rates, between Windsor, Ont., and British Columbia.....	6,264	15
P. M. Victoria.....	Gratuity paid to Night Watchman.....	30	00
	Total.....	\$6,455	60

D. A. MACDONALD,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

## (F. IN REPORT NO. 4 F.)

DETAIL of all Payments for Miscellaneous Disbursements, on account of the Post Office Department, in Prince Edward Island, made within the Year ended 30th June, 1874.

Name.	Particulars.	Amount.	
		\$	cts.
A. A. Macdonald.....	Incidental expenses, Post Office, Charlottetown.....	8	11
Anglo-American Telegraph Co.....	Telegrams to and from Postmaster of do.....	186	52
J. R. Muttart.....	Gratuity for extra services as Telegraph Operator, Cape Tormentine, N. B.....	30	00
L. C. Muncey.....	do do Cape Traverse, P. E. I.....	30	00
	Total.....	\$254	63

D. A. MACDONALD,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*



REPORT

REPORT of all Contracts made for the transportation of Mails in Canada, during intended duration, the name of the Contractor, the Routes embraced in the each Route, the mode of Transportation Contracted for, and the prices

LONDON

ROUTE.		Name of Contractor.	Distance.	Times per Week.	DEPARTURE.	
From	To				Days.	Hours.
Aberarder	Railway Station	Wm. Johnston	1	Dly as req.	Connecting with Mail Train.	
Allanburg	Railway Station	J. S. Waters	4	12	Connecting with Mail Trains	
Amberley	Lurgan	James McCrindle	4	3	Tues., Thur., Sat.	9.30 a.m.
Amherstburg	Oxley	James Dunbar	20	6	Daily	8 a.m.
do	Railway Station	Can. S. R. Co.	14	12	do	1 p.m.
Anderson	Railway Station	Can. S. R. Co.	14	12	do	6 a.m.
Arkona	St. Mary's	Humphrey White	17	2	In connection with Mail Trains.	
do	Keyser	Lutia Eastman	6	2	Tuesday, Friday.	7.30 a.m.
do	Widder Station	Peter Smelser	7 1/2	6	do	2.30 p.m.
Aylmer	Gravesend	George Bates	10	3	Wednesday, Saturday.	8 a.m.
Belgrave	Marnoch	Peter Porterfield	3	2	do	11 a.m.
Binbrook	Stoney Creek	E. B. Smith	20	3	In connection with Mail Trains.	
do	Stoney Creek	Levi Neal	20	3	Tues., Thur., Sat.	10 a.m.
Black Creek	Railway Station	I. H. Allen	1 1/2	12	do	7 a.m.
Bornish	Sable	A. McDonald	3	3	Wednesday, Saturday.	1.30 p.m.
Brandy Creek	Delhi	E. R. Crombie	4	2	do	12 noon.
Brantford	B. & L. H. R. Stn.	Jonathan Hale	1	Dly as req.	Mon., Wed., Fri.	3.30 p.m.
do	Langford	H. Langs	8	6	do	1 p.m.
do	Ohaweken	Joseph Bourne	17	3	Mon., Wed., Fri.	10 a.m.
do	Simcoe (night mail)	A. A. Pursel	24	6	Tues., Thur., Sat.	11 a.m.
do	Simcoe, (day mail)	A. Bradley & A. A. Pursel	24	6	do	4 p.m.
Brooksdale	Maplewood	George Ross	5	2	In connection with Mail Trains on	
Brownsville	Railway Station	Can. S. R. Co.	1 1/2	12	Wednesday, Saturday.	3.30 p.m.
Burford	Cathcart, &c.	Daniel Dunn	5	3	do	2 p.m.
Cairngorm	Strathroy	Francis Braun	9	2	Connecting with Mail Trains.	
Caistorville	Canboro	James Doak	7	3	Tues., Thur., Sat.	5 p.m.
					do	6.15 p.m.
					Tuesday, Friday.	11 a.m.
					do	2.30 p.m.
					Tues., Thur., Sat.	1.30 p.m.
					do	3.30 p.m.

No. 5.

the year ended 30th June, 1874, stating, in each case of Contract, its date and Contract, with the length of each, the time of arrival and departure at the end of stipulated to be paid by the Department.

DIVISION.

ARRIVAL.		Mode of Conveyance.	Price to be paid.	Commencement of Contract.	Intended duration of Contract.
Days.	Hours.				
West.		On foot	\$ 26 00	October 1st, 1873	Postmaster - General's pleasure.
North and South.		do	78 25	do	Four years.
Tues., Thur., Sat.	9 a.m.	One-horse vehicle.	52 00	do	do
do	10.30 a.m.	do	10 a.m.	do	do
Daily	10 a.m.	Passenger do	400 00	July 1st, 1873.	do
do	5 p.m.	do	150 00	April 1st, 1874.	Three months.
Tuesday, Friday	6.45 p.m.	Two-horse do	115 00	June 1st, 1874.	Four years.
do	11.45 a.m.	One-horse do	49 94	October 1st, 1873	do
Wednesday, Saturday	12.30 p.m.	do do	197 00	July 1st, 1873.	March 31st, 1875.
do	9.30 a.m.	Passenger do	156 00	Jan'y 1st, 1874.	Four years.
Tues., Thur., Sat.	9 a.m.	do do	40 00	April 1st, 1874.	do
do	12 noon.	do do	234 00	July 1st, 1873.	Three months.
Wednesday, Saturday	12.30 p.m.	Horseback or otherwise	193 00	October 1st, 1873	Four years.
do	2 p.m.	do do	1 50	Jan'y 1st, 1874.	Postmaster - General's pleasure.
Mon., Wed., Fri.	3.15 p.m.	do do	45 00	April 1st, 1874.	Four years.
do	6 p.m.	do do	65 00	June 1st, 1874.	Three years.
do		do do	Double Trip 16	July 1st, 1873.	Four years.
& O. R.		One-horse vehicle.	239 00	do	do
Tues., Thur., Sat.	8.15 a.m.	do	298 00	April 1st, 1874.	do
do	9.45 a.m.	do	900 00	July 1st, 1873.	do
Wednesday, Saturday	3.30 p.m.	do	4 00	Nov. 2nd, 1873.	Postmaster - General's pleasure.
do	2 p.m.	do	48 00	Jan'y 1st, 1874.	One year.
do		do	75 00	April 1st, 1874.	Three months.
Tues., Thur., Sat.	7.15 p.m.	On foot	149 00	July 1st, 1873.	Four years.
do	6 p.m.	One-horse vehicle.	85 00	April 1st, 1874.	do
Tuesday, Friday	4.45 p.m.	do	112 00	July 1st, 1873.	do
do	1.45 p.m.	do			
Tues., Thur., Sat.	4.54 p.m.	do			
do	2.54 p.m.	do			

## REPORT No 5.—Report of New Contracts entered into in the London

ROUTE.		Name of Contractors.	Distance.	Times per Week.	DEPARTURE.	
From	To				Days.	Hours.
Caistorville	Winona	H. G. Johnston	16	3	Connecting with Trains on	
Carlingford	Sebringville	Robert Crawford	8	2	Wednesday, Saturday	12.30 p.m.
Carronbrook	Farquhar	Wm. Carpenter	11	6	do	3.30 p.m.
Cassels	Tavistock	John Loth, jun	6	2	Connecting with Mail Trains on	
Centralia	Crediton	Wm. Donnelly	5½	6	Wednesday, Saturday	10 a.m.
Charing Cross	Railway Station	Can. S. R. Co	3	12	do	4 p.m.
Clinton	Porter's Hill	Alexander Jordan	8	3	Connecting with Mails to and	
do	Wingham	T. F. W. Colles	22½	6	Connecting with Mail Trains	
Comber	Railway Station	Can. S. R. Co	4	12	do	
Conroy	Stratford	Jeremiah Smith	6	2	Wednesday, Saturday	12 noon
Copleston	Petrolea	Napoleon Henroid	4½	1	do	2 p.m.
Delhi	Ronson	Jacob Lambert	6½	3	Saturday	1 p.m.
Dorchester Station	Gladstone	L. McMurray	6	2	do	11
Drysdale	Kippen	Robert Drysdale	10	3	Mon., Wed., Frid.	3 p.m.
Duart	Railway Station	Canada S. R. Co	1½	12	do	5 p.m.
Dundas	Millgrove	R. Halladay	5½	2	Wednesday, Saturday	12.30 p.m.
Dunnville	Jarvis	Goodwin Sparling	35	6	do	10 a.m.
do	Railway Station	John McNeal	3	12	Tues., Thurs., Sat.	10.30 a.m.
Elcho	Welland Port	John Snyder	4	2	do	1.15 p.m.
Embro	Harrington	John McKay	9	3	Connecting with Mail Trains	
Essex Centre	Gesto	W. Marlow	6½	2	Wednesday, Saturday	5.10 p.m.
do	Railway Station	Canada S. R. Co	2	12	do	4 p.m.
Exeter	St. Mary's	Caten Willis	25	3	Mon., Wed., Friday	2.15 p.m.
do	Sarepta	Wm. Reynolds	7	3	do	2.15 p.m.
Falkland	Paris Station	Henry Hough	9	6	Wednesday, Saturday	6 p.m.
Fingal	West Magdala	Donald Turner	7	2	do	2.30 p.m.
Florence	Rutherford	Donald McDonald	6	1	do	3 p.m.
Forest	Hillsboro'	Phillip Smith	5	3	do	9.30 a.m.
Fort Erie	B. & L. H. R. Stn	George Lewis	1½	12	In connection with Mails on G. T	
do	Can. S. R. Station	Canada S. R. Co	1	12	do	



Division, during the year ended 30th June, 1875.—(Continued.)

ARRIVAL.		Mode of Conveyance.	Stipulated Price to be paid.	Commencement of Contract.	Intended duration of Contract.
Days.	Hours.				
G. W. R.		One-horse vehicle . . .	273 00	July 1st, 1873 . .	Four years.
Wednesday, Saturday . . .	5.30 p.m.	do . . . . .	73 00	Jan. 1st, 1874 . . .	do
do . . . . .	2.30 p.m.	do . . . . .	73 00	Jan. 1st, 1874 . . .	do
B. & L. H. R.R.		Passenger do . . . . .	263 00	do . . . . .	do
Wednesday, Saturday . . .	5 p.m.	One-horse do . . . . .	50 00	do . . . . .	One year.
do . . . . .	11 a.m.	Passenger do . . . . .	100 00	August 1st, 1873.	do
from London . . . . .		On foot . . . . .	60 00	April 1st, 1874 . .	Three months.
West on B. & L. H. R.R.		One-horse vehicle . . . . .	139 00	do . . . . .	Four years.
each way . . . . .		Passenger do . . . . .	147 00	do . . . . .	do
do . . . . .		On foot or otherwise . . .	60 00	do . . . . .	Three months.
Wednesday, Saturday . . . .	3.12 p.m.	Horseback or otherwise . .	80 60	Jan. 1st, 1874 . . .	Four years.
do . . . . .	1.12 p.m.	do . . . . .	50 00	April 1st, 1874 . .	One year.
Saturday . . . . .	12 noon . . . . .	do . . . . .	50 00	April 1st, 1874 . .	One year.
do . . . . .	2 p.m. . . . .	do . . . . .	140 00	do . . . . .	Four years.
Mon., Wed., Friday . . . . .	6.24 p.m.	Horseback or vehicle . . .	52 00	July 1st, 1873 . . .	do
do . . . . .	4.24 p.m.	do . . . . .	146 00	Sept. 1st, 1873 . .	30th March, 1877.
Wednesday, Saturday . . . .	11.50 a.m.	On foot . . . . .	150 00	April 1st, 1874 . .	Three months.
do . . . . .	1 p.m. . . . .	Horseback or otherwise . .	75 00	do . . . . .	Four years.
Tues., Thurs., Sat. . . . .	3.15 p.m.	Passenger vehicle . . . . .	1300 00	do . . . . .	Temporary service.
do . . . . .	12.30 p.m.	do . . . . .	double	July 1st, 1873 . . .	Four years.
each way . . . . .		do . . . . .	trip 17 1/2	April 1st, 1874 . .	do
Tuesday, Friday . . . . .	11.30 a.m.	do . . . . .	50 00	July 1st, 1873 . . .	do
do . . . . .	1.30 p.m.	do . . . . .	1 00	Dec. 2nd, 1873.	Postmaster General's pleasure.
Trains on B. & L. H. and H. & L. E.		On foot . . . . .	60 00	April 1st, 1874 . .	Three months.
each way . . . . .		Passenger vehicle . . . . .	389 00	July 1st, 1873 . . .	Four years.
Wednesday, Saturday . . . .	5 p.m. . . . .	One-horse vehicle . . . . .	52 00	do . . . . .	do
do . . . . .	6.10 p.m.	do . . . . .	215 00	Oct. 1st, 1873 . . .	do
Mon., Wed., Friday . . . . .	7.15 p.m.	Horseback or otherwise . .	52 00	July 1st, 1873 . . .	Postmaster General's pleasure.
do . . . . .	4.30 p.m.	do . . . . .	36 00	do . . . . .	Four years.
Wednesday, Saturday . . . .	2 p.m. . . . .	do . . . . .	100 00	Oct. 1st, 1873 . . .	do
do . . . . .	4 p.m. . . . .	do . . . . .	150 00	April 1st, 1874 . .	Three months.
daily each way . . . . .		On foot . . . . .	60 00	April 1st, 1874 . .	Three months.
Tues., Thurs., Sat. . . . .	7.30 p.m.	Passenger vehicle . . . . .	389 00	July 1st, 1873 . . .	Four years.
do . . . . .	11 a.m. . . . .	One-horse vehicle . . . . .	52 00	do . . . . .	do
Wednesday, Saturday . . . .	1.45 p.m.	do . . . . .	215 00	Oct. 1st, 1873 . . .	do
do . . . . .	4.44 p.m.	Horseback or otherwise . .	52 00	July 1st, 1873 . . .	Postmaster General's pleasure.
going West on G. W. R.		do . . . . .	36 00	do . . . . .	Four years.
Wednesday, Saturday . . . .	8.45 a.m.	do . . . . .	100 00	Oct. 1st, 1873 . . .	do
do . . . . .	10.45 a.m.	do . . . . .	150 00	April 1st, 1874 . .	Three months.
Saturday . . . . .	11 a.m. . . . .	do . . . . .	100 00	Oct. 1st, 1873 . . .	do
do . . . . .	3.30 p.m.	do . . . . .	150 00	April 1st, 1874 . .	Three months.
going West . . . . .		do . . . . .	100 00	Oct. 1st, 1873 . . .	do
departure of Mail Trains . . .		One horse vehicle . . . . .	200 00	Jan. 1st, 1874 . . .	do
do . . . . .		do . . . . .	150 00	April 1st, 1874 . .	Three months.

REPORT No. 5.—Report of New Contracts entered into in the London

ROUTE.		Name of Contractor.	Distance.	Times per Week.	DEPARTURE.			
From	To				Days.	Hours.		
Fort Erie.....	E. & O. R. Station	George Lewis.....	4	12	In connection with arrival and de			
Frome.....	Talbotville.....		3	3	Mon., Wed., Friday.....	5 p.m.....		
Talbotville.....	St. Thomas.....	James Stacey.....	3½	6	Daily.....	4 p.m.....		
do .....	Calder.....				do .....	do .....	5 p.m.....	3.30 p.m.....
					do .....	do .....	Wednesday, Saturday.....	4.30 p.m.....
G. W. R. Station at Hamilton...	H. & L. E. Station at Hamilton...	Thos. Hunter.....	14	12	In connection with Mail Trains on			
Goderich.....	Lucknow.....	A. M. Polley.....	23	6	Daily.....	4 p.m.....		
do .....	Railway Station.....	do .....	1	24	do .....	8 a.m.....		
Hagersville.....	H. & L. E. Ry Stn & Can. S. Ry Stn	Canada S. R. Co...}	1½	12	Connecting with arrival and depa			
H. & L. E. Station Hagersville.....	Can. S. Station.....				do .....	do .....	do .....	do .....
Hamilton.....	Springvale.....	Charles Hagar.....	4	2	Monday, Friday.....	5 p.m.....		
do .....	Street Letter Boxes	J. H. H. Mottsom.....	7	as req.	do .....	3 p.m.....		
Harlock.....	Stoney Creek.....	Jaspar Springsteed.....	7	6	Exchanging receiving Boxes daily			
Harwick.....	Seaforth.....	Thomas Neilans.....	16	3	In connection with Mail Train			
Hawtrey.....	Thamesville.....	D. A. Hutchison.....	9½	2	Mon., Wed., Friday.....	8 a.m.....		
Highgate.....	Railway Station.....	Canada S. R. Co.....	3	12	do .....	2.30 p.m.....		
Hullsville.....	do .....	do .....	1	7	Wednesday, Saturday.....	8.30 a.m.....		
Indiana.....	do .....	Ham & L. E. R. Co.....	1½	12	do .....	3 p.m.....		
Ingersoll.....	do .....	Canada S. R. Co.....	1½	12	In connection with Mail Trains.....			
Iona.....	Port Burwell.....	Angus McKay.....	32	6	do .....			
Jarvis.....	Railway Station.....	Canada S. R. Co.....	1½	12	Connecting at Ingersoll with Mail			
Air Line Station.....	H. & L. E. R. Stn and Air Line Stn	H. & L. E. R. Co.....	3	12	Connecting with Mail Trains on			
	H. & L. E. Station.....				do .....	do .....	Connecting with Mails on C.S. and Mails between the two Travelling	
Johnson's Mills.....	Zurich.....	Christian Buschlen.....	4	2	Wednesday, Saturday.....	2.30 p.m.....		
Jordan.....	Pelham Union.....	Joseph Johnson.....	4	2	do .....	1 p.m.....		
Kingsville.....	Oxley.....	Andrew Wigle.....	10	3	Tuesday, Saturday.....	11 a.m.....		
Leamington.....	Rondeau.....	C. H. Fox.....	37	3	do .....	9 a.m.....		
do .....	Windsor.....	Gordon Wigle.....	37	6	Tues., Thurs., Sat.....	5 a.m.....		
Lieury.....	McGillivray.....	Moses Coates.....	9	3	do .....	10 a.m.....		
					Mon., Wed., Friday.....	7 a.m.....		
					Tues., Thurs., Sat.....	11 a.m.....		
					do .....	7.30 a.m.....		
					do .....	10.30 a.m.....		
					Tues., Thurs., Sat.....	11 a.m.....		
					do .....	7 a.m.....		

Division, during the year ended 30th June, 1874.—Continued.

ARRIVAL.		Mode of Conveyance.	Stipulated Price to be paid.	Commencement of Contract.	Intended duration of Contract.
Days.	Hours.				
Departure of Mail Trains		One-horse vehicle..... One or two-horse conveyance at contractor's option.	\$ 50 00	June 16th, 1874.	Postmaster General's pleasure.
Mon., Wed., Friday	4.45 p.m.				
do	5.45 p.m.				
Daily	4.15 p.m.				
do	5.30 p.m.				
Wednesday, Saturday	8 p.m.	do	1 00	April 1st, 1874.	Three months.
do	6 p.m.				
H. and L. E. R.R.		Two-horse vehicle.....	per diem 350 00	Jan. 1st, 1874.	30th Sept., 1876.
Daily	12.45 p.m.				
do	8.45 p.m.	do	0 23	July 1st, 1874.	Four years.
Departure of Mail Trains					
do		On foot or in a vehicle.	60 00	April 1st, 1874.	Three months.
Monday, Friday	4 p.m.				
do	6 p.m.	One-horse vehicle.....	45 00	Jan. 1st, 1874.	Four years.
as required					
Trains from Toronto, &c.		do	750 00	do	One year.
Mon., Wed., Friday	5.45 p.m.				
do	11.15 a.m.	do	169 00	April 1st, 1874.	Four years.
Wednesday, Saturday	5 p.m.				
do	10.30 a.m.	do	298 00	do	One year.
Trains on G. W. R.					
Canada S. R.		do	104 00	Oct. 1st, 1873.	Four years.
H. & L. E. Railways, and exchanging Post Offices.					
Wednesday, Saturday	2 p.m.	On foot.....	100 00	April 1st, 1874.	Three months.
do	3.30 p.m.				
Tuesday, Saturday	10 a.m.	do	100 00	do	do
do	12 noon.				
Tues., Thur., Sat.	12 noon.	do	The several stations at \$2. per diem.	do	do
do	7 a.m.				
do	8.15 p.m.	do	150 00	do	do
do	4.15 p.m.				
Mon., Wed., Fri.	4.15 p.m.	Passenger vehicle.....	485 00	July 1st, 1873.	Four years.
Daily	5.30 p.m.				
do	3 p.m.	do	150 00	April 1st, 1874.	Three months.
Tues., Thurs., Sat.	9.15 a.m.				
do	1.15 p.m.	do	Included with other services at \$2.00 per diem.	do	do
H. & L. E. Railways, and exchanging Post Offices.					
Wednesday, Saturday	2 p.m.	Horseback or otherwise	48 00	Oct. 1st., 1873.	March 31st., 1877.
do	3.30 p.m.				
Tuesday, Saturday	10 a.m.	do	40 00	July 1st., 1873.	Postmaster General's pleasure.
do	12 noon.				
Tues., Thur., Sat.	12 noon.	do	165 00	do	Four years.
do	7 a.m.				
do	8.15 p.m.	One or two horse vehicle	490 00	do	do
do	4.15 p.m.				
Mon., Wed., Fri.	4.15 p.m.	Passenger vehicle.....	500 00	do	do
Daily	5.30 p.m.				
do	3 p.m.	do	74 50	Jan. 1st., 1874.	do
Tues., Thurs., Sat.	9.15 a.m.				
do	1.15 p.m.	One-horse vehicle.....			

REPORT No. 5.—Report of New Contracts entered into in the London

ROUTE.		Name of Contractor.	Distance	Times per Week.	DEPARTURE.	
From	To				Days.	Hours.
London.....	Muir.....	Wm Bryce.....	1	12	Connecting with Mail Trains....	
Lynedoch	Oakland.....	George Wood.....	24	6	In connection with Mail Trains	
do	Silver Hill.....	Mary M. Smith.....	5	2	Wednesday, Saturday.....	8 a.m.....
Mount Albion...	Ryckman's Corner.....	D. F. Davies.....	7	3	Mon., Wed., Fri.....	9 a.m.....
Niagara.....	St. Catharines.....	Winsor Chase.....	12	6	do.....	12 noon.....
Nissouri.....	Thamesford.....	Thos. McCarty.....	20	3	In connection with Mail Trains	
Normandale.....	Walsh.....	Henry Cassils.....	8	3	Tues., Thurs., Sat.....	7 a.m.....
Old Montrose.....	Wheatley.....	J. W. Mallot.....	4	2	do.....	1 p.m.....
Olinda.....	Ruthven.....	J. C. Fox.....	3	6	do.....	10.15 a.m.....
					do.....	8 a.m.....
Oneida.....	Railway Station.....	H. & L. E. R'y Co.....	12	12	Daily.....	7 a.m.....
					do.....	8 a.m.....
Orwell.....	do.....	Can. S. R. Co.....	18	12	do.....	8 a.m.....
Ossian.....	Sarnia.....	Robert Miller.....	23	2	Wednesday, Saturday.....	7 a.m.....
Otterville.....	Railway Station.....	Can. S. R. Co.....	3	12	do.....	1 p.m.....
Park Hill.....	Sarepta.....	Henry McCann.....	16	3	In connection with Mail Trains..	
do	Strathroy.....	John Hawkey.....	16	3	Tues., Thurs., Sat..	2 p.m.....
Patillo.....	Railway Station.....	Donald Coutts.....	1	6	do.....	7.30 a.m.....
Port Dover.....	Simcoe.....	L. B. Folmsbee.....	9	6	do.....	7 a.m.....
Port Franks.....	Widder Station.....	John Dalziel.....	6	3	do.....	3 p.m.....
Port Lambton.....	Sarnia.....	Wm. D. Ragan.....	23	6	Connects with Mail Trains on	
Ratho.....	Railway Station.....	Joseph Morrow.....	8	6	Daily.....	1 p.m.....
					do.....	7 a.m.....
Renton Station.....	Railway Station.....	H. & L. E. R. Co.....	12	12	Connecting with Mail Train one	
Ridgetown.....	do.....	Can. S. R. Co.....	1	12	do.....	do.....
Ridgeville.....	Zurich.....	Christian Buschlen.....	8	6	do.....	do.....
Rodney.....	Railway Station.....	Can. S. R. Co.....	1	12	Daily.....	4 p.m.....
					do.....	2 p.m.....
					Connecting daily with Mail Trains	

Division during the year ended 30th June, 1874.—Continued.

ARRIVAL.		Mode of Conveyance.	Stipulated Price to be paid.	Commencement of Contract	Intended duration of Contract.
Days.	Hours.				
		One-horse vehicle	00 25	do	Postmaster's General's pleasure.
on C. S. R.		do	730 00	April 1st., 1874..	Four years.....
Wednesday, Saturday	9 a.m.	Horseback or otherwise	58 00	do	do
do	11 a.m.				
Mon., Wed., Fri.	1.45 p.m.	do	112 00	July 1st., 1873..	do
do	10.45 a.m.				
on G. W. R.		Passenger vehicle	396 00	do	do
Tues., Thurs., Sat.	6 p.m.	One-horse vehicle	260 00	Oct. 1st., 1873..	do
do	12 noon.				
do	10 a.m.	do	159 60	April 1st., 1874..	do
do	12.15 a.m.				
Tuesday, Saturday	6.30 p.m.	Horseback or otherwise	50 00	Jan. 1st., 1874..	do
do	5 p.m.				
Daily	8.30 a.m.	do	90 00	July 1st., 1873..	do
do	7.30 a.m.				
		do	Includ- ed with other ser- vices at \$2 per diem.	April 1st., 1874	Three months.....
		do			
		do	150 00	do	do
Wednesday, Saturday	6 p.m.	One-horse vehicle	225 00	July 1st., 1873..	Four years.....
do	12 noon.				
		do	150 00	April 1st., 1874..	Three months.....
Tues., Thurs., Sat.	10.45 a.m.	Passenger vehicle	185 00	do	June 30th., 1876..
do	5 15 p.m.				
do	5.45 p.m.	do	273 00	Oct. 1st., 1873..	Four years.....
do	10.15 a.m.				
going East.		On foot	00	June 1st., 1874..	Postmaster General's pleasure.
Daily	4.48 p.m.	By one-horse vehicle	325 00	April 1st., 1874..	Four years.....
do	6.48 a.m.				
		do	107 00	Oct. 1st. 1873...	do
G. T. R.		One or two horse vehicle	800 00	Jan. 1st., 1874..	do
do	11.36 a.m.				
do	5.36 p.m.	On foot	40 00	July 1st., 1874...	do
way					
		On foot	Includ- ed with other ser- vices at \$2 per diem.	April 1st, 1874	Three months.
		do			
		One-horse vehicle	100 00	do	do
Daily	3.36 p.m.	do	189 00	Oct. 1st, 1874...	Four years.
do	5 36 p.m.				
		On foot	50 00	April 1st, 1874..	Three months.

REPORT No. 5.—Report of New Contracts entered into in the London

ROU		Name of Contractor.	Distance.	Times per Week.	DEPARTURE.	
From	To				Days.	Hours.
Ruscom River	Railway Station	Jeremiah Duprey	14	6	Connecting with Mixed Train East Saturday	10 a.m.
St. Helens	Ulster	G. McKay	6	1	do	1.30 p.m.
St. Ives	Thorndale	James Logan	5	2	Wednesday, Saturday	12 noon.
St. Thomas	Railway Station	Can. S. R. Co.	1	12	Connecting with Mail Trains	2 p.m.
Seaforth	Wroxeter	Wm. Armstrong	28	6	do	
Seneca	H. & L. E. R. Stn.	H. & L. E. R. Co.	3	12	do	
Sombra	Wilkesport	Wm. Kimball	8	3	Tues., Thurs., Sat.	1 p.m.
Springford	Woodstock	Schuyler Siple	23	6	Connecting with Mail Trains	o
Newark	Norwich					
Springfield	Railway Station	Can. S. R. Co.	1	12	Connecting daily with Mail Trains	
Stevensville	do	do	4	12	do	
Teeterville	do	do	3	6	Connecting with Mail Trains	going
Tilsanburg	do	do	1 1/2	12	Connecting with Trains on C. S. R.	
Trudell	do	do	4	12	do	
Villanova	do	do	4	12	do	
Wallacetown	do	do	1 1/2	12	do	
Wervill	do	do	2 1/2	12	do	
Waterford	Windsor	Charles Jackson	1 1/2	6	do	on G. W.
Welland	Railway Station	Can. S. R. Co.	1 1/2	62	Connecting with Mail Trains	on
West Lorne	do	do	1 1/4	12	do	
Windham Centre	do	do	1 1/8	12	do	
Woodslee	do	do	4	12	do	
	do	do	1 1/4	12	do	
Port Stanley	Cleveland	Isaac May	74	3	Tues., Thurs., Sat.	8.30 p.m.

STEAMBOAT

Division during the year ended 30th June, 1874.—Continued.

ARRIVAL.		Mode of Conveyance.	Stipulated Price to be paid.	Commencement of Contract.	Intended duration of Contract.
Days.	Hours.				
on G. W. R.		One-horse vehicle	40 00	June 1st, 1874..	Postmaster & General's pleasure.
Saturday	3 p.m.	do	40 00	July 1st, 1873..	Four years.
do	11.30 a.m.	do	40 00	July 1st, 1873..	Four years.
Wednesday, Saturday	3 p.m.	Horseback or otherwise	42 00	Jan. 1st, 1874..	March 31st, 1877.
do	1 p.m.	do	42 00	Jan. 1st, 1874..	March 31st, 1877.
		One-horse vehicle	150 00	April 1st, 1874..	Three months.
		Passenger vehicle	172 00	Jan. 1st, 1874..	Sept. 30th, 1875.
		On foot	Includ- ed with other ser- vices at \$2 per diem.	April 1st, 1874	Three months.
		do			
Tues., Thurs., Sat	12 noon...	One-horse vehicle	145 00	Jan. 1st, 1874..	Four years.
do	3 p.m.	do	145 00	Jan. 1st, 1874..	Four years.
G. W. R.		Passenger vehicle	490 00	Oct. 1st, 1873...	do
		On foot	60 00	April 1st, 1874..	Three months.
		do	90 00	do ..	do
West on C. S. R.		One-horse vehicle	125 00	June 1st, 1874..	Four years.
		do	150 00	April 1st, 1874..	Three months.
		do	100 00	do ..	do
		do	60 00	do ..	do
		One or two horse vehicle	150 00	do ..	do
R.		do	95 00	July 1st, 1873..	Four years.
C. S. R.		On foot	60 00	April 1st, 1874..	Three months.
do		By passenger vehicle	150 00	do ..	do
do		On foot	60 00	do ..	do
do		do	60 00	do ..	do
do		do	60 00	do ..	do
<b>SERVICE.</b>					
Wed., Fri., Sun	6 a.m.	Steamboat Sandusky	100 00	14 April, 1874 ..	Season of naviga- tion, 1874.

## REPORT No. 5.—Report of New Contracts entered into

## TORONTO

ROUTE.		Name of Contractor.	Distance.	Times per Week.	DEPARTURE.	
From	To				Days.	Hours.
Airlie	Banda	Robert Dixon	7½	2	Wednesday, Saturday	9 a.m. . . . 1 p.m. . . .
Albion	Macville	George Taylor	3	3	Tues., Thur., Saturday	10.45 a.m. 9.30 a.m.
Albion	Palgrave	George Taylor	14	3	Tues., Thur., Saturday	10.30 a.m.
Albion	Mount Hurst				do	2.30 p.m.
Albion	Railway Station	Robert H. Eooth	½	24	Connection with the Mail Trains	Twice daily . . . . . 9.30 a.m.
Aldershott	Waterdown	James Roderick	2½	12	do	5.15 p.m. 8.00 a.m. 4.40 p.m.
Allandale	Railway Station	A. Miscampbell	½	24	Four times daily, in connection	Saturday . . . . . 7 a.m.
Allenwood	Elmvale	John G. Dickinson	6	1	do	9.45 a.m.
Alma	Station	James Johnston	½	12	In connection with Mail Trains	
Amaranth Station	T.G. & B.R. Station	Archibald Lamb	½	6	In connection with Mail Train	
Appleby	Station	James Prescott	½	6	In connection with the Morning	
Argyle	Station	John McKay	½	6	In connection with Mail Train	
Armadale	Unionville	John Webber	5½	3	Mon., Wed., Friday	10.45 a.m. 9.15 a.m.
Armow	Kincardine	George Bigger	11	2	Tuesday, Saturday	9 a.m. . . . 2.30 p.m.
Arnott	T.G. & B.R. Stat'n	W. G. Murray	½	12	In connection with the Mail Trains	
Aros	Victoria Road St'n	Charles McInnes	3½	2	Thursday, Saturday	1 p.m. . . . 2.30 p.m.
Arthur	Fergus	R. B. Coulson	12	6	Daily	10 a.m. . . . 2.30 p.m.
Arthur	Monck	James Robinson	12	1	Saturday	1 p.m. . . . 8 a.m. . . .
Ashley	Station	George Follis	1½	3	Mon., Wed., Sat.	In connection with the Mail Train
Aspdin	Utterson	James Aspdin	6½	1	Saturday	9 a.m. . . . 1 p.m. . . .
Aurora	Schomberg	Henry Houlse	15	6	Daily	10 a.m. . . . 5 a.m. . . .
Aurora	White Rose	Jared Lloyd	4	2	Wednesday, Saturday	10 a.m. . . . 7.30 a.m.
Baillieboro'	Millbrook	Thos. Bateson	7	6	To leave Baillieboro' daily and	
do	Bewdley				4	2
Barrie	Station	W. H. Crosby	½	24	In connection with the Mail Trains	
Baysville	Bracebridge	R. K. Johns	16	1	Saturday	1 p.m. . . . 7 a.m. . . .
Berkeley	Station	John Fleming	½	6	In connection with the Mail Trains	
Berlin	West Montrose	Jacob Zuber	13	6	Daily	1.45 p.m. 7 a.m. . . .



during the year ended 30th June, 1874.—Continued.

DIVISION.

ARRIVAL		Mode of Conveyance.	Stipulated Price to be paid.	Commencement of Contract.	Intended duration of Contract.
Days.	Hours.				
Wed. and Saturday	5 p.m.	Horseback or vehicle	\$ 81 00	Jan. 1st, 1874	Four years.
do	12 noon				
Tues., Thur., Saturday	10.30 a.m.	do	65 00	Oct. 1st, 1873	do
do	11.30 a.m.				
do	5.30 p.m.				
do	1.30 p.m.				
Mon., Wed. and Friday	1.30 p.m.	do	250 00	April 1st, 1874	do
do	11.45 a.m.				
		Vehicle or otherwise	50 00	do	do
Twice daily	8.30 a.m.	Horseback or vehicle	210 00	Oct. 1st, 1873	do
do	5.10 p.m.				
do	6.00 p.m.				
with the Mail Trains		Vehicle or on foot	75 00	Jan. 1st, 1874	
Saturday	12 noon	Horseback, vehicle or otherwise	45 00	Sept. 1st, 1873	Postmaster General's Pleasure.
do	9.30 a.m.				
		do	58 00	April 1st, 1874	do do
passing North		do	35 00	May 1st, 1874	do do
Train passing West		do	78 00	April 1st 1874	Four years.
passing North		Vehicle or on foot	60 00	Oct. 1st, 1873	Postmaster General's Pleasure.
Mon., Wed. and Friday	10.30 a.m.	Horseback, Vehicle or otherwise	120 00	April 1st, 1874	2½ years.
do	12 noon				
Tuesday, Saturday	5 p.m.	Horseback or vehicle	100 00	July 1st, 1873	Four years
do	12 noon				
		Vehicle or otherwise	50 00	Nov. 1st, 1873	One year.
Tuesday, Saturday	3.15 p.m.	do	60 00	May 1st, 1874	Four years.
do	1.45 p.m.				
Daily	5.20 p.m.	do	200 00	April 1st, 1874	do
do	12.15 p.m.				
Saturday	11.30 a.m.	Horseback or vehicle	49 90	July 1st, 1873	do
do	4.30 p.m.				
Mon., Wed., Sat		Vehicle or otherwise	40 00	Nov. 1st, 1873	One year.
passing South					
Saturday	4 p.m.	On foot or otherwise	45 00	Jan. 1st, 1874	do
do	12 noon				
Daily	8 a.m.	Vehicle or otherwise	290 00	April 1st, 1874	Four years.
do	2 p.m.				
Wednesday Saturday	8.30 a.m.	Horseback or otherwise	80 00	July 1st, 1873	do
do	11 a.m.				
reach Millbrook in time for despatch and return to Baillieboro' in 1½ Baillieboro' Tuesday and Saturday brook, and to arrive at Bewdley with- Baillieboro' within 1 hour afterwards		do	239 00	April 1st, 1874	do
		Vehicle or otherwise	0 9½	Jan. 1st, 1874	do
Saturday	12 noon				
do	6 p.m.	do	125 00	April 1st, 1874	Six months.
		Vehicle or otherwise	60 00	Nov. 1st, 1873	One year.
Daily	8.45 a.m.	do	450 00	Oct. 1st. 1873	Four years.
do	4.15 p.m.				

REPORT No. 5.—Report of New Contracts entered into in the Toronto

ROUTE.		Name of Contractor.	Distance.	Times per Week.	DEPARTURE.	
From	To				Days.	Hours.
Bexley.....	Victoria Road St'n.	Jacob Belfry.....	6	3	Mon., Wed., Friday.....	Mail Train
Black Bank .....	Honeywood.....	James Newell.....	3½	2	Tuesday, Saturday.....	9.30 a.m.
Bloomington.....	Frieburg.....	Ferdinand Romback.....	2½	6	do.....	11 a.m.
Bocbaygeon.....	Peterboro'.....	Elijah Bottam.....	22	6	do.....	3.30 p.m.
Bolsover.....	Station.....	John Merry.....	4	6	do.....	2 p.m.
Bracebridge.....	Port Carling.....	B. H. Johnston.....	21	2	do.....	7.30 a.m.
do.....	Rosseau.....	James Millard.....	27	3	In connection with the Mail Train	8 a.m.
do.....	Stoneleigh.....	Charles Piper.....	8	1	Wednesday, Saturday.....	8.30 a.m.
Brampton.....	Huttonsville.....	George James.....	4	3	Mon., Wed., Friday.....	8 a.m.
do.....	do.....	N. Elliott.....	4	3	Tues., Thurs., Sat.....	8 a.m.
Brentwood.....	Station.....	James Graham.....	½	12	Tuesday.....	2 p.m.
Brooklin.....	Station.....	John Gibbs.....	½	12	Tuesday.....	2 p.m.
Bruce Mines.....	Owen Sound.....	S. J. Parker.....	255	1	Monday.....	9 p.m.
Byng Inlet.....	do.....		Rnd trip 235	1	To leave Owen Sound every Fri Sound and Byng Inlet return	
Brunswick.....	Station.....	S. R. Beamish.....	1	12	In connection with the Mail Trains	1 p.m.
Burnt River.....	Shedden.....	Simon Moore.....	6	1	Saturday.....	3.30 p.m.
Byng Inlet.....	Collingwood.....	I. & H. Beatty & Co.....	Rnd trip 240	1	Tuesday.....	7 a.m.
Camilla.....	Orangeville.....		Hugh Currie.....	6	1	Monday.....
do.....	Whittington.....	R. Bowsfield.....	3	3	do.....	2 p.m.
Cannington.....	Station.....	John Ward.....	½	12	do.....	2 p.m.
Cape Croker.....	Colpoys Bay.....	John Shackleton.....	15	1	In connection with the Mail Train	12 noon.
do.....	do.....	do.....	15	1	do.....	7 a.m.
Cape Rich.....	Meaford.....	J. R. Cox.....	10	2	do.....	12 noon.
Carnarvon.....	Minden.....	Alfred Moore.....	12	1	do.....	7 a.m.
Carrville.....	Patterson.....	Gerard Wiley.....	2½	3	Saturday.....	3 p.m.
Cedar Dale.....	Railway Station.....	Wm Coleman.....	½	12	do.....	7 a.m.
Chatsworth.....	Sullivan.....	Wm. Buchanan.....	5½	6	do.....	7 a.m.
do.....	T.G. & B.R. Stat'n	Robert W. Miller.....	½	12	Wednesday, Saturday.....	11 a.m.
Chepstow.....	Dunkeld.....	Wm. Hennessey.....	4	3	do.....	3 p.m.
Clarksburg.....	Heathcote.....	George Hendry.....	5	3	Saturday.....	7 a.m.
					do.....	2 p.m.
					do.....	10.30 a.m.

Division during the year ended 30th June, 1875.—Continued.

ARRIVAL.		Mode of Conveyance.	Stipulated Price to be paid.	Commencement of Contract.	Intended duration of Contract.
Days.	Hours				
passing North.....		Horseback or otherwise	110 00	Aug 1st, 1873...	Post Master Gen- eral's pleasure.
Tuesday, Saturday.....	12 noon...	Vehicle or on foot....	25 00	Oct. 1st, 1873...	Four years.
do	10.30 a.m.				
Daily...	2.30 p.m.				
do	4 p.m.	Horseback or vehicle...	138 00	April 1st, 1874...	do
do	7.30 p.m.				
do	11.30 a.m.	Vehicle or steamboat..	500 00	Nov. 1st, 1873...	do
passing North.....		Horseback or vehicle..	140 00	July 1st, 1873...	do
Tuesday, Friday.....	4 p.m.				
Wednesday, Saturday...	3.30 p.m.	On foot or otherwise...	3 50	Nov. 1st, 1873...	Winter season 73-74
Tues., Thur., Sat.....	5 p.m.				
Mon., Wed., Friday...	5 p.m.	Vehicle or otherwise...	3 00	Oct. 1st, 1873...	do
Tuesday.....	12 noon...	Horseback, vehicle or otherwise.....	45 00	Dec. 1st, 1873...	Four months.
do	5 p.m.				
Tues., Thur., Sat.....	9 a.m.				
do	11 a.m.	Vehicle or otherwise...	75 00	July 1st, 1873...	Three months.
do	9 a.m.				
do	11 a.m.	do	99 00	Oct. 1st, 1873...	Four years.
.....		On foot or otherwise...	50 00	Jan. 1st, 1874...	do
.....		Vehicle or otherwise..	100 00	July 1st, 1873...	Four years.
Wednesday.....	6 a.m.				
Friday.....	2 a.m.				
day evening and calling at Parry to Owen Sound on Sunday night.		By steamer.....	1200 00	June 4th, 1874...	One season.
.....		On foot or otherwise...	60 00	July 1st, 1873...	Postmaster-Gen- eral's pleasure.
Saturday.....	5.30 p.m.				
do	3 p.m.	Horseback or otherwise	40 00	Oct. 1st, 1873...	Four years.
Monday.....	11 p.m.				
Tuesday.....	8 p.m.	By steamer.....	200 00	May 1st, 1874...	One season.
Monday.....	3.30 p.m.				
do	Noon	Vehicle or otherwise...	50 00	Nov. 1st, 1873...	Five months.
Mon., Wed., Sat.....	3 p.m.				
do	5 p.m.	Horseback or otherwise.	60 00	do ...	do
.....		Vehicle or otherwise...	70 00	July 1st, 1873...	Postmaster-Gen- eral's pleasure.
Monday.....	11 a.m.				
do	4 p.m.	Horseback or otherwise	2 50	Oct. 13th, 1873...	Five months.
do	11 a.m.				
do	4 p.m.	do	100 00	April 1st, 1874...	Four years.
Wednesday, Saturday...	5.30 p.m.				
do	1.30 p.m.	Horseback or vehicle..	104 00	July 1st, 1873...	do
Saturday.....	5 p.m.				
do	10 a.m.	do	90 00	Jan. 1st, 1874...	do
Mon., Wed., Fri.....	10 a.m.				
do	10.45 a.m.	On foot or otherwise..	45 00	July 1st, 1873...	do
.....		do	60 00	April 1st, 1874...	Postmaster-Gen- eral's pleasure.
Daily.....	2.15 p.m.				
do	5 p.m.	Vehicle or otherwise..	180 00	Nov. 1st, 1873...	Four years.
.....		do	60 00	do ...	One year.
Tues., Thurs, Sat.....	9 a.m.				
do	7.30 a.m.	Horseback or otherwise	88 00	Oct. 1st, 1873...	Four years.
Mon., Wed., Fri.....	11.30 a.m.				
do	3 p.m.	Horseback or vehicle..	128 00	do ...	do

REPORT No. 5—Report of New Contracts entered into in the Toronto

ROUTE.		Name of Contractor.	Distance.	Times per Week.	DEPARTURE.	
From	To				Days.	Hours.
Clarksburg	Ravenna	John Reid	7	2	Wednesday, Saturday	2 p.m.
Clarke	Kendall	John Emerson	6½	3	Mon., Wed., Fri.	10 a.m.
Cloverhill	Egbert	Robt. McClain	4	2	do	2.30 p.m.
Colbeck	Tarbert	Wm. Colbeck	6	1	Tuesday, Friday	1 p.m.
Coldwater			6	7	do	2 p.m.
Port Severn	Waubashene	Theodore W. Buck	3	7	do	3.10 p.m.
Victoria Harbor			3	7	Saturday	7 a.m.
Collingwood	Railway Station	Duncan Darroch	4	24	do	9 a.m.
Collingwood	Fort William	Northern R.R. Co.	750	2	Tues., Thurs., Sat.	4 p.m.
Fort William	Duluth, U.S.		150	1	do	1 p.m.
Collingwood	Flesherton	Charles Cameron	30	6	Mon., Wed., Fri.	9 a.m.
Cookstown	Gilford	A. Fraser	8	12	do	1 p.m.
Conn.	Egerton	John Hunter	3	1	Daily	2 p.m.
Coverly	Latona	Allan Grant	13	2	do	7 a.m.
Craigvale	Station	Robt. G. McCraw	18	12	Twice daily	6 a.m.
Credit	Sheridan	F. Lawrence	4	6	do	4 p.m.
Creemore	Lavender	Israel B. Mastin	6½	2	do	10 a.m.
Dundalk	T.G. & B.R. Station	James May	4	6	do	7 p.m.
Dundalk Station	Railway Station	John J. Middleton	4	12	Saturday	8 a.m.
Dundas	Sheffield	Jackson Moore	14	6	do	7 a.m.
Durham	Flesherton	H. J. Middaugh	15	6	do	6 a.m.
do	Latona	do	8	3	Tues., Thurs., Sat.	1.30 p.m.
do	Mount Forest	R. B. Coulson	16	6	do	9.30 a.m.
do	Traverston	John Travers	10½	2	Daily	4 a.m.
do	Walkerton	H. J. Middaugh	17	6	do	4.30 p.m.
Edmonton	Mayfield	William Knox	3	3	Wednesday, Saturday	11.30 a.m.
Elder's Mills	T.G. & B.R. Station	William Irvine	4	3	do	8 a.m.
Elizabethville	Osaca	William T. Rowland	3	3	Daily	3 a.m.
do	Port Hope	John Harcourt	16	3	Monday, Wednesday and Friday	6.30 p.m.
					do	7.30 p.m.
					Train passing North	3 a.m.
					To leave Osaca Tues., Thursday,	6.30 a.m.
					ville half an hour before the	6.30 a.m.
					then return direct to Osaca	7.30 p.m.
					Daily	3 p.m.
					do	10.30 a.m.

Division during the year ended 30th June, 1874—Continued.

ARRIVAL.		Mode of Conveyance.	Stipulated Price to be paid.	Commencement of Contract.	Intended duration of Contract.
Days.	Hours.				
Wednesday, Saturday	11.45 a.m.	Horseback or vehicle.	\$ 64 00	July 1st, 1873..	Four years.
do	3.45 p.m.				
Mon., Wed., Fri.	2.15 p.m.	Vehicle or otherwise..	116 00	April 1st, 1874..	do
do	3.45 p.m.				
Tuesday, Friday	5 p.m.	On foot or otherwise...	70 00	July 1st, 1873...	do
do	3 p.m.				
Saturday	10.30 a.m.	Horseback or vehicle ..	38 00	Jan. 1st, 1874...	do
do	8.30 a.m.				
Daily	5.30 p.m.	Boat, vehicle or other- wise .....	300 00	July 1st, 1873...	Postmaster Gene- ral's pleasure.
do	7.30 p.m.				
Tues., Thurs., Sat.	10.30 a.m.	On foot, vehicle or otherwise .....	0 17	Jan. 1st, 1874...	Four years.
do	2.30 p.m.				
Mon., Wed., Fri.	3 p.m.	Steamboat .....	10,000 00	May 13th, 1874.	One season.
do	11 a.m.				
Trains					
and Friday					
Daily	12.30 p.m.	Vehicle or otherwise ..	650 00	Nov. 1st, 1873..	Four years.
do	8 p.m.				
Twice daily	11.40 a.m.	do	450 00	Oct. 1st, 1873...	do
	do				
do	7.40 a.m.				
do	6 p.m.				
Saturday	8 a.m.	On foot or otherwise ..	20 00	Aug. 1st, 1873..	Postmaster Gene- ral's pleasure.
do	9 a.m.				
Tuesday, Saturday	1 p.m.	Horseback or vehicle..	180 00	Jan. 1st, 1874...	Four years.
do	9.15 a.m.				
Trains		On foot or otherwise ..	40 00	Nov. 1st, 1873..	Postmaster Gene- ral's pleasure.
from Port Credit and Streetsville		Horseback or vehicle..	140 00	Jan. 1st, 1874...	Four years.
Wednesday, Saturday	3.30 p.m.	do	100 00	Oct. 1st, 1873...	do
do	6.30 p.m.				
Train passing North		Vehicle or otherwise ..	50 00	Nov. 1st, 1873..	One year.
Trains		On foot or otherwise ..	50 00	April 1st, 1874..	do
Daily	10 a.m.	Vehicle or otherwise ..	380 00	Jan. 1st, 1874...	Four years.
do	4 p.m.				
do	6.15 p.m.	do	275 00	Nov. 1st, 1873..	do
do	9.15 a.m.				
Tues., Thurs., Saturday	11 a.m.	do	140 00	Nov. 1st, 1873..	do
do	9 a.m.				
Daily	8 p.m.	do	400 00	do	do
do	7.30 a.m.				
Wednesday, Saturday	11 a.m.	do	145 00	Feb. 1st, 1874..	Postmaster Gene- ral's pleasure.
do	2.30 p.m.				
Daily	10.30 p.m.	do	295 00	Nov. 1st, 1873...	Four years.
do	7.30 a.m.				
Mon., Wed., Friday	8 p.m.	On foot or otherwise ..	65 00	Oct. 1st, 1873...	do
do	7 p.m.				
in connection with the Mail		do	30 00	June 1st, 1874...	Postmaster Gene- ral's pleasure.
and Saturday and reach Elizabeth- arrival of Mail from Port Hope,		do	55 00	July 1st, 1873...	Four years.
Daily	2 p.m.	Horseback or vehicle..	250 00	Jan. 1st, 1875...	Nine months.
do	6.30 p.m.				

REPORT No. 5.—Report of New contracts entered into in the Toronto

ROUTE.		Name of Contractors.	Distance.	Times per Week.	DEPARTURE.	
From	To				Days.	Hours.
Elmbank	Malton	Isaac Sanders	4½	6	Daily	10 a.m.
Elmvale	Penetanguishene Road	Wm. Harvey	5	2	do	8.30 a.m.
Erin	Guelph	John Willis	20	3	Courier going to Penetanguishene	7 a.m.
Falkenburg	Ufford	Henry W. Gill	10	1	Mon., Wed., Frid.	2.30 p.m.
Fawkham	Washago	J. S. Wardell	3½	1	do	12 noon
Fergus	Garafraxa	J. Robinson	8	6	do	7 a.m.
Feversham	Maxwell	John Bates	4	6	Saturday	12.30 p.m.
Flesherton	T.G. & B.R. Station	Wm. Strain	1½	12	do	2.30 p.m.
Fordwich	Newbridge	James Kerr	4½	6	do	2 p.m.
Garafraxa	Hereward	Walter Conner	5	2	do	8.30 a.m.
Georgina	Newmarket	William Earl	24	6	Daily	5 a.m.
Gibson	Wyebridge	William Gibson	10	1	do	7 p.m.
Glamis	Pinkerton	W. G. McCormick	7	6	Saturday	10 a.m.
Pinkerton	Station				do	2 p.m.
Glamorgan	Millbrook	Kendall Kennedy	6	2	Daily	10 a.m.
Glenarm	Woodville	Thomas Morrison	24	2	do	7.30 a.m.
Glenhuron	Gravel Road	H. W. Frame	1	3	do	7.30 a.m.
Goldstone	Railway Station	John Gibbons	1½	6	do	10.05 a.m.
Gowanstown	Shipley	Edward Bristow	3	3	do	4 p.m.
Grenfell	Station	Duncan C. McIntosh	2½	2	In connection with the Mail	5 p.m.
Guelph	Hamilton	James Mennell	32½	6	Mon., Wed., Fri.	3 p.m.
Hampton	Solna	James C. Groat	2½	3	do	10.30 a.m.
Harriston	T. G. & B. R. Station	A. G. Markle	½	12	do	12.30 p.m.
Hartman	Vivian	Robert Redhead	2½	3	do	11 a.m.
Hillsdale	Medoute	A. Hill	9	2	do	10 a.m.
Holland Landing	Railway Station	Thomas Kays	½	24	Wednesday, Saturday	1.30 p.m.
Holyrood	Lisburn	Jameson Dempsey	22½	2	do	7.30 p.m.
Huntsville	Melissa	William H. Baker	5	1	In connection with the Mail	To leave Holyrood on Wednesday and perform the round trip in
Inistioge	T. G. & B. R. Station	Henry Armstrong	2½	3	Monday	11 a.m.
Inverhuron	Tiverton	John Urquhart	3	3	do	8 a.m.
					Mon., Wed., Fri., in connection	9 a.m.
					Tues., Thurs., Sat.	12 noon

Division during the year ended 30th June, 1874.—Continued.

ARRIVAL.		Mode of Conveyance.	Stipulated Price to be paid.	Commencement of Contract.	Intended duration of Contract.
Days.	Hours.				
Daily	9.30 a.m.	Vehicle or otherwise	\$ cts. 140 00	July 1st, 1873...	Four years.
do	11 a.m.				
Friday	in time to connect with				
ahene, then return direct to		Horseback or vehicle..	83 20	Oct. 1st, 1873...	do
Mon., Wed., Friday	7 p.m.	Vehicle	500 00	July 1st, 1873...	Postmaster General's pleasure.
do	11 a.m.				
Saturday	10.30 a.m.	Vehicle or otherwise	78 00	July 1st, 1873...	do
do	3.30 p.m.				
Saturday	4 p.m.	do	30 00	April 1st, 1874..	One year.
do	2 p.m.				
Daily	10.15 a.m.	Vehicle or otherwise	247 00	July 1st, 1873...	Four years.
do	3.45 p.m.				
do	8 p.m.	Horseback or vehicle..	95 00	Oct. 1st, 1873...	do
do	6 p.m.				
Trains		Vehicle or otherwise	per trip 0 25	Nov. 1st, 1873...	One year.
from Harriston to Wroxeter		do	90 00	Oct. 1st, 1873...	Four years.
Wednesday, Saturday	10.30 a.m.	do	52 00	Jan. 1st, 1874...	do
do	9 a.m.				
Daily	4.30 p.m.	do	680 00	do	do
do	5 p.m.				
Saturday	4.30 p.m.	do	52 00	May 1st, 1874...	Postmaster General's pleasure.
do	12.30 p.m.				
Daily	9 a.m.	Horseback or vehicle.	245 00	Oct. 1st, 1873...	Four years.
do	11.30 a.m.				
Tuesday, Friday	2 p.m.	Vehicle or otherwise	70 00	Jan. 1st, 1874...	Postmaster General's pleasure.
do	12 noon				
Tuesday, Saturday	3 p.m.	do	120 00	do	Four years.
do	7.30 p.m.				
Mon., Wed., Fri.	4.20 p.m.	On foot or otherwise	40 00	July 1st, 1873...	do
do	10.30 a.m.				
Train passing North		Vehicle or otherwise	per trip 0 32	April 1st, 1874..	do
Mon., Wed., Fri.	3.45 p.m.	do	55 00	Oct. 1st, 1873...	do
do	5.45 p.m.				
with the Mail Train		Vehicle or otherwise	35 00	Sept. 1st, 1873 ..	Postmaster General's pleasure.
Daily	5 p.m.	Passenger stage, or other vehicle.	1000.00	July 1st, 1873...	Four years.
do	5.30 p.m.				
Mon., Wed., Fri.	12 noon	On foot or otherwise	40 00	do	do
do	1.30 p.m.				
		Vehicle or otherwise	52 00	Jan. 22nd, 1874.	Postmaster General's pleasure.
Mon., Wed., Fri.	11 a.m.	On foot or otherwise	60 00	July 1st, 1873...	Four years.
do	1 p.m.				
Wednesday, Saturday	9.30 p.m.	Horseback or vehicle..	130 00	Oct. 1st, 1873...	do
do	6.30 p.m.				
Trains		On foot or otherwise	per trip 0 06	April 1st, 1874...	do
days and Saturdays at	10.15 a.m.	Vehicle or otherwise	104 00	Oct. 1st, 1873. .	Postmaster General's pleasure.
eight hours.					
Monday	10 a.m.	do	50 00	Sept. 1st, 1873 ..	Seven months.
do	1 p.m.				
with the Mail Train passing North		do	75 00	Nov. 1st, 1873...	One year.
Tues., Thurs., Sat.	1 p.m.	On foot or otherwise	68 75	July 1st, 1873...	Four years.
do	10 a.m.				

REPORT No. 5.—Report of New contracts entered into in the Toronto

ROUTE.		Name of Contractors.	Distance.	Times per Week.	DEPARTURE	
From	To				Days.	Hours.
Kemble					Saturday	2 p.m.
Kenilworth	Wolseley	Andrew Johnston	7	1	do	11 a.m.
Kenilworth	Riverstown	Robert Hayward	3	6	Daily	3 p.m.
do	Riverstown	Alexander Allan	3	6	do	2 p.m.
do	Wagram	James Craig	5	2	do	3 p.m.
Keswick					Tuesday, Friday	3.30 p.m.
King	Roach's Point	George Baker	3	6	do	2 p.m.
do	Nobleton	John Weller	8	6	Daily	12 noon
Kirkfield	Nobleton	Herbert Watson	8	6	do	2.30 p.m.
Kossuth	Railway Station	John McFaggart	1	12	do	12 noon
Lafontaine	Preston	Charles Keller	5½	2	In connection with the Mail	3 p.m.
Lindsay	Penetanguishene	Pierre Brasseur	9	1	Tuesday, Friday	5 p.m.
Linwood	Mid. Ry. Station	B. Gunigal	1	24	do	9 a.m.
Little Britain	St. Jacobs	John Playford	12	6	do	1 p.m.
do	Valentia	Wm. A. Silverwood	5	3	In connection with Mails passing Hoover	5.30 p.m.
do	Oakwood	Daniel Houck	4	6	Daily	4 p.m.
do	Port Hoover		8	3	Tues., Thurs., Sat.	4 p.m.
Little Current	Manitowaning	G. B. Abrey	22	6 p'r mth	do	8 p.m.
Luther	Waldemar	William Dawson	4	6	In connection with Mails passing and Sault Ste. Marie	
Magnetawan	Rosseau	James Miller	33	2	In connection with the Mail Train	
Manchester	Station	William Davis	1	12	Monday, Wednesday	7.30 a.m.
Maple Valley	Shrigley	George Sandilands	5½	1	Tuesday, Thursday	7.30 a.m.
Maple	Station	Joseph Gordon	1	12	In connection with the Mail	
Markham	Milliken	William Gorvett	5	3	Saturday	10.30 a.m.
Mary Lake	Utterson	A. H. Ladell	3	4	do	9 a.m.
Markdale	T. G. & B. R. St'n	Thomas G. Sproule	1	12	To connect every Tuesday, Friday	
Meaford	Walters Falls	James H. Deleree	14	2	Mails passing between Brace	
Melancthon	Shelburne	James Brown	4	3	In connection with the Mail	
Millbrook	Mount Pleasant	John Armstrong	8	6	Wednesday, Saturday	2.30 p.m.
Mono Mills	Mono Road Stat'n	Thomas Lloyd	9	6	do	7 a.m.
Mono Mills	Relessey	Wm. Wilson	15	2	Tues., Thurs., Sat.	12 noon
Mount Albert	Sharon	Andrew Clifford	7	6	do	1.15 p.m.
					Daily	4 p.m.
					do	1 p.m.
					do	6 a.m.
					do	10.30 a.m.
					Tuesday, Saturday	12 noon
					do	6.30 a.m.
					Daily	9 a.m.
					do	12 noon



Division during the year ended 30th June, 1874.—Continued.

ARRIVAL.		Mode of Conveyance.	Stipulated Price to be paid.	Commencement of Contract.	Intended duration of Contract.
Days.	Hours.				
Saturday	1 p.m.		\$ cts.		
do	4 p.m.	Vehicle or otherwise	40 00	March 1st, 1874.	Postmaster General's pleasure.
Daily	2.45 p.m.				Three months.
do	3.45 p.m.	Horseback or vehicle	69 00	Jan. 1st, 1874	
Daily	2.45 p.m.				
do	3.45 p.m.	Horseback or vehicle	98 00	April 1st, 1874	Four years.
Tuesday, Friday	3 p.m.	On foot, horseback or otherwise.	60 00	August 1st, 1873	One year.
do	4.30 p.m.				
Daily	1 p.m.				
do	3.30 p.m.	Horseback or otherwise	100 00	May 1st, 1874	Four years.
do	7.55 a.m.				
do	11 a.m.	Horseback or vehicle	280 00	Oct. 1st, 1873	Six months.
do	7.55 a.m.				
do	11 a.m.	do	300 00	April 1st, 1874	Three months.
Trains		On foot or otherwise	65 00	Jan. 1st, 1874	One year.
Tuesday, Friday	6.30 p.m.				
do	4.30 p.m.	Horseback or vehicle	64 00	do	Four years.
Wednesday	4 p.m.				
do	11 a.m.	do	65 00	Oct. 1st, 1873	do
Trains		Vehicle or otherwise	195 00	do	do
Daily	6.30 p.m.	do	345 00	do	do
do	9.30 a.m.				
between Little Britain and Port		Horseback or vehicle	90 00	Feb. 1st, 1874	Two months.
Daily	4.50 p.m.				
do	6.20 p.m.				
Tues., Thurs., Sat.	10 p.m.	do	279 00	April 1st, 1874	Four years.
do	7 p.m.				
each way between Penetanguishene		On foot or otherwise.	4 00	Dec. 1st, 1873	Winter season, 1873-74.
from Orangeville		Vehicle or otherwise	150 00	May 1st, 1874	Postmaster General's pleasure.
Tuesday, Thursday	6.30 p.m.	Public vehicle or otherwise.	520 00	July 1st, 1873	Four years.
Monday, Wednesday	6.30 p.m.				
Trains		Vehicle or otherwise	100 00	do	do
Saturday	10 a.m.				
do	11.30 a.m.	Horseback or vehicle	23 75	do	do
Trains		Vehicle or otherwise	78 00	Oct. 1st, 1873	do
Mon., Wed., Fri.	10 a.m.				
do	11 a.m.	Horseback or vehicle	120 00	July 1st, 1873	do
day and Saturday at Utterson with bridge and Huntsville		Vehicle or otherwise	75 00	do	One year.
Trains		do	75 00	Nov. 1st, 1873	do
Wednesday, Saturday	11.30 a.m.				
do	7 p.m.	Horseback or vehicle	134 00	April 1st, 1874	Four years.
Tues., Thurs., Sat.	2.15 p.m.				
do	1 p.m.	Vehicle or otherwise	80 00	Nov. 1st, 1873	One year.
Daily	3 p.m.				
do	6 p.m.	do	263 00	Oct. 1st, 1873	Four years.
do	12.30 p.m.				
do	8 a.m.	do	398 00	do	do
Tuesday, Saturday	10 a.m.				
do	4 p.m.	Vehicle or otherwise	124 00	Jan. 1st, 1874	Four years.
Daily	1.30 p.m.				
do	10.30 a.m.	Horseback or vehicle	300 00	Nov. 1st, 1873	Two months.

REPORT No 5.—Report of New contracts entered into in the Toronto

ROUTE.		Name of Contractor.	Distance.	Times per Week.	DEPARTURE.	
From	To				Days.	Hours.
Mount Albert.	Sharon.	Andrew Clifford	7	6	Daily	9 a.m.
Mulmur	Perm.	R. Gallagher	7	3	Tues., Thurs., Sat.	12 noon.
Myrtle	Station	Reuben Hurlbut	4	12	do	8.15 a.m.
McKellar	Newcombe	Arthur Millin	12	1	do	5.30 a.m.
Newmarket.	Stouffville	Joseph McMullen	18	3	Mon., Wed., Fri.	1 p.m.
do	Station	Joseph Bogert	3	24	do	6 a.m.
Norland	Oak Hill	John Griffin	rd trip 22	2	In connection with the Mail	1.30 p.m.
do	Shedden	John Perkins			5	3
do	do	John Griffin	5	3	do	4.30 p.m.
Omeme	Station.	R. Grandy	1	18	do	4.30 p.m.
Oshawa.	Raglan	Jas. Smith	9	6	In connection with the Mail	12 noon.
Owen Sound.	T. G. & B. R. St'n.	Thos. Speirs	1	12	Daily	3.30 p.m.
do	Steamboat Wharf.	do	1	3	do	3.30 p.m.
Paisley	Underwood.	Wm. Meadows	13	1	In connection with the Mail	8 a.m.
Palmerston.	Railway Station.	Richard Johnston	8	12	Saturday	12 noon.
Parry Sound	Roseau	James Millard	24	3	do	10 a.m.
Petersburg.	Roseville	John M. Weber	12	6	Mon., Wed., Fri.	11.30 a.m.
Pinedale	Wick.	Wm. Patterson	4	2	Tues., Thurs., Sat.	7 a.m.
Point aux Pins	Sault Ste. Marie.	W. G. Foott	9	3 per month.	Daily	8.40 a.m.
Port Perry.	Station.	Joseph Cook			4	12
do	Sonya	Jesse Ireland	10	3	In connection with the Mails and 21st of each month.	8 a.m.
Fort Nelson	Wellington Square	James Cutler	1	6	do	11 a.m.
Prince Albert	Shirley	James Taylor	5	2	Mon., Wed., Fri.	10.30 a.m.
do	Station.	Thos. W. Crosier	4	12	To connect with morning Mail	12.30 a.m.
Ratiburn.	Sabright.	Ed. T. H. Herring	7	1	Tuesday, Friday	10.30 a.m.
Richmondhill.	N. K. Station.	John Palmer, jun.	3	12	do	3 p.m.
Rosedale	Shedden	Moses McNeil	6	3	Saturday	9.30 a.m.
					In connection with the Mail	4 p.m.
					do	6 p.m.

## Division during the year ended 30th June, 1874.—Continued.

ARRIVAL.		Mode of Conveyance.	Stipulated Price to be paid.	Commencement of Contract.	Intended duration of Contract.
Days.	Hours.				
Daily.....	1.30 p.m.		\$ cts.		
do.....	10.30 a.m.	Horseback or vehicle....	239 00	Jan. 1st, 1874...	Four years.
Tues., Thurs., Sat.....	7.15 a.m.				
do.....	10 a.m.	do ..	85 00	Oct. 1st, 1873...	do
Trains.....		Vehicle or otherwise ..	50 00	July 1st, 1873...	do
Tuesday.....	11 a.m.				
do.....	6 p.m.	do ..	60 00	April 1st, 1874..	do
Mon., Wed., Friday.....	12 noon				
do.....	6 p.m.	do ..	223 50	July 1st, 1873...	do
Trains.....		do ..	120 00	Jan. 1st, 1874...	do
Proceed to Head Lake and Oak Hill, thence to Norland.....		Horseback or otherwise	160 00	July 1st, 1873...	do
Mon., Wed., Friday.....	7.45 p.m.				
do.....	5.45 p.m.	Horseback or vehicle..	125 00	do ..	Three months.
do.....	7.45 p.m.				
do.....	5.45 p.m.	do ..	138 00	Oct. 1st, 1873...	Four years.
Trains.....		Vehicle or otherwise ..	104 00	do ..	do
Daily.....	5.30 p.m.				
do.....	2.30 p.m.	do ..	300 00	July 1st, 1873...	do
Trains.....		do ..	per trip		
conveying Mails between Colling-		do ..	0 25	Nov. 1st, 1873 ..	One year.
		do ..	per trip		
		do ..	0 40	July 1st, 1873...	Postmaster-Gen- eral's pleasure.
Saturday.....	3 p.m.				
do.....	11 a.m.	Horseback or vehicle..	90 00	Jan. 1st, 1874...	Four years.
Trains.....		do ..	100 00	April 1st, 1874..	do
Tues., Thurs., Saturday.....	3.30 p.m.				
Mon., Wed., Friday.....	6 p.m.	Vehicle .....	per trip		
Daily.....	10 a.m.		3 00	Oct. 1st, 1873...	Winter Season, 1873-74.
do.....	2.30 p.m.	Horseback or vehicle..	419 00	April 1st, 1874..	Four years.
Tuesday, Friday.....	1.50 p.m.				
do.....	10 a.m.	Vehicle or otherwise ..	45 00	do ..	do
leaving Sault Ste. Marie on 1st, 11th		On foot, or otherwise..	\$15 per season	Nov. 1st, 1873 ..	Postmaster-Gen- eral's pleasure.
Trains.....		Vehicle .....	93 90	July 1st 1873...	Four years.
Mon., Wed., Friday.....	10 a.m.				
do.....	1 p.m.	Vehicle or otherwise ..	150 00	Jan. 1st 1874 ..	do
at Wellington Square.		On foot, horseback, or in a vehicle.....	100 00	April 1st 1874..	do
Tuesday, Friday.....	11.30 a.m.				
do.....	1.30 p.m.	Vehicle or otherwise ..	60 00	Sept. 1st 1873.	One year.
Trains.....		do ..	100 00	July 1st, 1873..	Four years.
Saturday.....	12 noon				
do.....	5.30 p.m.	Vehicle or otherwise ..	55 00	Oct. 1st, 1873...	Postmaster Gene- ral's pleasure.
Trains.....		do ..	per trip		
do.....		do ..	0 29	do ..	Four years.
Mon., Wed., Friday.....	7.30 p.m.				
do.....	5.30 p.m.	do ..	160 00	do ..	do

REPORT No. 5.—Report of New contracts entered into in the Toronto

ROUTE.		Name of Contractor.	Distance.	Times per Week.	DEPARTURE.	
From	To				Days.	Hours.
Sarnia.....	Fort William and Duluth, U.S....	J. & H. Beatty & Co.	900	5 per month.	Leave Sarnia every sixth day	
Sarnia.....	Fort William.....	J. & H Beatty & Co.	750	2	Leave Sarnia every Tuesday and 10 days.	
Fort William.....	Duluth.....				150	1
Seagrove.....	Sonya.....	Thos. Wakeford.....	3	3	Mon., Wed., Friday..	1 p.m....
Shelburne.....	T.G.& B.R. Station	Edward Berwick.....	4	12	In connection with the Mail	
Shedden.....	Railway Station	Nancy Le Roy.....	4	12	do	
Siloam.....	Uxbridge.....	Abraham Webster.....	5	3	Mon., Wed., Friday..	12.20 p.m.
Stayner.....	Vigo.....	Denis Gallagher.....	12	2	Monday, Friday.....	1 p.m....
do.....	Vanvlack.....	John Vanvlack.....	13	1	Friday.....	8 a.m....
Victoria Road St'n	Station.....	M. Heaphy.....	4	3	Tuesday, Thursday and Saturday passing North....	
Waldemar.....	Railway Station	David Jenkins.....	4	6	In connection with the Mail	
Waterloo.....	Station.....	D. L. Bowman.....	2	24	do	
Whitby.....	do.....	James Pringle.....	4	12	do	
Williamsford St'n.	T.G.& B.R. Station	Alfred Williams.....	1 1/8	6	do	

KINGSTON

Albert.....	Marysville.....	Wm. McMurray.....	7 1/2	3	Tues., Thurs., Sat....	8.30 a.m.
Ameliasburg.....	Belleville.....	Robert M. Fennock..	10	3	do	12 noon..
Appleton.....	C. C. R. Station	Michael Brennan.....	3 1/2	12	Mon., Wed., Friday..	8.30 a.m.
Aultsville.....	Gallingertown.....	Edward Marshall.....	5	2	do	1 p.m....
Balderson.....	Playfair.....	Wm. Smith.....	6	3	In connection with Mail Trains.	
Bath.....	Ernestown Station	Charles Champion.....	3 1/2	12	Wednesday, Saturday.	12 noon..
Belleville.....	Madoc.....	Evan Cameron.....	28	6	do	9 a.m....
do.....	Stirling.....	Albert Chard.....	16	6	Tues., Thurs., Sat....	9.45 a.m.
Bensfort.....	South Monaghan	Alex. Galloway.....	5	3	do	8 a.m....
Brinston's Corners	New Ross.....	Thomas Currie.....	4 1/2	1	Friday.....	2 p.m....
Brockville.....	B. & O. R. St'n.	Wm. Masterson.....	4	24	do	3.10 p.m.
					Friday.....	9.30 a.m.
					do	8 a.m....
					In connection with Mail Trains.	

Division during the year ended 30th June, 1874. — *Continued.*

ARRIVAL.		Mode of Conveyance.	Stipulated Price to be paid. \$ cts.	Commencement of Contract.	Intended duration of Contract.
Days.	Hours.				
and make the round trip in 10 days.		By steamboat.....	6250 00	July 1st, 1873...	Season, 1873.
Friday and make the round trip in .....		do .....	8000 00	May 9th, 1874 ..	Season navigation, 1874.
Mon., Wed., Friday .....	3.30 p.m.	Vehicle or otherwise ..	65 00	Oct. 1st, 1873...	Three months.
do .....	2 p.m.				
Trains .....		do ..	65 00	Nov. 1st, 1873...	One year.
do .....		do ..	60 00	Jan. 1st, 1874...	do
Mon., Wed., Friday .....	12 noon ..	Horseback or vehicle ..	65 00	Oct. 1st, 1873...	Two years.
do .....	1.20 p.m.				
Monday, Friday .....	11 a.m.	do ..	150 00	July 1st, 1873...	Four years.
do .....	4 p.m.				
Friday .....	11.30 a.m.	On foot, horseback or in a vehicle .....	40 00	April 1st, 1874..	do
do .....	5.30 p.m.				
in connection with the Mail Trains .....		Vehicle or otherwise ..	50 00	Nov. 1st, 1873...	One year.
Train passing North .....		do ..	80 00	Jan. 1st, 1874...	do
Trains .....		do ..	425 00	Oct. 1st, 1873...	Four years.
do .....		do ..	0 12	July 1st, 1873...	do
Train passing North .....		do ..	30 00	June 1st, 1874...	Postmaster-General's pleasure.

DIVISION.

Tues., Thurs., Sat. ....	1.30 p.m.	Horseback or vehicle..	125 00	Jan. 1st, 1874.	Four years.
do .....	10 a.m.				
Mon., Wed., Fri. ....	3 p.m.	Public or other vehicle.	238 00	April 1st 1874.	do
do .....	10.30 a.m.				
.....		Horseback or vehicle...	96 00	Oct. 1st, 1873	do
Wednesday, Saturday ..	10 a.m.	do	50 00	Jan. 1st, 1874.	Postmaster General's pleasure.
do .....	1 p.m.				
Tues., Thurs., Sat. ....	9.15 a.m.	do	125 00	do	Four years.
do .....	11 a.m.				
.....		Public or other vehicle.	300 00	July 1st, 1873.	do
Daily .....	11 a.m.	do	390 00	Oct. 1st, 1873...	do
do .....	7 p.m.				
do .....	5.15 p.m.	do	225 00	do	do
do .....	11.15 a.m.				
Tues., Thurs., Sat. ....	4.10 p.m.	Horseback or vehicle..	70 00	Nov. 1st, 1873.	do
do .....	3 p.m.				
Friday .....	9 a.m.	On foot or otherwise ..	29 00	do	Postmaster General's pleasure.
do .....	10.30 a.m.				
.....		Public or other vehicle.	0 18	Jan. 1st, 1874.	Four years.

REPORT No. 5.—Report of New contracts entered into in the Kingston

ROUTE.		Name of Contractor.	Distance.	Times per Week.	DEPARTURE.	
From	To				Days.	Hours.
Camden East.	Napanee	Henry Finkle.	9 $\frac{1}{2}$	6	Daily	9.30 a.m. 1 p.m.
Camerontown	Summerstown	Andrew Cameron, jun.	3	6	In connection with Mail Trains.	
Campbellford	Trent Bridge	Francis E. Lee.	8	1	Saturday	11 a.m.
Charleston.	Farmersville.	John Mulvene	5 $\frac{1}{2}$	2	do	7 a.m.
Clayton	Tatlock	Peter Guthrie.	10	1	Tuesday, Friday	2.30 p.m.
Connaught	Winchester	Patrick Jordan	5	2	do	1 p.m.
Cressy	Picton	Anson W. Brown	19	3	Saturday	3 p.m.
Crysler	Wales	Samuel Johnson	23	6	do	12 noon
Curry Hill.	River Beaudette	Alex. McLeod	4 $\frac{1}{2}$	3	Wednesday, Saturday	10 a.m.
Cushing	Little Rideau	John Little	3 $\frac{3}{4}$	6	do	11.30 a.m.
Demorestville	Gilbert's Mills	Charles Black	9 $\frac{1}{2}$	2	Tues., Thurs., Sat.	7.30 a.m.
Dunbar	Grantley	Alex. Drummond	5 $\frac{1}{2}$	3	do	10.30 a.m.
Eagle Lake	Haliburton	Charles Wensley	7	1	Monday	8 a.m.
Erinsville	Tamworth	Richard Mahoney	4	6	do	11 a.m.
Ferguson's Falls	Perth	Joseph Emison	17	3	Daily	7 a.m.
Frankford.	Trenton	Wm. Rinney	8	6	do	8 a.m.
Franktown	B. & O.R. Station	Wm. Moore	1 $\frac{1}{2}$	12	Mon., Wed., Fri	5 p.m.
Gananoque.	Willetsholme	Josias Abrams	14	2	do	12.30 p.m.
Gemley	Parham	S. E. Sanderson	37	1	Daily	9.30 a.m.
do	Mountain Grove.	Wm. H. Kennedy	27	1	do	1 p.m.
do	do	Ed. L. Godfrey	27	1	do	1 p.m.
Glen Norman	Military Road	W. D. McMillan	3	3	Tues., Thurs., Sat, in connection	
Gooderham.	Kilmount	Charles Way	20	1	Friday	12 noon
Hallville.	North Mountain	William Wylie	2 $\frac{1}{2}$	3	Saturday	12 noon
Hamlet.	Perth	Joseph Emison	9 $\frac{1}{2}$	2	Tues., Thurs., Sat.	8.30 a.m.
do	do	Michael Stanley	9 $\frac{1}{2}$	1	do	10.30 a.m.
Harrowsmith	Mountain Grove	W. H. Kennedy	32	1	Tuesday, Saturday	10 a.m.
do	Parham				do	1 p.m.
do	do				do	9.30 a.m.
do	do				do	1.30 p.m.
do	Kingston	John J. Abrams	16	6	Monday	7 a.m.
do	do	do	16	6	Tuesday	8 a.m.
do	do	do	16	6	Friday	7 a.m.
do	do	do	16	6	do	7 a.m.
do	do	do	16	6	Daily	7.30 a.m.
do	do	do	16	6	do	3.45 p.m.
do	do	do	16	6	do	do

Division during the year ended 30th June, 1874.—Continued.

ARRIVAL.		Mode of Conveyance.	Stipulated Price to be paid.	Commencement of Contract.	Intended duration of Contract.
Days.	Hours.				
Daily	3 p.m.	Public or other vehicle	144 00	Jan. 1st, 1874	30th June, 1874.
do	10.30 a.m.				
Saturday	9 a.m.	Horseback or vehicle	100 00	July 1st, 1873.	Four years.
do	1 p.m.				
Tuesday, Friday	2.15 p.m.	Horseback or otherwise	50 00	June 1st, 1874.	Postmaster General's pleasure.
do	3.45 p.m.				
Saturday	2 p.m.	do	40 00	Jan. 1st, 1874.	do
do	5 p.m.				
Wednesday, Saturday	12.30 p.m.	do	70 00	July 1st, 1873.	Four years.
do	11 a.m.				
Tues., Thurs., Sat	6 p.m.	do	199 00	Jan. 1st, 1874.	do
do	11.30 a.m.				
Daily	5.15 p.m.	Public or other vehicle.	350 00	Nov. 1st, 1873.	do
do	11 a.m.				
Tues., Thurs., Sat	11.30 a.m.	Horseback or otherwise	100 00	March 1st, 1874.	do
do	9.30 a.m.				
Wednesday, Saturday	9.30 a.m.	On foot or otherwise	55 per season.	Jan. 1st, 1874.	do
do	12 noon				
Tues., Thurs., Sat	10 a.m.	Horseback or vehicle.	100 00	July 1st, 1873.	do
do	12.30 p.m.				
Monday	12.45 p.m.	do	70 00	May 1st, 1874.	do
do	9.45 a.m.				
Daily	9.45 a.m.	do	35 00	Sept. 1st, 1873.	Postmaster General's pleasure.
do	8.45 a.m.				
Monday, Wed., Fri.	4 p.m.	do	120 00	do	Four years.
do	8.30 p.m.				
Daily	2.45 p.m.	do	258 00	July 1st, 1873.	30th Sept., 1876.
do	10.15 a.m.				
Wednesday, Saturday	1.30 p.m.	Public or other vehicle.	184 00	July 1st, 1873.	Four years.
do	6.30 p.m.				
Monday	5 p.m.	Horseback or vehicle.	125 00	Oct. 1st, 1873.	Four years.
do	6.30 p.m.				
Wednesday	10 a.m.	Public or other vehicle.	312 00	May 1st, 1874.	do
do	8 a.m.				
Tuesday	8 a.m.	do	240 00	Jan. 1st, 1874.	31st March, 1874.
do	5 p.m.				
do	5 p.m.	do	240 00	April 1st, 1874.	30th April, 1874.
do	5 p.m.				
with L'Original and Riviere Raisin.		On foot or otherwise.	45 00	March 1st, 1874.	Postmaster General's pleasure.
Saturday	7 p.m.				
Friday	7 p.m.	Horseback or otherwise	185 00	Nov. 1st, 1873.	31st Dec., 1874.
Tues., Thurs., Sat	11.15 a.m.				
do	8.15 a.m.	do	25 00	Aug. 1st, 1873.	Postmaster General's pleasure.
Tuesday, Saturday	3 p.m.				
do	12 noon	Horseback or vehicle.	1 00	March 1st, 1874.	30th April, 1874.
Saturday	3.25 p.m.				
do	11.15 a.m.	do	42 00	June 1st, 1874.	Postmaster General's pleasure.
Tuesday	4 p.m.				
Monday	3 p.m.	do	350 00	Jan. 1st, 1874.	31st March, 1874.
Friday	5.30 p.m.				
do	11.30 a.m.	Public or other vehicle.	400 00	do	do
Daily	7 p.m.				
do	10.45 a.m.	do	800 00	April 1st, 1874.	One year.
do	do				

REPORT NO. 5.—Report of New contracts entered into in the Kingston

ROUTE.		Name of Contractor.	Distance.	Times per Week.	DEPARTURE.	
From	To				Days.	Hours.
Harrowsmith	Parham	Jefferson Walsworth	22	3	Mon., Wed., Sat.	7 a.m.
Henry	L'Orignal	Chas. H. Flynn	4½	3	do	2 p.m.
Hopetown	White	George W. Beaton	12	1	Tues., Thurs., Sat.	3 p.m.
Keene	Lang.	David Fife	2½	6	do	1.30 p.m.
Kemptville	Merrickville	Chas. W. Putnam	18	6	Monday	11 a.m.
Kingston	Street Letter Boxes	Wilson & Davis	4	18	do	7.30 a.m.
do	do	Wm. J. Graves	4	18	do	8.30 a.m.
do	Kingston Station	Wm. Neilson	2	18	do	7.30 a.m.
Lancaster	Riviere Raisin	Wm. Gillespie	1	12	At such hours as may be required	
Latimer	Wolf's Corners	Alfred Bennington	1	3	do	
Lonsdale	Marysville	John Schermerhorn	4½	3	Tues., Thurs., Sat.	at such hours
L'Orignal	Riviere Raisin	Neil McGillis	41	6	do	9 a.m.
do	Steamboat Wharf	Thos. W. Lee	4	12	Daily	12 noon
Maberly	Perth	James Allan	21	2	do	8 a.m.
Macbeth	Rigaud	Archibald McBean	6	3	do	11.30 a.m.
Madoc	Thanet	Evan Cameron	31	2	Tues., Thurs., Sat.	at such hours
Mallorytown	Rockport	John R. Gibson	11	3	do	9 a.m.
Marble Rock	Gananoque Station	George Emery	4½	2	Monday, Thursday	8 a.m.
Maynooth	Montgeale Valley	Joseph Lees	12	1	Tuesday, Friday	8 a.m.
do	do	Philip J. Green	12	1	Tues., Thurs., Sat.	4.30 p.m.
do	Thanet	Michael Moran	36	2	do	11 a.m.
Menie	Rylstone	John Ray	9	1	Wednesday, Saturday	2 p.m., or
Milford	Point Traverse	J. W. Vandusen	12	1	do	8 a.m.
Morrisburg	West Winchester	Caleb Henderson	22	6	do	1 p.m.
Moulinette	Mille Roches Rail-way Station	William M. Tait	1	12	Monday, Thursday	6 a.m.
Mountain Grove	Parham	Edmond L. Godfrey	10	1	Tuesday, Friday	6 a.m.
Monroe's Mills	Green Valley Cor's	Malcolm Munroe	6½	2	Saturday	8 a.m.
Newboayne	Portland	Henry Moss	5	2	do	12 noon
do	do	James Wilson	5	2	do	4 p.m.
Norwood	Round Lake	Henry N. Cooper	15	1	do	6 a.m.
					do	8 a.m.



Division during the year ended 30th June, 1874.—Continued.

ARRIVAL.		Mode of Conveyance.	Stipulated Price to be paid.	Commencement of Contract.	Intended duration of Contract.
Days.	Hours.				
Moni., Wed., Sat.	7.30 p.m.	Public or other vehicle	\$ 345 00	May 1st, 1874...	Four years.
do	12.30 p.m.				
Tues., Thurs., Sat.	2.45 p.m.	Horseback or otherwise	74 50	July 1st, 1873 ..	do
do	4.15 p.m.				
Monday	10 a.m.	Horseback or vehicle..	40 00	May 1st, 1874 ..	Two years.
do	1.30 p.m.				
Daily	8 a.m.	On foot or otherwise ..	75 00	July 1st, 1873...	Four years.
do	9 a.m.				
		Public or other vehicle.	475 00	Oct. 1st, 1873...	30th Sept., 1874.
		Vehicle .....	1 50	Nov. 11th, 1873.	31st Dec., 1873.
		do .....	370 00	Jan. 1st, 1874 ..	Four years.
		do .....	20 00	Dec. 1st, 1873 ..	Postmaster Gene- ral's pleasure.
		Vehicle or otherwise ..	0 25	April 1st, 1874...	Four years.
as may be required		On foot or otherwise ..	30 00	Nov. 1st, 1873..	Postmaster Gene- ral's pleasure.
Tues., Thurs., Sat	1 p.m.	Horseback or vehicle..	80 00	Aug. 1st, 1873...	31st Dec., 1873.
do	10 a.m.				
Daily	8.30 p.m.	Two-horse vehicle over the whole route.	1050 00	June 1st, 1874 ..	Four years.
do	5 p.m.				
		On foot or otherwise ..	39 per season.	Jan. 1st, 1874 ..	do
Wednesday, Saturday	6 p.m.	Horseback or vehicle..	240 00	Jan. 1st, 1874 ..	Four years.
do	11.30 a.m.				
Tues., Thurs., Sat	3.30 p.m.	Horseback or otherwise	90 00	March 1st, 1874.	Postmaster Gene- ral's pleasure.
do	1.45 p.m.				
Tuesday, Friday	4 p.m.	Horseback or vehicle..	295 00	October 1st, 1873	Four years.
Monday, Thursday	4 p.m.				
Tues., Thurs., Sat	1.45 p.m.	do	175 00	Jan. 1st, 1874....	do
do	7.15 p.m.				
at such time as may be required		do	45 00	Feb. 1st, 1874...	Two years.
Wednesday	4 p.m.	Horseback or otherwise	90 00	August 1st, 1873.	Dec. 31st, 1873.
do	11 a.m.				
do		do	80 00	Jan. 1st, 1874 ..	Four years.
Tuesday, Friday	3 p.m.	Public or other vehicle.	590 00	April 1st, 1874..	do
Monday, Thursday	3 p.m.				
Saturday	2 p.m.	Horseback or vehicle..	46 00	do	do
do	10 a.m.				
Saturday	8.30 a.m.	do	64 50	Jan. 1st, 1874....	do
do	6.30 p.m.				
Daily	7.30 p.m.	Public or other vehicle.	850 00	do	do
do	2.30 p.m.				
		Horseback or otherwise	150 00	May 1st, 1874 ..	do
Monday	2.30 p.m.	Horseback or vehicle..	58 00	June 1st, 1874....	April 30th, 1873.
do	12 noon...				
hour as may be required.		Horseback or otherwise	80 00	Feb. 1st, 1874 ..	Four years.
Tuesday, Friday	7.30 p.m.	Horseback or vehicle ..	42 00	Jan. 1st, 1874...	June 30th, 1876.
do	6 p.m.				
do	6 p.m.	do	42 00	April 1st, 1874..	do
Saturday	11 a.m.	do	75 00	Sept. 1st, 1873...	Two years.
do	4 p.m.				

REPORT No. 5.—Report of New Contracts entered into in the Kingston

ROUTE		Name of Contractor.	Distance.	Time per Week.	DEPARTURE.	
From	To				Days.	Hours.
Pakenham	C. C. R. Station	Francis Shaw	$\frac{1}{2}$	24	At such hours as may be required.	
do	do	Hugh W. Dickson	$\frac{1}{2}$	24	do	
do	do	William Ellis	$\frac{1}{2}$	24	do	
Parham	Tichborne	Norman Clark	4	2	Monday, Friday	12 noon.
Paudash	Peterboro'	Thomas Eastland	59	1	do	10.30 a.m.
Perth	Westport	F. A. Cameron	22	2	Tuesday	2 p.m.
Picton	West Lake	H. Lambert	9 $\frac{1}{2}$	2	Monday, Thursday	6 a.m.
Prescott	St. L. & O. R. Stat.	E. Leslie	$\frac{1}{2}$	36	do	2 p.m.
Russell	Winchester	D. Campbell	16	3	Monday, Thursday	4.15 a.m.
South Lake	Gananoque Station	W. Scott	4	2	Wednesday, Saturday	1.30 p.m.
Stoney Lake	Warsaw	J. Robb	12	1	do	10 a.m.
Trenton	Wooler	H. Sharp	9	3	At such hours as may be appointed	
					Tues., Thurs., Sat.	7 a.m.
					do	12.30 p.m.
					Wednesday and Saturday	at such
					Monday	8 a.m.
					do	1 p.m.
					Mon., Wed., Friday	8 a.m.
					do	11.30 a.m.

OTTAWA

Arnprior	Railway Station	James Havay	$\frac{1}{2}$	24	In connection with the Mail	
do	do	do	$\frac{1}{2}$	24	do	
Allumette Island	Fort Coulonge	John Landon	23	3	Mon., Wed., Friday	6 a.m.
					do	12.30 p.m.
Bark Lake	Rockingham	Richard Skuce	21	Summer 1, Winter 2.	Saturday	6 a.m.
					do	1 p.m.
do	do	Jacob Sayyea	21	1	(Wednesday and Saturday)	
Bassin du Lièvre					Saturday	6 a.m.
					do	1 p.m.
Billings' Bridge	Buckingham and Wharf Mail route	Louis Deronin	$\frac{1}{2}$	6	In connection with the Bucking	
	Ottawa	T. Taylor	3	3	Mon., Wed., Friday	11.30 a.m.
					do	12.35 p.m.
Blanche	Thurso	C. Abraham	16	1	Saturday	7 a.m.
					do	2 p.m.
Cantley	Kirk's Ferry	John Kirk	2	3	Tues., Thurs., Sat.	10.15 a.m.
					do	9.30 a.m.
					do	5.30 p.m.
Clarendon Centre	Thorne Centre	Ralph Hodgins	12	2	Summer.—Friday	Noon
					Winter.—Saturday	1 p.m.
					Summer.—Friday	1 p.m.
					Winter.—Saturday	8 a.m.

Division, during the year ended 30th June, 1874.—Continued.

ARRIVALS.		Mode of Conveyance.	Stipulated Price to be paid.	Commencement of Contract.	Intended duration of Contract.
Days.	Hours.				
.....	.....	On foot or otherwise...	\$ cts. per trip 0 09	July 1st, 1873.	July 14th, 1873.
do	.....	do	per trip 0 15	July 15th, 1873.	Dec. 31st, 1873.
do	.....	do	per trip 0 08	Jan. 1st, 1874.	Four years.
Monday, Friday	11.30 a.m.	Horseback or otherwise	45 00	Feb. 1st, 1874.	Postmaster General's pleasure.
do	1 p.m.				
Tuesday	11 a.m.	Public or other vehicle.	364 00	Jan. 1st, 1874.	Four years.
Wednesday	8 p.m.				
Monday, Thursday	8.45 a.m.	Public or other vehicle.	245 00	May 1st, 1874.	Four years.
do	6.30 p.m.				
Wednesday, Saturday	12 noon	On horseback or in a vehicle	80 00	do	do
do	3.30 p.m.				
.....	.....	Public or other vehicle.	0 15	July 1st, 1873.	do
Tues., Thurs., Saturday	3.30 p.m.	On horseback or in a vehicle	186 00	do	do
do	10.30 a.m.				
.....	.....	do	50 00	Oct. 1st, 1873.	do
hours as may be appointed	.....	do	50 00	Sept. 1st, 1873.	Postmaster General's pleasure.
Monday	4 p.m.	do	50 00	April 1st, 1874.	Four years.
do	11 a.m.	do	130 00	.....	.....
Mon., Wed., Friday	1.30 p.m.	do	.....	.....	.....
do	10 a.m.	do	.....	.....	.....

DIVISION.

Trains	.....	Vehcle	per trip 0 13 <sup>1</sup> / <sub>2</sub>	July 1st, 1873.	Dec. 31st, 1873.
do	.....	do	per trip 0 13 <sup>1</sup> / <sub>2</sub>	Jan. 1st, 1874.	Four years.
Mon., Wed., Friday	5.30 p.m.	Horseback or vehicle..	345 00	March 1st, 1874.	Postmaster General's pleasure.
do	11 a.m.				
Saturday	6 p.m.	do	158 66	Oct. 1st, 1873.	Four years.
do	Noon				
day in Winter.)	.....	do	112 00	April 1st, 1874.	do
Saturday	6 p.m.	do	.....	.....	.....
do	Noon				
ham and Wharf Courier	.....	On foot or in a vehicle.	\$8 per season	June 27th, 1874.	Season, 1874.
Mon., Wed., Friday	1.35 p.m.	do	78 00	July 1st, 1873.	Four years.
do	12.30 p.m.	Horseback or vehicle..	84 00	Sept. 1st, 1873.	do
Saturday	6 p.m.				
do	11 a.m.	By boat or in a vehicle.	50 00	Jan. 1st, 1874.	do
do	10.15 a.m.				
Tues., Thurs., Saturday	11 a.m.	Horseback or in a vehicle	85 00	July 1st, 1873.	Postmaster General's pleasure.
do	3.30 p.m.				
Summer.—Friday	3.30 p.m.	Horseback or in a vehicle	.....	.....	.....
Winter.—Saturday	10.30 a.m.				
Summer.—Friday	8 p.m.	Horseback or in a vehicle	.....	.....	.....
Winter.—Saturday	2.30 p.m.				

REPORT NO. 5.—Report of New Contracts entered into in the Ottawa

ROUTE.		Name of Contractor.	Distance.	Times per Week.	DEPARTURE.		
From	To				Days.	Hours.	
Combermere	Rockingham	Wm. Murphy	8	2	Wednesday, Friday	10 a.m. . . 7 a.m. . .	
Purdy	do	do	14	1	Monday	12 noon . . . 7 a.m. . .	
Eganville	Pembroke	John Dennison	26	2	Tuesday, Saturday	6 a.m. . . 1.30 p.m. . .	
Eganville	Tramore	P. Jeffrey	26	Summer 1 Winter 2	Summer. Monday . . . . . Tuesday . . . . . Winter. Monday, Thursday . . . . . Tuesday, Friday . . . . .	1.30 p.m. . . 2 p.m. . . . . 1.30 p.m. . . 2 p.m. . . . . Noon . . . . . 4.15 p.m. . .	
Grant	Russell	James Andrew	13	2	do	do . . . . . do . . . . .	do . . . . . 4.15 p.m. . .
Kippewa	Mattawa	Thomas Anderson	50	1 per month	As required . . . . .		
Lake Temiscamingue	Mattawa via Kippewa	Augustus Carney	120	2 per month	Monday . . . . . Friday . . . . .	. . . . . . . . . .	
Merivale	Ottawa	E. B. Hopper	8	2	Wednesday, Saturday	2 p.m. . . . . 4.30 p.m. . .	
Mount St. Patrick	Shamrock	John Brady	5	2	Monday, Friday	7.45 a.m. . . 9.30 a.m. . .	
North Wakefield	Rupert	James Moncrieff	5	2	Wednesday, Saturday	2 p.m. . . . . 9 a.m. . . . .	
New Edinburgh	Templeton	James O'Hagan	14	6	Daily	11.30 a.m. . .	
North Wakefield	Ottawa	Robert Haste	26	6	do	10 a.m. . . . . 10 a.m. . . . . 7 a.m. . . . . 2.30 p.m. . .	
Ottawa	Richmond	Hugh Rielly	20	6	do	6.30 a.m. . .	
Papineauville	St. Andre Avelin	Charles Guilbeault	9	6	do	{ Summer . . . . . Winter . . . . . Summer . . . . . Winter . . . . .	3 p.m. . . . . 10.30 p.m. . . 6 a.m. . . . . 8 a.m. . . . .
Pembroke	Renfrew	James Havay	42	6	do	4 a.m. . . . . 2.30 p.m. . .	
Rankin	Stafford	Robert Childerhose	8	2	Tuesday, Saturday	4 p.m. . . . . 2 p.m. . . . .	
Rockingham	Vanbrugh	Simon Kelly	16	3	Tues., Thurs., Sat	1 p.m. . . . . 7 a.m. . . . .	
Russell	Gloucester Station	John Carson	24	6	Daily	8 p.m. . . . . do . . . . . do . . . . .	11.30 a.m. . . 12.15 p.m. . . 11.45 a.m. . .
West Osgood	Railway Station	D. F. Brown	24	6	do	do . . . . .	11.45 a.m. . .

MONTREAL

Abercorn	Glen Sutton	C. D. Esty	7	1	In connection with arrival of Montreal	
Acton Vale	Roxton Falls	A. Desautels	6	6	In connection with arrival of Montreal	
Ayer's Flat	Magog	H. W. Paige	9	6		8.15 p.m. . . 4 p.m. . . . .

Division, during the year ended 30th June, 1875.—Continued.

ARRIVAL.		Mode of Conveyance.	Stipulated Price to be paid.	Commencement of Contract.	Intended duration of Contract.
Days.	Hours.				
Wednesday, Friday	9 a.m.	Horseback or in a vehicle	\$ cts.	Oct. 1st, 1873	Four years.
do	Noon				
Monday	10.30 a.m.		220 00		
do	3.30 p.m.				
Tuesday, Saturday	7 p.m.	do	240 00	do	do
do	11.30 a.m.				
Summer.		Horseback or vehicle	200 00	October 1st, 1873	Four years.
Wednesday	Noon				
Tuesday	do				
do	do				
Winter.		do	100 00	do	do
Wednesday, Saturday	do				
Tuesday, Friday	do				
do	7.30 p.m.				
do	3.15 p.m.				
As required		Vehicle	17 00	March 1st, 1874	Temporary agreement.
Tuesday		Canoe, vehicle or on foot	\$420 per season.	June 15th 1874	Four years.
Thursday					
Wednesday, Saturday	6 p.m.	Horseback or vehicle	\$30 00	October, 1874	do
do	3.30 p.m.				
Monday, Friday	10.45 a.m.	do	80 00	July 1st, 1873	do
do	9 a.m.				
Wednesday, Saturday	10 a.m.	do	75 00	October 1st, 1873	do
do	3 p.m.				
Daily	11 a.m.	By boat or vehicle	60 00	June 1st, 1873	do
do	12 noon				
do	2 p.m.	Vehicle	\$400 per season.	do	do
do	5 p.m.				
do	10 a.m.	do	\$698 per season.	August 1st, 1873	do
do	6 p.m.				
do	8 a.m.	do	\$188 per season.	July 1st, 1873	One year.
do	10 a.m.				
do	5 p.m.				
do	12.30 p.m.				
do	11 p.m.	do	\$843 26 per sea'n	Jan. 1st, 1874	Four years.
do	12.30 p.m.				
Tuesday, Saturday	4 p.m.	Horseback or vehicle	80 00	April 1st, 1874	do
do	7 p.m.				
Tues., Thurs., Saturday	11 a.m.	do	196 00	October 1st, 1873	do
do	5 p.m.				
Daily	4 p.m.	Vehicle	600 00	April 1st, 1874	do
do	7 a.m.				
do	12.15 p.m.				
do	1 p.m.				

DIVISION.

Train at Abercorna		Vehicle	44 00	Oct. 1st, 1873	Postmaster General's pleasure.
Mail Train at Acton Vale		do	170 00	do	Four years.
"	5.30 p.m.	do	100 00	Dec. 1st, 1873	do
	9.45 p.m.				

REPORT NO. 5.—Report of New Contracts entered into in the Montreal

ROUTE.		Name of Contractors.	Distance.	Times per Week.	DEPARTURE.	
From	To				Days.	Hours.
Beauharnois	Caughnawaga	Mrs. Pierre Duquette	15½	6	In connection with arrival and do	
Beleil Village	St. Hilaire Station	Pierre Authier	1	12	In connection with Mail Trains.	
Berthier	Sorel	S. Valois	5	7	In summer in connection with In winter in connection with	
Britannia Mills	G. T. R. Station	Mrs. H. Guilbert	½	12	In connection with Mail Trains	
Canrobert	West Farnham	S. L. Ecuyer	5	6	In connection with Mail Trains	
Capelton	Mass. Valley Rail- way Station	John Lafontaine	40	6	In connection with Mail Trains.	
Carillon	Montreal in win'r do in sum'r	J. B. Binette	48	6	In connection with Mails from	
St. Eustache					8 a.m.	
Chantelle	do				8.30 a.m.	8 a.m.
Chambly Basin	Rawden	D. Morin	17	2	Wednesday, Saturday. 8 a.m.	
do	St. Mathias	G. Trouillette	5	6	do 2 p.m.	
Chambly Canton	Railway Station	Wm. Vallie	½	18	In connection with Mail Trains.	
Coaticooke	do	John Hackett		6	In connection with Mail Trains.	
Compton	Stanstead	G. T. Cooper	19	6	1.30 p.m.	
Cookshire	Eaton	J. Montour	19	2	Wed., Sat., In connection with	
do	Linda	D. B. Hall	5	1	Saturday, in connection with	
Coteau Station	West Ditton	P. Gendreau	22	1	Saturday. 4.30 p.m.	
St. Polycarpe	St. Polycarpe	Joseph Lefebvre	14½	6	do 10.30 p.m.	
Cote St. Paul	Dalhousie Mills		14½	3	Tues., Thurs., Sat.	
Tannery West	Tannery West	F. Faure	3	12	In connection with Mail Trains.	
Caughnawaga	G. T. R.		200 yds.			
Daillabou	Huntington	Wm. Sheriff, & Arthur McArthur	37	6	In connection with Steamer at	
Dillonton	Joliette	Pierre Riberdy	14	3	Mon., Wed., Fri. 9 a.m.	
Drummondville	Perdués	George Cairns	2	6	do 1 p.m.	
Dundee	Melbourne	Desiré Cusson	24	6	In connection with Mail Stage	
Frelighsburg	Huntingdon	Duncan McArthur	22	3	Mon., Wed., Fri. 1 p.m.	
Henrysburg	North Pinnacle	George Chadborn	6½	2	do 6 a.m.	
Hereford	Lacolle	Wm Cockerline	6	3	Wednesday, Saturday. 8 a.m.	
Hallerton	Sawyerville	Jas Cairns	30	2	do 10 a.m.	
	Hemmingford	J. Blair	4½	2	Monday 8 a.m.	
					Wed., Sat., In connection with	

Division, during the year ended 30th June, 1874.—Continued.

ARRIVAL.		Mode of Conveyance.	Stipulated Price to be paid	Commencement of Contract.	Intended duration of Contract.
Days.	Hours.				
			\$ cts.		
Departure of Steamer at Caughnawaga		Vehicle .....	300 00	July 1st, 1873...	Four years.
.....		On foot or otherwise...	100 00	Jan. 1st, 1874...	do
Steamer	.....	In summer by Boat	280 00	do	Postmaster General's pleasure
Land Mail	.....	In winter by Vehicle	.....	.....	.....
.....		On foot or otherwise ...	30 00	Jan. 1st, 1874...	Postmaster General's pleasure.
.....		Vehicle .....	125 00	April 1st, 1874 ..	Four years.
.....		On foot or otherwise...	40 00	Oct. 1st, 1873..	Postmaster General's pleasure.
Ottawa	6.30 p.m.	} Vehicle .....	750 00	do	Four years.
.....	6 p.m.				
.....	12.30 p.m.				
.....	1 p.m.				
Wednesday, Saturday	6 p.m.	do	136 00	Jan. 1st, 1874...	Postmaster General's pleasure.
do	Noon	do	180 00	Oct 1st, 1873...	Four years.
to and from Montreal	.....	On foot or otherwise...	72 00	do	Postmaster General's pleasure.
.....	.....	.....	52 00	do	Postmaster General's pleasure.
.....	1 p.m.	Vehicle .....	600 00	July 1st, 1873 to	30th June, 1874.
.....	5.30 p.m.	do	250 00	Oct. 1st, 1873...	Two years.
Mail Trains	.....	do	26 00	July 1st, 1873...	Postmaster General's pleasure.
Mail from Sherbrooke	.....	do	96 00	do	do
Saturday	2 p.m.	do	.....	.....	.....
do	8 p.m.	do	312 00	Jan. 1st, 1874...	Four years.
.....	.....	do	160 00	Dec. 1st, 1873...	do Postmaster General's pleasure.
.....	.....	do	1120 00	July 1st, 1873...	Four years.
Caughnawaga	.....	do	310 00	April 1st, 1874 ..	do
Mon., Wed., Fri.	4 p.m.	do	100 00	Jan. 1st, 1874...	Postmaster General's pleasure.
do	Noon	Vehicle or on Foot....	399 00	Oct. 1st, 1873...	Four years
from Waterloo	11 a.m.	Vehicle.....	395 00	July 1st, 1873...	do
.....	6 p.m.	do	75 00	April 1st, 1874..	do
.....	11 a.m.	do	80 00	May 1st, 1874...	Postmaster Gene
Mon., Wed., Fri.	5.30 p.m.	do	230 00	July 1st, 1873...	ral's pleasure.
do	11.30 a.m.	do	35 00	do	Four years.
Wednesday, Saturday	9.30 a.m.	do	.....	.....	Postmaster Gene
do	.....	do	.....	.....	ral's pleasure.
with Mail from Montreal	.....	do	.....	.....	Postmaster Gene
Monday	4 p.m.	do	.....	.....	ral's pleasure.
Tuesday	6 p.m.	do	.....	.....	Postmaster Gene
Mail Train	.....	do	.....	.....	ral's pleasure.

REPORT No. 5.—Report of New Contracts entered into in the Montreal

ROUTE.		Name of Contractor.	Distance.	Times per Week.	DEPARTURE.	
From	To				Days	Hours.
Hochelaga	Montreal	F. Painchaud	2	1	Monday	9.30 a.m.
Hunterstown	St. Elie	G. H. Coult	7½	3	Tues., Thurs., Sat.,	In connection
Huntingville	Milby	J. R. Moy	2½	3	Tues., Thurs., Sat.,	In connection
Ile Bizard	St. Geneviève	Albert Barbeau	½	6	In connection with Mail	from
Katevale	North Hatley	J. Sorel	4½	2	Wednesday, Saturday,	8 a.m.
Kildare	St. Alphonse	Antime Basinais	12	3	do Mon., Wed., Fri.	11 a.m. 3 p.m. 7 a.m.
Kingsbury	Melbourne	George Williamson	5	6		1 p.m. 4 p.m.
La Baie	Sorel	D. Guèvremont	40½	6		6.30 a.m. 6 a.m.
Lachine	Ottawa	Ottawa River Nav Co.	112	6		
Lambton	Stornoway	E. Belanger	9	6		4 p.m. 7 p.m.
Landreville	Orms town	Walter Bryden	4	2	Tues., and Fri.,	in connection with
Laprairie	St. Constant	Jean Longtin	6	6	In connection with Mail	from
do	St. Philippe	L. L'Ecuyer	6	6	In connection with Mail	from
Lennoxville	Mass. Valley R. S.	E. W. Abbott	40	6	In connection with Mail	Trains
Magenta	West Farnham	Jacques Fournier	5	2	Tues. and Fri.,	in connection
Marcotte's Corners	River David	O. Thérien	16	6	In connection with Mail	from
Melbourne	Waterloo	E. Lawrence	33	3	Tues., Thur., Sat.	8.30 a.m.
Philipsburg	St. Armand Station	Augustus Hogle	2	18	Mon., Wed., Fri.	8.30 a.m.
Pte aux Anglais	St. Placide (summer)	U. Chenier, fils	4	3	Tues., Thur., Sat.,	in connection
St. Benoit	St. Placide (winter)					
Robinson	Scottstown	R. Clark	12	2	Wednesday, Saturday	1 p.m. 9.30 a.m.
do	Stornoway	Wm. McAuley	26	6	do	1 p.m. 6.30 a.m.
St. Aimé	St. Hughes	P. Gaumond	12	6	In connection with Mail	from St.
St. Alphonse	St. Côme	Venant Gaudet	12	1	Saturday	1 p.m. 8 a.m.
St. Barnabé	Yamachiche	J. B. L. Duaine	12	3	do Tues., Thur., Sat.,	in connection
St. Eustache	St. Joseph du Lac	John McCall	9	2	Wed. and Sat.,	in connection with
St. Hilaire Station	Sorel	Didace Guèvremont	33	6	In connection with Mail	Trains
St. Hubert	Railway Station	F. Roberts	½	6	In connection with Mail	Trains
St. Isidore	St Remi	Mrs. Parrette	4	6	In connection with Mail	from



Division, during the year ended 30th June, 1874.—Continued.

ARRIVAL.		Mode of Conveyance.	Stipulated Price to be paid.	Commencement of Contract.	Intended duration of Contract.
Days.	Hours.				
Monday	10 a.m.	Vehicle or on Foot...	15 00	Nov. 1st, 1873...	Postmaster General's pleasure.
with Mail Trains from Riv-du-Loup		Vehicle.....	70 00	July 1st, 1873...	do
with Mail from Lennoxville		On foot.....	42 00	May 1st, 1874....	do
Montreal		On foot or otherwise..	36 00	Jan. 1st, 1874...	Postmaster General's pleasure.
Wednesday, Saturday	Noon	Vehicle.....	42 00	do	do
do	9 a.m.				
Mon., Wed., Fri.	10 a.m.	do	118 80	April 1st, 1874..	Four years.
do	6 p.m.				
	5 p.m.	Vehicle.....	120 00	April 1st, 1874..	Four years.
	2 p.m.				
	5 p.m.	do	990 00	July 1st, 1873 ..	do
	3.30 p.m.				
			4060 00	April, 1874.....	Four seasons of 74-75-76-77.
	9 p.m.	do	216 00	July 1st, 1873 ..	Postmaster General's pleasure.
	6 p.m.				
Mail Stage from Montreal		do	50 00	June 1st, 1874 ..	do
Montreal		do	150 00	Jan. 1st, 1874...	do
Montreal		do	150 00	Jan. 1st, 1874....	do
		On foot or otherwise..	65 00	July 1st, 1873....	do
with Mail Trains		Vehicle.....	42 00	May 1st, 1874...	do
Sorel		do	320 00	Nov. 1st, 1873	Four years.
Mon., Wed., Fri.	4.30 p.m.	do	500 00	July 1st, 1873...	do
Tues., Thur., Sat.	4.30 p.m.	do	185 00	Oct. 1st, 1873...	do
		do	68 00	Oct. 1st, 1873...	do
with Steamer from Montreal					
Mon with Mail from Montreal					
Wednesday, Saturday	12 a.m.	do	125 00	Nov. 1st, 1873...	Postmaster General's pleasure.
do	3.30 p.m.	do	549 00	July 1st, 1873....	Four years.
	Noon.				
	6.30 p.m.	do	313 00	Nov. 1st, 1873..	Postmaster General's pleasure.
Hyacinthe		do	56 00	April 1st, 1874..	do
Saturday	11 a.m.				
do	4 p.m.	do	120 00	July 1st, 1873 ...	Four years.
with Mail from Three Rivers		do	60 00	July 1st, 1873 ..	do
Mail from Montreal		do	889 00	Oct. 1st, 1873...	do
		On foot or otherwise ..	60 00	Aug. 18th, 1873.	To 30th, Sept. 1874
Montreal		Vehicle.....	100 00	April 1st, 1874..	Four years.

REPORT No. 5.—Report of New Contracts entered into in the Montreal

ROUTE.		Name of Contractor.	Distance.	Times per Week.	DEPARTURE.	
From	To				Days.	Hours.
St. Jean Chrysostome	St Remi	J. B. Boyer	14	6	In connection with Mail Train to	
St. Joachim de S.	Waterloo	Jos. Bachand	9	2	Wednesday, Saturday	8 a.m.
St. Johns	St Luc	S. D. Hamilton	6	3	Tues., Thur., Sat., in connection	
do	do	Miss Delina Hamilton	6	3	Tues., Thur., Sat., in connection	
St. Placide	Pte aux Anglais (summer)	C. Chenier, fils.	6	2		
do	St Benoit (winter)					
St. Scholastique	St Thérèse	J. B. Binette	13½	6	In connection with Mail Stage	
Sabrevois	St Johns	J. Broault, jun	8½	3	Tues., Thur., Sat	3 p.m.
Shawenegan	Three Rivers	Jos. Gelinus	20	3	In connection with Mail from	5.30 a.m.
Stanbridge Ridge	Stanbridge East	Noble Martindale	3	2	do	12.30 p.m.
Stonefield	Railway Station	Wm. Owens	1	6	Wed., Sat., in connection with	
					In connection with trains between	

QUEBEC

Batiscan	Three Rivers	Adrien Lacourcière	28	6		9 a.m.
Bécancour Station						3 p.m.
Bécancour	St. Julie de Somerset	William Gardiner	1½	12	In connection with Mail Trains.	
Bégon	Ste. Gertrude	Charles LeBlanc	10½	3	Tues., Thurs., Sat.	Noon
Bersimis	Trois Pistoles	T. P. Pelletier	12	2	do	10 a.m.
Berthier	Les Escoumains	W. S. Church	63	1	Wednesday	Noon
					Friday	7 a.m.
Black River Station	R. R. Station	Firmin Beaudoin	2½	12	In connection with Mail Trains.	10 a.m.
Champlain	do	Louis Olivier	150	3	Tues., Thurs., Sat.	10 a.m.
	Vincennes	Modeste Dessurea	5	3	do	10 a.m.
Chaudière Station					do	8 a.m.
Chester	R. R. Station	Ochschlaeger	300	6	In connection with Mail Trains.	
Chicoutimi	East Chester	Joseph Jutras	9	1	Saturday	11 a.m.
do	Jonquères	Antoine Gagnon	12	2	do	8 a.m.
do	L'Anse au Foin via Tremblay	Prudent Potvin	13	3	Monday, Thursday	1 p.m.
do	Roberval	F. X. Ouellette	75	3	do	9 a.m.
do	St. Paul's Bay	Jules Simard	87	6	Tues., Thurs., Sat.	Noon
					do	7 a.m.
					Mon., Wed., Friday	10 a.m.
					Tues., Thurs., Sat.	8 a.m.
						1 p.m.
						7 p.m.

Division, during the year ended 30th June, 1874.—Continued.

ARRIVAL.		Mode of Conveyance.	Stipulated Price to be Paid.	Commencement of Contract.	Intended duration of Contract.
Days.	Hours.				
			\$ cts.		
Montreal		Vehicle	300 00	April 1st, 1874..	Four years.
Wednesday, Saturday	11.30 a.m.	do	72 00	Jan. 1st, 1874 ..	Postmaster General's pleasure.
do	9.30 a.m.	do	72 00	July 1st, 1873 ..	Four years.
with Mail Train		do	72 00	Jan. 1st, 1874 ..	do
with Mail Train		do	72 00	Jan. 1st, 1874 ..	do
from St. Jérôme		do	340 00	July 1st, 1873 ..	June 30th, 1874.
Montreal		do	149 00	Oct. 1st, 1873..	Four years.
Tues., Thur., Sat.	5.30 p.m.	do	156 00	July 1st, 1873 ..	do
do	10.30 a.m.	do	36 00	May 1st, 1874 ..	Postmaster General's pleasure.
Mail Train		On foot or otherwise	per trip 0 25	Spring, 1874....	do
Carillon and Grenville					

DIVISION.

	8 p.m.				
	2 p.m.	Vehicle	600 00	August 1st, 1873	July 31st, 1877.
		Foot or vehicle	42 48	Jan. 1st, 1874	March 31st, 1875.
Tues., Thurs., Saturday	Noon	Vehicle	150 00	April 1st, 1874..	March 31st, 1878.
do	2 p.m.				
Wednesday, Saturday	11 a.m.	Horseback or vehicle.	100 00	Jan. 1st, 1874 ..	Dec. 31st, 1877.
do	4 p.m.				
Saturday	10 p.m.	On foot or in a boat	per trip 10 00	Sept. 1st, 1873..	Postmaster General's pleasure.
Thursday	6 p.m.	On foot or horseback	80 00	July 1st, 1873 ..	June 30th, 1877..
		On foot	a year. 20 00	Dec. 1st, 1873..	Postmaster General's pleasure
Tues., Thurs., Saturday	6 p.m.	Horseback or vehicle.	60 00	April 1st, 1874..	March 31st, 1878.
do	6 p.m.	On foot	20 00	Nov. 1st, 1873..	Postmaster General's pleasure.
do	9.30 a.m.				
do	11.30 p.m.	Horseback or vehicle.	60 00	April 1st, 1874..	March 31st, 1878.
		On foot	20 00	Nov. 1st, 1873..	Postmaster General's pleasure.
Saturday	10 a.m.	Horseback or vehicle.	40 00	July 1st, 1873..	June 30th, 1877.
do	1 p.m.				
Monday, Thursday	Noon	Foot or vehicle	104 00	do	do
do	4 p.m.				
Tues., Thurs., Saturday	10 a.m.	Vehicle and by boat	200 00	do	do
do	3 p.m.				
Wed., Friday, Sunday	4 a.m.	Vehicle	1069 00	Sept. 1st, 1873..	do
Tues., Thurs., Saturday	6 a.m.				
	7 p.m.	do	1525 00	do	From 1st Sept. to 1st June of each year
	1 p.m.				

REPORT No. 5.—Report of New Contracts entered into in the Quebec

ROUTE.		Name of Contractor.	Distance.	Times per Week.	DEPARTURE.	
From	To				Days.	Hours.
Danville.....					Friday, Saturday.....	10 a.m. : 8 a.m. : 11 a.m. :
do .....	Kingsley Falls.....	Smith Leith, jun.....	7	2	do .....	8 a.m. : 11 a.m. :
	St. George de Wind- sor .....	Evariste Marcotte .....	10	2	do .....	8 a.m. : 8 a.m. :
East Arthabaska.....					Tues., Thurs., Sat.....	8 a.m. : 11 a.m. : 4 p.m. : 2 p.m. : 6 p.m. :
	Stanford via Laro- chelle.....	Pierre Juneau .....	12	3	do .....	11 a.m. : 4 p.m. : 2 p.m. : 6 p.m. :
Escuminac.....	Fleurant .....	William Gray .....	8	1	Saturday .....	4 p.m. : 2 p.m. : 6 p.m. :
Fox River.....					Wednesday .....	6 p.m. : Noon : 5 a.m. : 11 a.m. :
	Ste. Anne des Monts.....	J. C. Lepage.....	107	1	Tuesday .....	Noon : 5 a.m. : 11 a.m. :
Gaspé Basin .....	Grande Grève.....	John Savidant.....	15	3	Tues., Thurs., Sat .....	5 a.m. : 11 a.m. : 7 a.m. : 6 a.m. :
Grande Bale .....	L'Anse St. Jean .....	Abraham Harvey.....	54	Fort Tri- monthly nightly.	Alternate Thursday. do Tuesday .....	7 a.m. : 6 a.m. : 8.30 a. 2 p.m. 9 a.m. 3 p.m. 11 a.m. 9 a.m. 6 p.m.
Grand Entry .....	House Harbour.....	John McPhail, jun.....	14	Tri- monthly	On 7th, 18th and 27th of each month during Summer. On 8th, 19th and 28th of month during Winter .....	8.30 a. 2 p.m. 9 a.m. 3 p.m. 11 a.m. 9 a.m. 6 p.m.
Heddeyville .....	St. Roch de Quebec	Joachim de Blois.....	1	12		8.30 a. 2 p.m. 9 a.m. 3 p.m. 11 a.m. 9 a.m. 6 p.m.
Inverness.....	Reedsdale .....	William Loury, sen.....	4	3	Tues., Thurs., Sat.....	11 a.m. 9 a.m. 6 p.m.
do .....	Ste Julie de Som- erset .....	William Gardiner.....	9½	6		7 a.m. 8 a.m. 10 a.m. 7 a.m. 7 a.m. 1 p.m. 10 a.m. 9 p.m. 9 a.m. 10 a.m. 4 p.m. 7 a.m. 1 p.m.
La Beauce.....	St. Elzéar .....	Elzéar Landril.....	3	2	Wednesday, Saturday .....	7 a.m. 7 a.m. 1 p.m. 10 a.m. 9 p.m. 9 a.m. 10 a.m. 4 p.m. 7 a.m. 1 p.m.
Lambton .....	St. François .....	Alexander Pamerleau.....	36	6		7 a.m. 7 a.m. 1 p.m. 10 a.m. 9 p.m. 9 a.m. 10 a.m. 4 p.m. 7 a.m. 1 p.m.
Les Eboulements.....	Settrington .....	Calixte Desbien .....	8½	2	Tuesday, Saturday.....	1 p.m. 10 a.m. 9 p.m. 9 a.m. 10 a.m. 4 p.m. 7 a.m. 1 p.m.
Les Escoumains.....	Tadousac.....	Epiphane Lessard.....	27	3	Mon., Wed., Friday .....	1 p.m. 10 a.m. 4 p.m. 7 a.m. 1 p.m.
Lévis .....	New Liverpool.....	Mrs. Pierre Cauchon.....	6	12		1 p.m. 10 a.m. 4 p.m. 7 a.m. 1 p.m.
do .....	R. R. Station.....	Herméngilde Martin.....	1	12	In connection with Trains.....	10 a.m. 4 p.m. 7.20 a.m. 2.20 p.m. 5.30 p.m.
do .....	Sub Office on Hill.....	Elzéar Bedard .....	1	12		10 a.m. 4 p.m. 7.20 a.m. 2.20 p.m. 5.30 p.m.
Lotbinière.....	Rivière Boisclair .....	Maxime Lemay.....	6½	3	Tues., Thurs., Sat.....	8 p.m. 8 p.m. 8 p.m. 7 a.m. 7 a.m. 9 a.m.
Matane .....	Métis .....	W. E. Page .....	33	3	Wed., Fri., Monday .....	8 p.m. 7 a.m. 7 a.m. 9 a.m.
do .....	Ste. Anne des Monts.....	Eusebe St. Pierre.....	57	1	Thursday .....	7 a.m. 9 a.m.

Division during the year ended 30th June, 1874.—*Continue d.*

ARRIVAL.		Mode of Conveyance.	Stipulated Price to be paid.	Commencement of Contract.	Intended duration of Contract.
Days.	Hours.				
Wednesday, Saturday...	9.30 a.m.				
do	11.30 a.m.	Horseback or vehicle..	70 00	Jan. 1st., 1874..	Dec. 31st, 1877.
do	10 a.m.				
do	1 p.m.	Vehicle .....	88 00	Oct. 1st, 1873...	Temporary arrangements waiting Postmaster General's decision.
Tues., Thurs., Saturday	1.30 p.m.				
do	10.30 a.m.	do .....	100 00	April 1st, 1874..	March 31st, 1878.
Saturday .....	4 p.m.				
do	8 p.m.	Horseback or vehicle..	41 60	July 1st, 1873...	June 30th, 1877.
Friday in Summer		} Vehicle during Summer. On foot during Winter .....	} 950 00	} June 1st, 1874..	} May 31st, 1878.
Monday in Winter					
Saturday in Summer					
Tuesday in Winter					
Tues., Thurs., Saturday	4 p.m.	} By boat in Summer; in a vehicle or on foot during Winter.....	} 230 00	} Oct. 1st, 1877...	} Sept. 30th, 1877.
do	10 a.m.				
} Forty-eight hours time .....		On foot or in a canoe..	150 00	Nov. 1st., 1873.	Postmaster General's pleasure.
} Following days .....		Horseback, on foot or in a sail boat.....	50 00	June 1st, 1873 ..	Postmaster General's pleasure.
	9.15 a.m.	} On foot.....	} 62 60	} Oct. 7th, 1873 ..	} Postmaster General's pleasure.
	3.15 p.m.				
	8.45 a.m.				
	2.15 p.m.				
Tues., Thurs., Saturday	10 a.m.	} Horseback or vehicle...	} 60 00	} do ..	} Sept. 30th, 1877.
do	Noon				
	9 a.m.				
	8 p.m.	Vehicle .....	124 00	Jan. 1st, 1874 ..	March 31st, 1875.
Wednesday, Saturday	11 a.m.				
do	9 a.m.	On foot or in a vehicle..	35 00	April 1st, 1874..	March 31st, 1878.
	3 p.m.				
	3 p.m.	Vehicle .....	825 00	do ..	do
Tuesday, Saturday	Noon				
do	3 p.m.	Horseback or vehicle..	75 00	July 1st, 1873 ..	June 30th 1877.
Mon., Wed., Friday	6 p.m.				
Tues., Thurs., Saturday	5 a.m.	Vehicle.....	650 00	Dec. 1st, 1873 ..	Nov. 30th, 1874.
	8 a.m.				
	2 p.m.	} do .....	} 240 60	} Jan. 1st, 1874 ..	} March 31st, 1875.
	11 a.m.				
	5 p.m.				
		On foot or in a vehicle..	90 00	July 1st, 1873...	June 30th, 1877.
	7.30 a.m.	} On foot.....	} 200 00	} Jan. 1st, 1874...	} Postmaster General's pleasure.
	2.30 p.m.				
	10.10 a.m.				
	4.10 p.m.				
Tues., Thurs., Saturday	9.30 p.m.	} Horseback or vehicle..	} 70 00	} do ..	} Dec. 31st, 1877.
do	7 p.m.				
Wed., Friday, Monday	3 p.m.				
Thurs., Sat., Tuesday	4 a.m.	Vehicle .....	500 00	July 1st, 1873...	June 30th, 1877.
Saturday	9 a.m.				
Friday	7 a.m.	do .....	400 00	do ..	Dec. 31st, 1875.

REPORT No. 5.—Report of New Contracts entered into in the Quebec

ROUTE.		Name of Contractor.	Distance.	Times per Week.	DEPARTURE.	
From	To				Days.	Hours.
Matapedia	Runnymede via Dee Side	John Lawlor	12	1	Thursday	6 a.m.
Murray Bay	Quebec	Louis Terrecault	90	6	do	8.30 a.m.
Murray Bay	St. Agnès	Emilien Gagné	10	2	Tuesday, Saturday	3 p.m.
do	Tadouac	Thomas Carré	45	3	do	1 p.m.
Newbois	St. Giles	Eugène Boissonneau	9	1	Tues., Thurs., Sat.	Noon
Paspébiac	Campbellton	David Kerr	88	6	Wed., Fri., Sunday	do
do	Percé	Archibald Kerr, jun	68	3	Saturday	7 p.m.
Quebec	St. Sauveur de Quebec	J. L. Saucier	14	18	do	9 p.m.
do	Three Rivers	George Bigué	84	6	do	1 p.m.
Richmond East	Sydenham Place	Joseph Millington	15	6	Tues., Thur., Sat	Noon
Rivière Ouelle, via Côteau, R. Ouelle	R. R. Station	Nazaire Anctil	5	12	Mon., Wed., Friday	do
Riv. Trois Pistoles	do	Edwin Marchmont	100	12	do	8 a.m.
Rimouski	Trois Pistoles	Jas. Worthington	384	6	do	6 p.m.
South Quebec	R. R. Station	John Ritchie	200	12	In connection with Mail Trains	5 a.m.
do	do	do	200	12	do	6 p.m.
St. André	do	P. C. Marquis	7	6	do	do
Ste. Anne de Beaupré	St. Feréol	Louis Lachance	9	3	Tues., Thurs., Sat	3 p.m.
Ste. Anne la Poca- tière	St. Onésime	Lazare Ouellet	6	3	do	Noon
Ste. Appolinaire	R. R. Station	François Baron	7	2	do	1 p.m.
St. Arsène	Viger	Joseph Gagnon	8	3	Tuesday and Friday, in connection	11 a.m.
St. Aubert	R. R. Station	Louis Poitras	14	6	Tues., Thurs., Sat	7 p.m.
St. Casimir	St. Ubalde	A. G. Trottier	10	1	do	9 p.m.
St. Charles	St. Gervais	Etienne Coté	5	6	In connection with Mail Trains	2 p.m.
Ste. Claire	St. Henri	François Lamontagne	12	6	Friday	11 a.m.
					do	Noon
						10.30 a.m.
						7 a.m.
						Noon

Division, during the year ended 30th June, 1874.—Continued.

ARRIVAL.		Mode of Conveyance.	Stipulated Price to be paid.	Commencement of Contract.	Intended duration of Contract.
Days.	Hours.				
Thursday	10.30 a.m.		\$ cts.		
do	8 a.m.	On foot, horseback or vehicle	70 00	Jan. 1st, 1874	Dec. 31st, 1877.
	Noon				
	10 p.m.	Vehicle	2252 00	Sept. 1st, 1873	Aug. 31st, 1877. Daily from 1st Sept. to 1st June of each year, and tri-weekly the remainder of the year.
Tuesday, Saturday	3 p.m.				
do	5 p.m.	Horseback or vehicle	36 00	July 1st, 1873	June 30th, 1877.
Thurs., Sat., Monday	Noon				
Wed., Fri., Sunday	do	do	880 00	Sept. 1st, 1873	Aug. 31st, 1877.
Saturday	11 p.m.				
do	9 p.m.	do	40 00	May 1st, 1874	Postmaster General's pleasure.
	11 a.m.				
	11 a.m.	Four-wheeled vehicle	4200 00	July 1st, 1873	June 30th, 1877.
Tues., Thurs., Saturday	5 a.m.				
Wed., Friday, Monday	5 a.m.	do	1680 00	do	do
	7.30 a.m.				
	11.30 a.m.				
	5.30 p.m.				
	8.30 a.m.	On foot or in vehicle	281 68	Jan. 1st, 1874	Dec. 31st, 1877.
	12.30 p.m.				
	8.30 p.m.				
Tuesday excepted	7 a.m.				
Monday	9 a.m.	Vehicle	2450 00	Sept. 1st, 1873	Aug. 31st, 1877.
	1 p.m.	do	300 00	Jan. 1st, 1873	Dec. 31st, 1877.
	5 p.m.	do	299 00	July 1st, 1873	June 30th, 1877.
		On foot	20 00	Sept. 15th, 1873	Postmaster General's pleasure.
	9 p.m.				
	8 a.m.	By train	14 00	do	do
and from Richmond		On foot	36 00	April 1st, 1874	March 31st, 1878.
do		do	36 00	do	do
		Vehicle	182 00	July 1st, 1873	June 30th, 1877.
Tues., Thurs., Saturday	3 p.m.				
do	6 p.m.	Horseback of vehicle	86 00	Jan. 1st, 1874	Dec. 31st, 1877.
do	1 p.m.	do	60 00	Oct. 1st, 1873	Sept. 30th, 1877.
do	3 p.m.				
		On foot, horse or vehicle	50 00	July 1st, 1873	June 30th, 1877.
with Trains					
Tues., Thurs., Saturday	11 p.m.				
do	9 p.m.	Horseback or vehicle	112 00	do	do
		On foot or in a vehicle	40 00	do	do
Friday	1 p.m.				
do	4 p.m.	Horseback or vehicle	40 00	Feb. 1st, 1874	Postmaster General's pleasure.
	Noon				
	1.30 p.m.	Vehicle	100 00	July 1st, 1873	June 30th, 1877.
	2.30 p.m.				
	9.30 a.m.	do	180 00	do	do

REPORT No. 5.—Report of New Contracts entered into in the Quebec

ROUTE.		Name of Contractor.	Distance.	Times per Week.	DEPARTURE.	
From	To				Days.	Hours.
Ste. Claire.....						3 p.m.
St. Dennis.....	Ste. Malachie.....	Charles Ruel.....	10	6		6 p.m.
St. Evariste de Forsythe.....	R. R. Station.....	J. Petit dit St. Pierre.....	4	12	In connection with Mail Trains.	
St. Flavie.....	St. Honoré.....	Pierre Boucher.....	7	3	Tues., Thurs., Sat.....	3 p.m.
St. François Xavier de Viger.....	Campbellton.....	David Fraser.....	111	6	do	1 p.m.
St. Fortunat.....	Viger.....	Guillaume Caron.....	6	1	do	10 p.m.
St. Léonard.....	Sanborn.....	Thomas Hurley, jun.....	5	1	Friday.....	11 a.m.
St. Menique.....	R. R. Station.....	Nérée Doucet.....	9	3	Thursday.....	Noon
St. Patrick's Hill.....	St. Perpétue.....	Onézime Rousseau.....	8	1	do	10 a.m.
Trois Saumons.....	Trout Brook.....	J. C. Steven.....	3	6	Tuesday, Thursday, Saturday, in	1 p.m.
Villages Adm. de	R. R. Station.....	François Raymond.....	14	3	do	8 a.m.
do	do	Marcel Dubé.....	5	12	Monday, Wednesday, Friday, in	
					In connection with Mail Trains.	

NOVA SCOTIA

Avondale.....	Barney's River.....	Wallace Dewar.....	5	2		
Bridgewater.....	Broad Cove.....	Jas. B. Parker.....	24	3	Tues., Thurs., Sat.....	6.30 a.m.
Amherst.....	Fenwick.....	W. C. Pipes.....	5	1	Saturday.....	2 p.m.
Headland of South River Lake.....	Salmon River, Lake Settlement.....	John MacDonald.....	15	1	Monday.....	8 a.m.
Frairs.....	Hubbard's Cove.....	Nathaniel Zink.....	26	2	Tues., Friday, in connection with	
Baddeck.....	West Settlement of Big Baddeck Riv.	Neil McLellan.....	12	2		
Clyde River.....	Upper Clyde River	James McKay.....	25	1	Monday.....	7 a.m.
Bridgewater.....	Pleasant River.....	William Newcomb.....	20	1	Thursday.....	7 a.m.
Five Islands.....	Parrsboro'.....	William Phenny.....	15	3		
Baie Verte.....	Goose River.....	John S. Angus.....	24	2		
Pictou.....	West Branch, River John.....	John Ross.....	22	2	Tuesday, Friday.....	6 a.m.
Oxford.....	Shinemicas Bridge	Geo. L. Purdy.....	14	1	Tuesday.....	7 a.m.



Division, during the year ended 30th June, 1875.—Continued.

ARRIVAL.		Mode of Conveyance.	Stipulated Price to be paid.	Commencement of Contract.	Intended duration of Contract.
Days.	Hours.				
	8 p.m.	Vehicle.....	148 00	July 1st, 1873...	June 30th, 1877.
	5 p.m.				
		do .....	120 00	do ..	do
Tues., Thurs., Saturday	3 p.m.	Horseback or vehicle..	80 00	Jan. 1st, 1874 ..	Dec. 31st, 1877.
do	5 p.m.				
	11 a.m.	Four-wheeled vehicle..	4500 00	July 1st, 1873...	June 30th, 1877.
	10 p.m.				
Friday	Noon	Horseback or vehicle..	30 00	April 1st, 1874..	Postmaster General's pleasure.
do	9 a.m.				
Thursday	11 a.m.	do ..	20 00	do ..	do
do	1 p.m.				
connection with Trains		do ..	90 00	Oct. 1st, 1873...	Sept. 30th, 1877.
Saturday	12.30 p.m.	do ..	200 00	Nov. 1st, 1873 ..	Oct. 31st, 1877.
do	3 p.m.				
	8.30 a.m.	do ..	31 24	March 1st, 1873.	Postmaster General's pleasure.
	1.30 p.m.				
connection with Trains		On foot or on horseback	40 00	Oct. 1st, 1874....	do
		Horseback or vehicle..	180 00	July 1st, 1873...	June 30th, 1877.

DIVISION.

		On foot or Horseback.	32 00	July 1st, 1873...	Four years.
Tues., Thurs., Sat.	10.30 a.m.	Vehicle.....	340 00	do ..	do
Saturday	2 p.m.	Horseback or Vehicle.	18 00	do ..	do
Monday	11 a.m.	Vehicle.....	47 00	do ..	do
Mail. Tues., Thurs.	6 hours.	do .....	300 00	do ..	do
		do .....	76 80	do ..	do
Monday	12 noon	do .....	149 49	do ..	do
Thursday	11 a.m.	do .....	94 00	do ..	do
		do .....	185 73	do ..	do
		do .....	60 00	do ..	do
Tuesday, Friday	11 a.m.	do .....	148 00	do ..	do
Tuesday	10 a.m.	do .....	70 00	do ..	do

REPORT NO. 5.—Report of New Contracts entered into in the Nova Scotia

ROUTE.		Name of Contractor.	Distance	Times per Week.	DEPARTURE.	
From	To				Days.	Hours.
Harbourville.....	Morden .....	Wesley Balcom.....	9	1	Tuesday .....	
Sheet Harbour.....	Upper Musquodoboit.....	Timothy Archibald .....	26	1	Friday, in connection with Mail .....	
Fouchie .....	St. Peter's.....	John Kyte .....	45	1	Monday .....	5 a.m.
				2	Fouchie.....	5 a.m.
				3	Grand River.....	
Malignant Cove.....	New Glasgow.....	Angus McIsaac .....	36½	3	L'Ardoise.....	
Cape Negro Island.....	North-East Harbour .....	John Cook .....	2	2	Tues., Thurs., Sat. ....	
Clyde River .....	Gunning Cove .....	Stephen Van Norden .....	20	3	Tuesday, Friday .....	8 a.m.
Cape George.....	Cape George(north side) .....	Laughlin McIsaac .....	R'd trip 30	2	Mon., Wed., Friday .....	8 a.m.
Cross R'ds, Country Harbour.....	Port Mulgrave.....	George Sellers.....	52	3	Monday, Friday.....	12 noon.
North Section of Earltown.....	Truro .....	Hugh Sutherland.....	27	2	Mon., Wed., Friday .....	6 a.m.
Powers(RiverTear).....	River Bourgeoise.....	John Kyte.....	2½	3	Monday, Friday .....	11 a.m.
Amherst.....	Pictou.....	James Blair .....	85	3	Mon., Wed., Fri, in connection .....	
Barrington .....	Pubnico Beach .....	Alexander Watson .....	26	2	Monday, Friday.....	12 noon.
				3	Shag Harbour.....	In connect
Stewiacke Cross Road.....	Upper Stewiacke .....	James McNaught.....	R'd trip 24	2	Pubnico Beach.....	
Lime Rock.....	West River .....	R. B. Munro.....	2½	3	Cross Roads, .....	In connect
			1	Eastville.....		
Annapolis .....	Digby .....	Edwin Gates .....	20	6	Mon., Wed., Friday .....	8 a.m.
Lingan .....	Sydney .....	Robert Martin .....	16	3	In connection with Mails .....	
Port William Stat'n .....	White Rock Mill .....	J. L. Bishop .....	4	3	Mon., Wed., Friday .....	7 a.m.
Canning.....	Kingsport .....	J. L. Bishop .....	3½	3	Tues., Thurs., Sat. in connection .....	
Dartmouth .....	Montague Gold Mines .....	John McBain .....	7	6	do .....	do
Gore .....	Newport.....	R. S. Dimock .....	22	3	do .....	do
Amherst .....	Little River .....	A. W. S. Gourley .....	18	2	Mon., Wed., Friday .....	1 p.m.
Oxford .....	River Philip .....	O. S. Tillmore.....	5	6	do .....	do
Lewis Bay.....	Sydney.....	Robert Martin .....	22	2	In connection with Mail Train .....	
Canaan Road.....	Torbrook.....	J. H. Banks.....	5	1	Monday, Thursday .....	7 a.m.
Malagawatch.....	West Bay .....	Donald McLeod .....	16	2	Friday, in connection with Mail .....	

Division during the year ended 30th June, 1874.—Continued.

ARRIVAL.		Mode of Conveyance.	Stipulated Price to be paid.	Commencement of Contract.	Intended duration of Contract.
Days.	Hours.				
Train	2 hours	Vehicle	\$ 60 00	July 1st, 1873	Four years.
Monday	11 a.m.	do	140 00	do	One year.
	8 hours	do	251 50	do	Four years.
Tues., Thur., Sat.		do	610 00	do	do
Tuesday, Friday	9 a.m.	By boat	78 00	do	do
Mon., Wed., Friday	1 p.m.	Vehicle	236 24	do	do
Monday, Friday	4 p.m.	do	112 00	do	do
Mon., Wed., Friday	5 p.m.	do	1200 00	do	do
Monday, Friday	5 p.m.	do	200 00	do	do
with Mail Trains	½ hour	Horseback or Vehicle	39 00	do	do
Mon. Wed. Friday	14½ hours	Vehicle drawn by two horses	1250 00	do	do
ion with Mails	5½ hours	Vehicle	420 00	do	do
ion with Mails	5 hours	do	66 00	do	do
Mon., Wed., Friday	9 a.m.	On foot or in Vehicle	40 00	do	do
	4 hours	Vehicle	543 00	do	do
Mon., Wed., Friday	10 a.m.	do	300 00	do	do
with Mail	1 hour	do	80 00	do	do
do	do	do	74 88	do	do
	9.30 p.m.	do	200 00	do	do
Mon., Wed., Friday	6 p.m.	do	370 00	do	do
		Vehicle	196 00	do	Four years.
	1 hour	do	150 00	do	do
Monday, Thursday	12 noon	do	349 00	do	do
	1 hour	Horseback or vehicle	39 00	do	do
Tuesday, Friday	10 a.m.	do	137 00	do	do

REPORT No. 5.—Report of New Contracts entered into in the Nova

ROUTE.		Name of Contractor.	Distance.	Times per Week.	DEPARTURE.	
From	To				Days.	Hours.
Middle River	W. side Middle Riv	John W. Campbell.	3½	1	Thursday, in connection with	
Port Hastings	West Bay	Allan McQuarrie	16	3	Mon., Wed., Fri.	7 a.m.
Halifax	Marie Joseph	Timothy Archibald	113	3	do	6 a.m.
Teviotdale, W. O.	Teviotdale Station.	George C. Christie	220 yds.	3	Tues., Thurs., Sat., in connection	
Liverpool	Port Medway.	Spencer Cohoon	10	6		9.30 a.m.
Centreville	Hall's Harbour	Robert D. West	9	3	Mon., Wed., Fri.	10 a.m.
Big Lorraine	Sydney	W. H. Martin	35	1	Big Lorraine Monday, Thursday; Catalone Monday	6 a.m.
Enon	Big Pond	Antony McNeil	10	1	Monday	6 a.m.
Eel Creek	Oxford	Isaac Simpson	R'd trip 24	1	Saturday, in connection with Mail	
Berwick Station	Railway	Stephen Nicholls	12 rods	12	In connection with Mail Trains.	
Little Bras d'Or	George's River	George Howatson, jun.	8	1		
Great Village	Londonderry Stan	Joseph Peppard	4	12	do	do
Londonderry P. O.	River Debert and Great Village P.O.	Daniel M. West	7 and 6	12	do	do
Digby	South Range	Isaac C. White	13	1	Saturday	9 a.m.
Sluice Point	Tusket	Abraham Lent	5	1		
Antigonishe	Cape George	Rodk. McDonald	20	2	Monday, Friday	6 a.m.
do	Malignant Cove	do	12	3	Mon., Wed., Fri.	6 a.m.
Canaan R'd, W. O.	Neily Road P. O.	Thaddeus H. Allison	R'd trip 14	2	Monday, Friday	9 a.m.
Horton Landing	Railway Station	Frederick Geo. Curry	½ mile	12	In connection with Mail Trains	
Grand Narrows	Upper Settlement River Dennis.	Malcolm McNeil	38	2	Tues., Fri., do	do
Little Judique	Rear of Judique Intervale.	Duncan McMillan	6	1		1½ hour
Nine Mile River	Shubenacadie	Michael Densmore	R'd trip 40	1	Wednesday	9 a.m.
R'r of Whycomah	Whycomah P.O.	Hugh McDonald	6	1	Monday	6 a.m.
Judique	Upper Settlement River Dennis.	Michael McDonald	15	1	Wednesday, in connection with	
Pubnico Beach	Pubnico Harbour.	Alexander Watson	15	3	Mon., Wed., Sat., do	do

Scotia Division, during the year ended 30th June, 1874.—Continued.

ARRIVAL.		Mode of Conveyance.	Stipulated Price to be paid.	Commencement of Contract.	Intended duration of Contract.
Days.	Hours.				
Mail .....	1 hour ..	On foot or horseback ..	20 00	July 1st, 1873 ..	Four years.
Mon., Wen., Fri. ....	10 a.m. ....	Vehicle .....	155 00	do ..	do
Tues., Thurs., Sat ..	7 p.m. ....	do .....	1720 80	do ..	do
with Mail Trains. ....	.....	On foot .....	20 00	do ..	do
.....	11 a.m. ....	Vehicle .....	350 00	do ..	do
Mon., Wed., Fri. ....	12 noon ..	do .....	216 25	do ..	do
Monday, Thursday ..	12 noon ..	do .....	371 96	do ..	do
Monday .....	10 a.m. ....	.....	.....	.....	.....
Monday .....	8 a.m. ....	Horseback or vehicle ..	58 60	August 1st, 1873.	do
Saturday .....	5½ hours. ..	Vehicle .....	65 00	do ..	do
.....	.....	On foot .....	30 00	do ..	do
.....	2 hours ..	Vehicle .....	40 00	do ..	do
.....	1 hour ..	do .....	148 00	do ..	do
.....	2 hours ..	do .....	300 00	do ..	do
Saturday .....	11.30 a.m. ..	do .....	71 00	do ..	do
.....	1 hour ..	Horseback or vehicle ..	78 00	do ..	do
Monday, Friday .....	10 a.m. ....	Vehicle .....	156 00	Sept. 1st, 1873..	do
Mon., Wed., Fri. ....	8.30 a.m. ....	do .....	156 00	do ..	do
Monday, Friday .....	1 p.m. ....	do .....	49 00	do ..	do
.....	.....	On foot .....	40 00	do ..	do
.....	8 hours ..	Vehicle .....	232 00	do ..	do
.....	1½ hour ..	Horseback or vehicle ..	25 00	Oct. 1st, 1873...	do
Wednesday .....	5 p.m. ....	Vehicle .....	104 00	do ..	do
Monday .....	8 a.m. ....	On foot or in a vehicle ..	34 00	do ..	do
Mails .....	3 hours ..	Vehicle .....	80 00	do ..	do
do .....	3 hours ..	do .....	219 00	do ..	do

REPORT No. 5.—Report of New Contracts entered into in the Nova

ROUTE.		Name of Contractor.	Distance.	Times per Week.	DEPARTURE.	
From.	To				Days.	Hours.
Five Islands.....	Great Village.....	J. G. Peppard ..	33	6	In connection with Mail Trains ..	
Baddeck P. O.....	Boom, W. O.....	Murdoch McDonald..	22	2	Tuesday, Friday.....	10 a.m....
Melrose.....	Shubenacadie.....	Joseph Tays ..	88	2	Mon., Thurs., in connection with	
Bear Riv'r, W. side	Deep Brook ..	J. A. Henshaw ..	5	12	In connection with Mails.....	
Mumford's.....	Scotch Village.....	Chas. Cochran.....	R'd trip 10	1	Wednesday..... 2 p.m....	
Greenville Station.	Wallace.....	Benjamin Blair ..	17		6	In connection with Mail Train ..
Enfield.....	Renfrew.....	William Gardner ..	7	2	Mon., Wed., do	do
Elmsdale.....	Nine Mile River ..	do	8	1	Monday, do	do
Athol.....	River Philip.....	J. H. Schrumen ..	21	3	Mon., Wed., Fri.....	
Annapolis.....	Digby.....	Edwin Gates ..	20	6	In connection with Mail Train ..	
Noel.....	Shubenacadie.....	J. M. O'Brien.....	28	1	Friday, do	do
Great Village.....	Londonderry Sta'n	Daniel M. Punt ..	4	12	In connection do do	
Leitch's Creek...	Sydney.....	John O. Callaghan ..	13	2	Monday, Thursday ..	7 a.m....
Christmas Island..	East Bay.....	Rodk. A. McDonald..	50	2	Tuesday, Friday.....	6 a.m....
New Glasgow.....	Vale Colliery.....	Finlay McDonald..	5	3	Tues., Thurs., Sat.	10 a.m....
Addington Forks..	Keppach.....	Duncan Campbell..	7½	1	Monday, in connection with	
Christmas Island..	Grand Narrows..	J. S. McNeil.....	2½	2	Tuesday, Friday, in connection	
L'Ardoise.....	Lower L'Ardoise..	Francis Brymer ..	3	1	Saturday ..	6.30 a.m....
Avonport.....	Avonport Station.	Judah B. Newcomb ..	1½	3	Mon., Wed., Fri., in connection	
Apple River.....	Parrsboro'.....	Denis McNamara ..	42	3	Mon., Wed., Fri.....	6 a.m....
Chester.....	Windsor.....	W. A. Daniel.....	38	2	Tuesday, Friday, in connection	
Beaver River.....	Lake George.....	W. S. Raymond.....	7½	1	Friday.....	12 Noon..
Digby.....	Yarmouth.....	Davidson & Rogers..	72	6	In connection with Mails.....	
Advocate Harbor..	Three Sisters.....	James Ward.....	10	3	Tues., Thurs., Sat., in connection	
Parrsboro'.....	Partridge Island..	Isaac Wason.....	4	3	Tues., Thurs., Sat.	8 a.m....
Mount Uniacke...	Rawden.....	John McLean ..	14	2	Monday, Thursday ..	6 a.m....
Brookfield.....	Pleasant River.....	W. T. Waterman ..	8	3	Mon., Wed., Sat....	10 a.m....
Wallace River...	Wentworth St'n..	Amos Purdy.....	4	3	Mon., Wed., Sat., in connection	
Enfield.....	Oldham.....	H. F. Donaldson.....	3½	1	Wednesday, in connection with	
Wilmot.....	Railway Station..	Eben Cumminger.....	y'ds 10	12	In connection with Mail Trains.	

Scotia Division, during the year ended 30th June, 1875.—Continued

ARRIVAL.		Mode of Conveyance.	Stipulated Price to be paid.	Commencement of Contract	Intended duration of Contract
Days.	Hours.				
	6 hours..	Vehicle .....	690 00	Oct. 1st, 1873..	Four years.
Tuesday, Friday	3 p.m.	do .....	270 00	do ..	do
Mail from Halifax		do .....	1625 00	do ..	do
	1 hour ..	do .....	244 00	do ..	do
Wednesday	4 p.m.	Horseback or vehicle..	30 00	do ..	do
	2½ hours.	Vehicle .....	800 00	do ..	do
	1½ do	do .....	100 00	do ..	do
	1½ do	Horseback or vehicle..	47 50	do ..	do
Mon., Wed., Fri.		Vehicle .....	299 00	do ..	do
	3½ do	Two-horse vehicle....	800 00	do ..	do
	6 hours..	Vehicle .....	220 00	do ..	do
	1 hour ..	do .....	148 00	do ..	do
Monday, Thursday	10 a.m.	do .....	100 00	Nov. 1st, 1873..	Four years, 2 mos.
Tuesday, Friday	4 p.m.	do .....	390 00	do ..	Four years.
Tues., Thurs., Sat.	11.30 p.m.	On foot or otherwise ..	76 44	do ..	do
Mail	1½ hour..	Horseback or vehicle..	37 00	do ..	do
with Mail	1 hour...	On foot or otherwise..	40 00	do ..	do
Saturday	7.30 a.m.	On foot.....	10 00	do ..	do
with Mail Trains	¾ hour...	do .....	48 00	do ..	Two years and six months.
Mon., Wed., Fri.	3 p.m.	Vehicle .....	672 00	December 1st..	One year and four months.
with Mail Trains	8 hours..	do .....	300 00	Jan., 1st. 1874..	Four years.
Friday	2.30 p.m.	do .....	57 00	do ..	do
	10½ hours.	Vehicle and two horses.	3,000 00	do ..	do
with Mails	2 hours..	Horseback or vehicle..	276 00	do ..	do
Tues., Thurs., Sat.	8.45 a.m.	On foot or otherwise..	37 00	do ..	do
Monday, Thursday	9 a.m.	Vehicle.....	134 00	do ..	do
Mon., Wed., Sat.	12 Noon..	do .....	150 00	do ..	do
with Mail Trains	1 hour ..	Horseback or vehicle..	80 00	do ..	do
Mail Trains	1 hour..	On foot or otherwise..	60 00	do ..	do
		On foot.....	10 00	do ..	do

REPORT No. 5.—Report of New Contracts entered into in the Nova

ROUTE.		Name of Contractors.	Distance.	Times per Week.	DEPARTURE.	
From	To				Days.	Hours.
Oxford P. O.	Oxford Station	Oliver R. Fillmore	3½	12	In connection with Mail Trains.	
Big Brook	Upper Settlement of River Dennis.	John McLean	11	2 to	River Dennis, Mon., Fri., 11 a.m.	
Pugwash	Wallace	Joseph Dottar	20	1	Thursday	11 a.m.
Baddeck	Big Bras d'Or.	Angus Morrison	27	1	Wednesday	12 Noon
Stellarton.	Westville.	Donald McIntosh	3½	6		
Liverpool	Milton	Alexander Ford	2½	6		11 a.m.
Gay's River	Meagher's Grant.	James Dowling	r'd trip 33	1	Thursday	
Tusket Wedge	Yarmouth.	Mandé Le Blanc	12	1	do	
Boularderie	Sydney Mines.	K. R. McKenzie	26	3 to 2	Little Bras d'Or, Tu., Th., Sat. 8 a.m. Boularderie, Tues., Sat., 9 a.m.	
Hunt's Point	Liverpool	William Inniss	8	2	Wednesday, Saturday. 10 a.m.	
River Philip P.O.	River Philip P.O.	J. H. Schuman	r'd trip 26	3	Mon., Thurs., Fri., in connection	
Catalone	Little Lorraines	Robert Martin	12	2 to 1	Mainadiou, Mon., Thurs., in con Little Lorraine, Monday, in	
Arichat	Discoose	Simeon LeVache	7	3	Mon., Wed., Fri.	1.30 p.m.
Greenville Station.	Wallace	David Purdy	17	6	In connection with Mail Trains.	
Annapolis	Stoddart's	N. A. Gewayer	31	1	Tuesdays	10 a.m.
Dover (West)	Peggy's Cove	William Baker	7	1	Monday	1 p.m.
Anagaance	Elgin	Lewis Gildart	11	3	Tuesday, Thursday, Saturday.	
Apohaqui	Cole's Island	H. D. McLeod	31	2	Thursday, Saturday. 9.30 a.m.	
Bloomfield	Woodstock	Robert Hume	34	1	do 4 p.m.	
Burton	Upper Sheffield.	C. J. Burpee	1½	3	Saturday 2.30 p.m.	
Butternut Ridge.	Forks	S. C. Keith	15	2 & 1	do 6 a.m.	
do	Millstream	C. R. Parlee	29	2 & 1	Mon., Wed., Friday. 2 p.m.	
Campbellton	Dalhousie	Simon McGregor	15	6	do 3 p.m.	
Cole's Island	Narrows	M. Dykeman	10	3	Monday, Wednesday. 2 p.m.	
Elgin	Petitcodiac	W. P. Robinson	12	3	Saturday. 5 p.m.	
Fredericton	St. John	Small & Hatheway	85	3	Monday, Wednesday, Friday, to 9 a.m.	
	St. John	E. Lunt & Sons	85	3	Mon., Wed., Friday. 9 a.m.	



Scotia Division, during the year ended 30th June, 1874.—*Continued.*

ARRIVAL.		Mode of Conveyance.	Stipulated Price to be paid.	Commencement of Contract.	Intended duration of Contract.
Days.	Hours.				
			\$ cts.		
Monday, Friday	1 hour 12 Noon	Vehicle	180 00	Jan. 1st, 1874	Four years.
Friday	1.30 p.m.	do	39 00	do	do
Thursday	4 p.m.	do	31 00	do	do
Wednesday	4.30 p.m.	do	150 00	April 1st	do
	1 hour	On foot or otherwise	194 00	do	do
	11.30 a.m.	Vehicle	200 00	do	do
Thursday		do	71 00	do	do
do		do	90 00	do	do
Tues., Thurs. Sat.	2 p.m.	do	458 00	do	do
Tuesday, Saturday	10 a.m.				
Wednesday, Saturday	12 Noon	do	118 00	do	do
with Mails	5½ hours	Horseback or vehicle	229 00	do	do
nection with Mails	2½ hours				
connection with Mails	1½ hours	do	156 00	do	do
Mon., Wed., Fri.	3 p.m.	Vehicle	100 00	do	Two years and six months.
	3½ hours	do	290 00	May 1st	Three years and eleven months.
Tuesday	3 p.m.	do	131 32	do	Two years.
Monday	3 p.m.	do	20 00	June 1st	
to connect with Intercol.	Railway	Vehicle	156 00	Jan. 22nd, 1874	Four years.
Thursday, Saturday	10 p.m.				
do	8 a.m.	do	335 00	Dec. 15th, 1873	do
Saturday	2 p.m.	do			
do	8 p.m.	do	156 70	Oct. 1st, 1873	do
Mon., Wed., Friday	4 p.m.				
do	8 p.m.	By boat or on foot	52 00	Aug. 20th, 1873	Season of navigation.
Monday, Wednesday	8 p.m.				
Wednesday	5 p.m.	Vehicle	100 00	June 15th, 1873	Four years.
Wednesday, Saturday	4 p.m.	do			
Saturday	9 p.m.	do	88 42	Jan. 1st, 1874	do
	8 a.m.				
	1.30 p.m.	do	624 00	July 15th, 1873	do
connect with Norton Mail		do	180 00	Dec. 15th, 1873	do
connect with Intercol. Railway		do	154 50	Jan. 21st, 1874	do
Tues., Thurs., Sat.	4 p.m.				
Mon., Wed., Friday	4 p.m.	Steamer	200 00	May 25th, 1874	do
do	4 p.m.				
Tues., Thurs., Sat.	4 p.m.	do	200 00	do do	do

REPORT No. 5.—Report of New contracts entered into in the Nova

ROUTE.		Name of Contractors.	Distance.	Times per Week.	DEPARTURE.	
From	To				Days.	Hours.
Gagetown	Narrows	J. A. S. Mott	28	3	Tues., Thurs., Sat.	8 a.m.
Kingston Rothesay	Springfield	J. T. Pitt	15	6 & 1	Mon., Wed., Friday	5 p.m.
Lewis Mountain	Petitcodiac	S. C. Keith	21	1	Saturday, in connection with	
Maugerville	Upper Maugerville	W. H. Bent	2	3	Friday do do	
*Narrows	Springfield	Patrick Rodgers	12	3	Mon., Wed., Fri., to connect	5 p.m.
*Narrows	Upper Gaspereaux	J. A. S. Mott	50	3	Mon., Wed., Friday	1 p.m.
Narrows	Wickham	Chas. E. Hamm	16	3	do	5 p.m.
Newtown	Sussex Vale	A. McLean	12	3	do	12.30 p.m.
Oak Hill	St. Stephen	Foster & McCormack	44	1	do	5 p.m.
Port Elgin	Spence	Robert Trenholme	17	2	Tues., Thurs., Sat.	10.20 a.m.
Renous Bridge	Renous River	Michael Hayes	4	1	Mon., Wed., Friday	2 p.m.
Rusagornis	Waasis Station	John Phillips	2	3	Thursday	4 p.m.
St. John, Digby	Annopolis	Small & Hatheway	45 & 18	3	Tuesday, Thursday, Sat., to	8 a.m. & 12 noon.
Saint Stephen	Railway Station	Hardy & Bridges	18	6	Mon., Wed., Friday	2 p.m.
Shediac	Railway Station	A. R. Weldon	1/2	24	do	In connection with New
Shippegan Post Rd	Stymest Settlement	John Stymast	5	2	In connection with	Intercolo-
West Branch, St. Nicholas River.	South Branch, St. Nicholas River.	C. McDonald	3	2	Thurs., Sat., to connect with	Monday, Friday.
Woodstock	Houlton, U.S.	Augustus Gliden	14	6	do	10 a.m.
Woodstock	Houlton, U.S.	Augustus Gliden	14	6	do	9 a.m.
						4 a.m.
						5 p.m.
						4 a.m.
						5 p.m.

## Scotia Division during the year ended 30th June, 1874.—Continued.

ARRIVAL.		Mode of Conveyance.	Stipulated Price to be paid.	Commencement of Contract.	Intended duration of Contract.
Days.	Hours.				
Tues., Thurs., Sat .....	7.30 a.m.	Vehicle .....	\$ cts. 323 00	Dec. 15th, 1873.	Four years.
do .....	1 p.m.				
Intercolonial Railway .....	.....	do .....	600 00	July 1st, 1873..	do
do .....	.....	do .....	60 00	do ..	do
with St. John River Steamers .....	.....	do .....	40 00	May 25th, 1874.	Season of Navigation.
Mon., Wed., Friday .....	4.30 p.m.	do .....	150 00	July 1st, 1873..	Four years.
do .....	9 p.m.				
Tues., Thurs., Saturday .....	3 p.m.	do .....	710 00	Dec. 15th, 1873.	do
do .....	8 a.m.				
do .....	6 p.m.				
do .....	10 a.m.				
Mon., Wed., Friday .....	2 p.m.	do .....	230 88	do ..	do
do .....	4 p.m.				
Saturday .....	11.55 a.m.	do .....	210 00	April 1st, 1874..	do
do .....	6 p.m.				
Tuesday, Friday .....	11.30 a.m.	do .....	150 00	Nov. 21st, 1873.	do
do .....	4.30 p.m.				
Thursday .....	5 p.m.	do .....	104 00	August 8th, 1873	do
do .....	3 p.m.				
connect with W. E. Railway .....	.....	do .....	50 00	Nov. 11th, 1873.	do
Mon., Wed., Friday .....	8 & 4 p.m.	Steamer .....	6000 00	May 1st, 1874..	do
do .....	1.30 p.m.				
Brunswick Railway .....	.....	Vehicle .....	32 00	Jan. 1st, 1874..	do
.....	.....	do .....	100 00	July 1st, 1873..	do
Chatham and Shippegan Mail .....	.....	do .....	65 00	Feb. 1st, 1874..	do
Monday, Friday .....	10 a.m.	do .....	40 00	Dec. 1st, 1873..	do
do .....	11 a.m.				
.....	7.30 p.m.				
.....	7 a.m.				
.....	7.30 p.m.				
.....	7 a.m.				
.....	.....	do .....	400 00	Aug. 1st, 1873.	Temporary.
.....	.....	do .....	300 00	Oct. 1st, 1873..	Four years.

REPORT No. 5.—Report of New contracts entered into  
 PROVINCE OF

ROUTE.		Name of Contractor.	Distance.	Times per Week.	DEPARTURE.	
From	To				Days.	Hours.
Cook's Creek.....	.....	.....	.....	.....	Saturday.....	1 p.m....
Fort Garry.....	Kildonan.....	Angus Fraser.....	17	1	do .....	8 a.m....
	St. Boniface.....	T. Bourdeau.....	1	3	Tues., Thurs., Sat. do .....	.....
do .....	.....	.....	.....	.....	Saturday.....	.....
Kildonan.....	St. Vital.....	A. Gaudry.....	5	1	do .....	.....
	Rockwood.....	J. P. Matheson.....	14	1	do .....	9 a.m.... 1 p.m....

PROVINCE OF

Burrard Inlet.....	.....	.....	r'd trip.	.....	.....	.....	11 a.m....
Cassie .....	Granville.....	James H. Van Bramer	8	6	.....	.....	2 p.m....
	Fort Wrangle.....	John Johnston.....	260	.....	Round trip to be performed within	.....	.....

WILLIAM WHITE,  
*Secretary.*

during the year ended 30th June, 1874.—*Continued.*

### MANITOBA.

ARRIVAL.		Mode of Conveyance.	Stipulated Price to be paid.	Commencement of Contract.	Intended duration of Contract.
Days.	Hours.				
Saturday .....	12 noon...		\$ cts.		
do .....	5 p.m....	Horseback or vehicle..	200 00	October 1st.....	Four years.
Tues., Thurs., Sat. ....	.....	By boat. ....	100 00	September 1st...	do
Saturday .....	.....				
do .....	.....	Horseback or vehicle..	110 00	do .....	do
do .....	4 p.m....				
do .....	12 noon ..	do	200 00	October 1st.....	do

### BRITISH COLUMBIA.

.....	3 p.m....				
.....	12 noon...	Steamer .....	300 per annum.	April 1st, 1874..	Four years.
30 days .....	.....	Canoe or on foot .....	175 00 per trip.	June 1st, 1874 ..	Close of navigation on Stickeen River

D. A. MACDONALD,  
*Postmaster-General.*

REPORT No. 9.—Report of all cases occurring within the year ended 30th June, 1874, of the abstraction from or loss of Letters containing Money sent through the Post in Canada; showing the particulars of each case, and stating the result of the proceedings instituted therein by the Department.

CLASS I.—REGISTERED LETTERS.

No.	Name of Writer.	Where Mailed.	When Mailed.	Alleged Contents.	Address of Letters.		Evidence of Loss or Abstraction.	Result of Proceedings Instituted in each case by the Department.
					Name.	Place.		
1	Miss E. Cunningham.	Norwood.	Aug. 3 1869.	\$ 11 00	J. Cumming.	Johnsonville, N.B.	Stated not to have been received by person addressed.	The Postmaster of Campbellton, N.B., having failed to continue the registration of this letter, made good its contents.
2	Barre Pagé.	Cap Santé.	Mar. 31 1873.	8 00	O. Belanger.	St. Saurveur de Quebec.	do	The Postmaster of Cap Santé, having failed to continue the registration of this letter, made good its contents.
3	M. Pirt.	Quebec.	July 3	50 00	Mrs. M. Pirt.	Leaskdale, Ont.	Stated to have been received without contents.	No trace. Evidence that money was enclosed unsatisfactory.
4	H. Connacher.	Black Point, N.B.	do 4	50 00	Messrs. W. & R. Brodie.	Quebec.	do	These letters were contained in the Mail from Campbellton for Quebec of the 7th July last, and supposed to have been stolen by late Postmaster of St. Flavie. See Cases No. 1 and No. 148, Class I.
5	J. B. McKenzie.	Campbellton, N.B.	do 5	75 00	do	do	do	
6	do	do	do 7	65 00	do	do	do	Investigation failed to prove that this letter had been tampered with whilst in charge of Post Office.
7	A. W. Z. Des Brisay.	Dalhousie, N.B.	do 7	260 00	Messrs. Whitehead & Turner.	do	do	
8	The Postmaster.	Campbellton, N.B.	do	80 00	Messrs. W. & R. Brodie.	do	do	This letter was clearly proved to have disappeared at the Teeswater Post Office, and the Postmaster was accordingly obliged to bear the loss himself.
9	Mr. Mowbray.	Wingham.	do 19	50 00	James Findlay.	Lumley.	Only \$40 stated to have been received.	
10	S. Waldo (P.M.).	Teeswater.	do 25	60 00	Gordon, McKay & Co.	Toronto.	Stated not to have been received by person addressed.	

11	Mr. McElroy, jr	Richmond, Ont.	Aug.	7	323 00	Gillespie, Mo farr Montreal... & Co.	Only \$223 stated to have been received.	Investigation failed to show that this letter had been tampered with whilst in charge of Post Office.
12	L. Bergeron.....	Bord à Plouffe..	do	8	6 00	R. Bergeron.....	do	Supposed to have been stolen by the Assistant Postmaster at Sheenboro, who absconded.
13	W. M. Johnston	Strathroy.....	July	3	10 00	R. W. Young.....	Toronto	
14	S. A. Heighton..	Rosseau.....	Aug.	6	11 00	Thorne Parsons & Co.	do	
15	T. M. Eagan.....	New York.....	do	7	30 00	Brother Arnold...	do	
16	R. Dockstadter.	Attercliffe.....	do	7	2 00	Globe Printing Co.	do	
17	J. W. Thomas...	Port Carling....	do	7	40 00	W. Ramsay & Co.	do	
18	John Turnbull..	Mono Centre....	do	7	1 50	Rev. Wm. Reid...	do	
19	A. Harrison.....	St. Marys.....	do	7	54 30	Saml. Trees & Co.	do	
20	R. Davis.....	Warton.....	do	8	24 00	W. R. Bartlett...	do	
21	J. Cheney.....	Bracebridge....	do	8	8 50	W. Bilton.....	do	
22	R. Hunter.....	Mount Albert...	do	8	6 45	A. Brown.....	do	
23	John Smith.....	Bracebridge....	do	8	50 00	Childs & Co.....	do	
24	S. McKillop....	West Lorne....	do	8	50 00	Childs & Hamilton	do	
25	G. P. Creighton	Owen Sound....	do	8	2 00	Alex. Christie...	do	
26	A. B. McLaughlin	Pricewille.....	do	8	5 00	J. & A. Clarke...	do	
27	John Pierson & Son.	Milverson.....	do	8	130 00	R. Davis & Co....	do	
28	J. P. Foley.....	Brechin.....	do	8	5 00	Mother de Chantal	do	
29	D. Morrow.....	Clinton.....	do	8	0 35	Secry Dom. Tele- graph Company.	do	
30	G. W. Earl.....	Alliston.....	do	8	8 08	Fitch, Eby, & Thwaite.	do	
31	R. Hunter.....	Mount Albert...	do	8	24 10	Fitch, Eby, & Thwaite.	do	
32	R. Manning.....	Exeter.....	do	8	70 21	John Garvin.....	do	
33	S. Softley.....	Teewater.....	do	8	2 00	Proprietor "Globe"	do	
34	J. Hamilton....	Staffa.....	do	8	1 00	Globe Printing Co.	do	
35	D. Cameron....	Amberly.....	do	8	1 00	do	do	
36	D. Kennedy.....	Melancthon....	do	8	30 00	Thos. Johnson...	do	
37	N. Courtemanche	Midland.....	do	8	26 00	R. Jordan & Co..	do	
38	John Pierson & Son.	Milverson.....	do	8	65 00	Thos. Lailey & Co.	do	
39	R. Nottor.....	Owen Sound....	do	8	38 00	P. Macdonald....	do	
40	W. T. Crocker..	Port Lambton..	do	8	1 00	Editor of "Mail"	do	
41	D. Kerry.....	Traverton.....	do	8	12 00	J. H. Mason.....	do	
42	H. E. Jeffrey & Sons.	Penetanguishene	do	8	150 00	Moffatt Bros. & Co	do	
43	Robert Cox.....	Warton.....	do	8	20 00	Wm. Plummer...	do	
44	Elizabeth Wilson	do	do	8	36 00	do	do	
45	A. D. McLeod..	Cayuga.....	do	8	2 50	C. B. Robinson...	do	
46	W. Tucker.....	Walter's Falls..	do	8	10 50	Rev. S. Rose.....	do	
47	James Mooney..	Heathcote.....	do	8	8 42	do	do	
48	A. & F. X. Mesnet.	Fernosa.....	do	8	121 00	Jas. Shields & Co.	do	

These letters were stolen on the 10th August, 1873, from the Toronto Post Office, by William Cuppage, late Chief Clerk in the office of the Post Office Inspector of the Toronto Division. Cuppage, finding that suspicion attached to him, fled to the United States and subsequently confessed the crime, and made good the amount of money contained in the letters which was refunded to the parties concerned.

REPORT No. 9.—Class 1, Registered Letters.—Report of all cases occurring within the year ended 30th June, 1874, of the abstraction from and loss of Letters containing Money sent through the Post in Canada, &c.—Continued.

No.	Name of Writer.	Where Mailed.	When Mailed.	Alleged Contents.	Address of Letters.		Evidence of Loss or Abstraction.	Result of Proceedings Instituted in each case by the Department.
					Name.	Place.		
49	H. H. Thompson.	Penetanguishene	1873.	\$ cts.				
50	John Ranton.	Exeter.	do	8	100 00	John Smith & Co.	do	
51	J. C. Pollock.	Forest.	do	8	40 00	Smith & Keighley.	do	
52	Thos. J. Turner.	Mary Lake.	do	8	2 00	F. H. Stewart.	do	
53	George Green.	Wingham.	do	8	25 00	Rev. E. R. Stinson	do	
54	William Vahey.	Arkona.	do	8	47 00	Thomson & Burns.	do	
55	D. A. Stewart.	Stayner.	do	9	213 00	Joseph Wey & Co.	do	
56	J. S. Walker.	Clinton.	do	9	40 00	J. M. Adams.	do	
57	Varley & Norman.	Barrie.	do	9	98 11	Bryan, Ewart & Murray.	do	
58	Louisa Bishop.	Newmarket.	do	9	10 00	do	do	
59	J. W. Dill.	Bracebridge.	do	9	0 37	J. B. Bousteed & Co.	do	
60	John Hunter.	Alliston.	do	9	20 00	R. H. Brett.	do	
61	J. Baxter.	Cavaga.	do	9	6 00	Hon. G. Brown.	do	
62	James Duncan.	Arthur.	do	9	144 00	James Burns.	do	
63	Wm. Duncan.	Bright.	do	9	1 00	"Canadian Baptist"	do	
64	F. W. Ollard.	Lefroy.	do	9	10 00	R. J. U. Chipman.	do	
65	George Wasson.	Collingwood.	do	9	10 00	Col. of Customs.	do	
66	A. Boomer.	Linwood.	do	9	17 00	G. E. Conway.	do	
67	R. Hunter.	Mount Albert.	do	9	37 55	D. Cowan & Co.	do	
68	A. Swaisland.	Barrie.	do	9	43 00	R. Davis & Co.	do	
69	A. McDermid.	Collingwood.	do	9	15 00	do	do	
70	P. Kearns.	Barrie.	do	9	100 00	R. Dunbar.	do	
71	T. Hayne & Co.	Forest.	do	9	1 50	"Globe" Office.	do	
72	C. E. Hewitt.	Atherley.	do	9	100 00	W. & R. Griffith.	do	
73	J. C. Balston.	Sarnia.	do	9	25 00	E. & A. Gunther.	do	
74	Thomas Ruston.	Georgetown.	do	9	10 00	Wm. Hamilton & Sons.	do	
75	R. S. Thompson.	Stayner.	do	9	120 00	W. G. Hannah.	do	
76	E. V. Hanner.	Bell Ewart.	do	9	2 00	Mrs. R. Harrison.	do	
77	J. M. Campbell.	Mount Forest.	do	9	20 00	Hedgson & Boyd.	do	

These letters were stolen on the 10th August, 1873, from the Toronto Post Office, by William Cuppage, late Chief Clerk in the office of the Post Office Inspector of the Toronto Division. Cuppage, finding that suspicion attached to him fled to the United States and subsequently confessed the crime, and made good the amount of money contained in the letters which was refunded to the parties concerned.



78	Thomas King...	Carronbrook...	do	27 00	do	do	
79	Harrison, Shep...	Newmarket...	do	9 18	George Keith...	do	
80	George Randolph	Stayner...	do	135 40	Macnab & Marsh.	do	
81	O. Sinclair	Mitchell	do	100 00	do	do	
82	John Gibbs	Park Hill.	do	22 50	J. Macdonald & Co	do	
83	J. H. Howe	King	do	74 60	do	do	
84	Thomas Rich	Clinton	do	10 85	Wm. McCabe.	do	
85	Mary McDonald	Goderich.	do	30 00	Mrs. Macdonald.	do	
86	S. Clermont	Cookstown.	do	93 00	A. R. McMaster & Bros.	do	
87	Postmaster	Newmarket.	do	11 18	Montreal Bank...	do	
88	do	Elba	do	2 16	do	do	
89	T. Cuddabee	Atherly	do	2 59	do	do	
90	Postmaster	Patterson	do	63 00	do	do	
91	James Bell	Bowling Green.	do	16 00	Morris, Harris & Co	do	
92	W. Lambert	Barrie	do	10 00	Rev. W. Muir	do	
93	Wm. H. Tait	Meaford	do	1 72	Wm. Myles & Son.	do	
94	J. W. Vantassel	Barrie	do	75 00	Norris & Soper...	do	
95	D. B. McKinnon	Blyth	do	50 00	Ogilvey & Co.	do	
96	Scatcherd and Meredith.	London.	do	2 75	"Ontario Gazette"	do	
97	Jane Stewart	Goderich	do	30 00	Peach & Goulding.	do	
98	J. T. Kirkpatrick	Gravenhurst	do	50 00	Wm. Ramsay & Co	do	
99	Archibald Hodge	Beamsville	do	3 00	Rev. Wm. Reid.	do	
100	N. Broadway	St. Mary's	do	5 00	Rev. S. Rose.	do	
101	Mrs. J. W. McEwen.	Stratford	do	10 00	Mrs. Rumohr.	do	
102	G. J. Fitzgerald	Lucan	do	1 00	Sec. Prov. Agri. Association.	do	
103	F. W. Ollard	Lefroy	do	2 40	J. A. Simmers...	do	
104	R. Smith	Ayton	do	10 00	F. Smith & Co.	do	
105	Killoran & Ryan	Seaforth	do	400 00	do	do	
106	Mrs. William Spence	Newmarket	do	10 30	Wm. Spence.	do	
107	James Anderson	York	do	5 25	P. H. Stewart	do	
108	John Wylie	Tyneside	do	7 28	do	do	
109	Thomas Ruston	Georgetown	do	10 00	Treas. Girls Home	do	
110	G. L. Darby	Stayner	do	29 00	Walker Evans & Co	do	
111	John Secord	Acton	do	12 00	Western Ins. Co.	do	
112	J. H. Winkler	St. Jacobs	do	3 75	R. Wilkes	do	
113	G. W. Cornell	Wilder Station.	do	37 84	John Young	do	
114	A. Shields	Freeport, U. S.	do	20 00	Mrs. Shields	Normanton	Stated to have been received without contents.
115	Manager, Bank of Ottawa.	Ottawa	do	28 60	L. Slattery	Sheenboro'	Stated not to have been received by person addressed.
116	do	do	do	203 00	Edward Hendry	do	do

(These letters were stolen on the 10th August, 1873, from the Toronto Post Office, by William Cuppage, late Chief Clerk in the office of the Post Office Inspector of the Toronto Division. Cuppage, finding that suspicion attached to him fled to the United States and subsequently confessed the crime, and made good the amount of money contained in the letters which was refunded to the parties concerned.)

This letter was supposed to have been stolen by Railway Mail Clerk McLean, through whose hands it would have passed. See Case No. 100, Class No. 2. These letters were supposed to have been stolen by the acting Postmaster at Sheenboro' who absconded.

REPORT No. 9.—Class I, Registered Letters.—Report of all cases occurring within the year ended 30th June, 1873, of the abstraction from and loss of Letters containing Money sent through the Post in Canada, &c.—Continued.

No.	Name of Writer.	Where Mailed.	When Mailed.	Alleged Contents.	Address of Letter.		Evidence of Loss or Abstraction.	Result of Proceedings Instituted in each case by the Department.
					Name.	Place.		
117	A. Leveque....	Fenaghvale.....	1873. do 26	\$ cts. 4 00	McMillan J. Mc-Kemprville.... Kirdy.	Montreal	Only \$3 stated to have been received.	The money contained in this letter was handed to the Assistant Postmaster, Fenaghvale, to enclose, who states that all the money given him was enclosed. No evidence to account for alleged discrepancy owing to loss of envelope.
118	Robert Jenkins.....	Vienna.....	do 27	450 00	M. P. Ryan.....	Montreal	Stated not to have been received by person addressed.	Enquiry failed to establish any clue to the disappearance of this letter.
119	J. C. Calhoun..	Hopewell Corner	do 29	100 00	L. H. DeVeber....	St. John, N.B.	Only \$60 stated to have been received.	Investigation failed to prove that this letter had been tampered with whilst in charge of Post Office.
120	Miss Watson....	Mount Hurst....	Sept. 27	2 00	Rev. James Edgar Yorkville.....	Yorkville	Stated to have been received without contents.	Investigation gave reason to suppose that abstraction was effected at Mount Hurst Post Office; Postmaster therefore made good contents.
121	W. Lynch.....	Brome.....	do 20	225 00	J. Santar.....	Chatham.....	\$15 alleged to have been abstracted.	No evidence to show that letter was tampered with whilst in charge of Post Office. do
122	John Brooks....	Low.....	do 28	260 25	James S. Evans....	Montreal	\$24 alleged to have been abstracted.	do
123	D. McIntyre...	Kerry.....	do 31	35 46	J. H. Mason.....	Toronto.....	\$3 alleged to have been abstracted.	do
124	A. R. Mackenzie	Strathburne....	Nov. 1	13 00	Neil Lindsay.....	Alvinston....	Stated to have been received without contents.	do
125	H. E. Foster...	Rock Island....	do 10	232 18	J. A. Matthewson.	Montreal	Only \$222.18 stated to have been received.	do

No.	Stamp Branch, P. O. Depart.	Ottawa.	do	in post- age steps.	The Postmaster	Little Current	Remarks
126	Mrs. Henry Wil- son.	Barric.....	do	14	J. M. Hamilton..	Sault St. Marie	<p>Contained in mails made up at Penetanguishene on 1st Dec., 1873, for offices on the line of the Penetanguishene and Sault Ste. Marie winter route—lost from the Couriers boat which sunk in the Georgian Bay, near Byng Inlet, on the 4th Dec., 1873.</p>
127	D. D. Healey...	Clarksburg.....	do	14	J. W. Healey.....	do	
128	Thomas Hule...	Kingston.....	do	15	William Idle.....	Little Current	<p>No evidence to show that letter had been tampered with whilst in charge of Post Office.</p>
129	John Chafey...	Toronto.....	do	17	W. A. Gonnell....	Spanish River	
130	E. Headley & Co	Milton West.....	do	17	R. Cullis & Son... Wellington Mines.....	Wellington	
131	John Dewar...	Walkerton.....	do	25	Col. Savage.....	Sault St. Marie	<p>Only \$45 stated to have been received.</p>
132	Peter Ferguson..	Owen Sound....	do	1 00	S. McLean.....	Little Current	
133	B. A. Creuser...	St. Thomas.....	do	28	Sheriff Carney...	Sault St. Marie	
134	Alexander Lut- trell.....	Chatham.....	do	20	Mr. Matthews....	Stratford.....	<p>Lot No. 4 Office, Prince Edward Island, entered by burglars and letter stolen.</p>
135	W. L. Pipes....	Amherst, N.S....	do	30 00	Mrs. B. Luttrell..	Campbellton, Lot No. 4, P. E. Island.	
136	R. Lavine.....	Fox River.....	do	50 00	Turnbull & Co....	St. John, N.B.	<p>No evidence to show that letter had been tampered with whilst in charge of Post Office. En- velope not preserved.</p>
137	Charles Enconf...	Grande Grève...	do	24	Michael Morin... N. B. Jones.....	St. Andre... Quebec....	
138	Nicholas Bailey	Sandy Beach...	do	14	F. D. Ironard....	do	<p>(The Mail bag containing these letters was lost through the ice at River Pabos, on night of 18th December, 1873.)</p>
139	Rev. McDonald.	Cape Cove.....	do	16	J. J. Foote.....	do	
140	D. Dumaresq...	Shannonville...	do	17	Leger Brousseau.. F. L. Parent....	do do	
141	H. Helden.....	Shannonville...	do	18	F. L. Parent....	do	<p>The Mail in which this letter was stamped by the Shannonville Postmaster to have been sent to Belleville on the 17th December, 1873, was reported by the Belleville office, on the 13th January, 1874, not to have been received.</p>
142	Patrick Hamil- ton.	Grand Pabos...	do	10 00	F. McAnnamy....	Belleville....	
143			do	23	Richard Major...	Shigawake....	<p>This letter was received at the Shigawake Post Office, but was burned when that office was destroyed by fire on the 26th December, 1873.</p>
144			do	23			

REPORT No. 9.—Class 1, Registered Letters.—Report of all cases occurring within the year ended 30th June, 1874, of the abstraction from and loss of Letters containing Money sent through the Post in Canada, &c.—Continued.

No.	Name of Writer.	Where Mailed.	When Mailed.	Alleged Contents.	Address of Letters.		Evidence of Loss or Abstraction.	Result of Proceedings Instituted in each case by the Department.
					Name.	Place.		
			1873.	\$ cts.				
140	Alexander Frazer.	Cumminsville...	Dec. 25	35 25	Simon McLennan.	Bosworth.....	This letter the P. M. at Cumminsville omitted to enter in his Letter Bill for Hamilton, and of its receipt and delivery at Bosworth there was no trace.	The Cumminsville Postmaster having failed to enter the letter on the Letter Bill of the Mail, with which it should have been despatched, and having kept no record of it in his office whatever, made good contents.
141	Clara Suttell....	Mount Vernon..	do 25	14 00	Mrs. J. Douglas...	Orillia .....	Only \$8 stated to have been received.	No evidence to show that this letter had been tampered with whilst in charge of Post Office.
148	Sydney Welton.	Neiley Road, N.S.	do 31	140 00	R. R. Andrews. .	Halifax, N.S.	Stated to have been received without contents	Investigation proved clearly that the abstraction took place at the Neily Road Post Office, and the Postmaster accordingly made good contents.
149	N. Lamb.....	Zimmerman.....	Jan. 1	2 50	John Dougall & Son	Montreal.....	do do	No evidence to show that the letter was tampered with whilst in charge of Post Office.
150	Alexander Rose.	Bridgenorth.....	do 9	21 00	Alexander Rose, jr.	Bobcaygeon...	Stated not to have been received by person addressed.	The evidence in this case tended strongly to prove that the letter in question did reach the Bobcaygeon Office. The Postmaster at Bobcaygeon accordingly made good contents.
151	Mr. Resch.....	Newry.....	do 10	3 25	W. T. Waugh.....	Listowell.....	do do	Wrong delivery. Postmaster at Listowell made good contents.
152	S. G. Collier....	Picton.....	do 12	13 00	S. Crangle.....	Toronto.....	Only \$10 stated to have been received.	The abstractions from these letters was effected in the Picton Post Office by a young man employed there at the time, but
153	C. Vandusen....	do .....	do 14	25 00	Donclus J. McNeice. ....	do .....	Only \$20 stated to have been received.	

154	Peter David.....	do	do	do	14	50 00	E. C. David.....	Kingston.....	Only \$40 stated to have been received.	against whom there was not sufficient evidence to convict. His father, however, made good the losses.
155	A. Millar.....	do	do	do	15	38 00	T. D. Sawyers & Hamilton Co.	Hamilton.....	Only \$28 stated to have been received.	
156	The Postmaster.	Clapham	do	do	14	4 00	The P. M. General.	Ottawa.....	Not received by person addressed.	The Postmaster of Clapham, having failed to enter this letter on the Letter Bill of the Mail by which he alleges it was forwarded from his office, was obliged to bear the loss himself. These letters were stolen by the Postmaster at St. Flavie, who was tried for the offence and sentenced to the Penitentiary. The contents of the letters were paid to the parties concerned out of money surrendered by the Postmaster.
157	Shorey & Co.	Montreal	do	do	21	25 00	E. Glohensky.....	L'Islet.....	Stolen by P. M. at St. Flavie.	No evidence to show that letter had been tampered with whilst in charge of Post Office.
158	H. A. Allan.....	do	do	do	21	400 00	D. Lawson.....	Father Point.	do	The Postmaster at Capatook having failed to continue the Registration of this letter, made good contents.
159	A. A. Wylie.....	Hamilton	do	do	22	20 00	James Simperlake.	Tilsenburg...	Stated to have been received without contents.	had been tampered with whilst in charge of Post Office.
160	E. S. Southmayd	Way's Mills	do	Feb.	3	26 00	A. Shannon & Co.	Montreal.....	Stated not to have been received by person addressed.	The Postmaster at Capatook having failed to continue the Registration of this letter, made good contents.
161	Rev. A. Desnoyers	St. Edwidge de Clifton.	do	do	11	17 00	Ludger Desnoyers.	do	Only \$1 stated to have been received.	No evidence to show that letter had been tampered with whilst in charge of Post Office.
162	Rev. A. Chouinard.	Paspébiac	do	do	11	26 00	S. Berubé.....	Rimouski.....	do	The Mails containing these letters were stolen by Archibald Kerr, jr., then a Mail Courier. Kerr was arrested at Carleton on 31st May, 1874, and was committed to the New Carlisle Jail, but afterwards escaped.
163	The Postmaster.	Bonaventure Riv.	do	do	12	9 00	Bank of Montreal.	Quebec.....	do	
164	M. Tremblay...	Grand Pabos	do	do	15	4 00	G. E. Desbarats.	Montreal.....	do	
165	Mrs. Scott...	New Carlisle	do	do	24	20 00	A. McDonald.....	Dundas, N. B.	do	
166	E. Cook	Gananogue	do	March 3	160 00	The Manager, Bank of Montreal.	Brockville....	do	The package in which the letter was contained was lost by Mail Clerks Jones and Sommerville, whilst transferring mail matter for the East from train going West at Kingston.	Railway Mail Clerks, Messrs. Jones and Sommerville, having neglected to tie the mouth of the bag in which the package in question was contained, whilst transferring Mail matter from one train to another, at the Kingston Railway Station, on the night of 3rd March, 1874, jointly made good contents.
167	R. P. McMillan.	Edwardsburg	do	do	70 00	do	do	do	Stated not to have been received by person addressed.	This letter was stolen by Railway Mail Clerk G. F. Herchner, who absconded.

REPORT No. 9.—Class 1, Registered Letters.—Report of all cases occurring within the year ended 30th June, 1874, of the abstraction from and loss of Letters containing Money sent through the Post in Canada, &c.—Continued.

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					Name.	Place.		
168	J. Draper.....	Port Albert.....	1874. March 5	5 00	Secretary M. A. Association.	London.....	Stated not to have been received by person addressed.	The Postmaster at London having failed to continue the registration of this letter, made good contents.
169	E. A. Sharpe .....	Victoria, B.C.....	do 19	25 00	"Globe" Printing Office.	Toronto .....	Upon the receipt at Windsor of the Mail from Victoria, B. C., via Olympia, of 19th March, this letter with two other registered letters (containing no money) and about 100 unregistered letters were found to be missing.	Still under investigation.
170	John McKittrick .....	Kentville.....	do 30	10 00	John N. McKittuck.	Truro, N.S.....	Stated to have been received without contents.	No evidence to show that letter was tampered with whilst in charge of Post Office.
171	F. McDonald.....	Cape Cove .....	do 3	25 00	J. P. Lepage.....	Quebec .....		
172	Wm. McKay.....	New Richmond .....	do 5	8 75	Goodwin & Co.....	do .....		
173	A. Fortin.....	Grande Grève.....	do 6	12 00	Joseph Boulette .....	St. Thoma .....		
174	Rev. P. A. Thibierge.....	Ponaventure Riv. ver. ....	do 7	107 50	P. MacCoven.....	Quebec .....		
175	A. Pointier.....	do .....	do 7	2 00	A. Côté & Co.....	do .....		
176	R. Fair.....	Caplin.....	do 14	75 00	P. Gárnéau & Frères .....	do .....		
177	A. H. Kerr.....	do .....	do 14	50 00	Wm. McLimont.....	do .....		
178	A. Young.....	Shigawake .....	do 14	1 75	C. Bourne.....	Montreal .....		
179	Rev. Lyster.....	Cape Cove.....	do 21	1 00	Mrs. M. N. Jones .....	Quebec .....		
180	Joseph P. Arthelot .....	Shoobred.....	do 23	52 00	F. Berronard .....	do .....		
181	L. Z. J. C.....	Grand River.....	do 23	50 00	Leclerc & Letellier .....	do .....		(The Mails containing these letters were stolen by Archibald Kerr, Jr., then a Mail Courier. Kerr was arrested at Carleton on the

182	Joseph Noel.....	do	do	do	19 00	A. J. Turcot.....	St. Roch de Quebec.		
183	R. Mauger.....	Grand Pabos.....	do	do 25	82 85	Louis Bilodeau.....	Quebec		
184	Miss A. Kerr.....	do	do	April 2	3 90	C. Bourne.....	Montreal		
185	H. Thibodeau.....	Marie.....	do	do 18	6 00	L. Morissette.....	Cap Rouge		
186	T. S. Cyr.....	do	do	do 18	1 00	A. Joubert.....	Quebec.		
187	do	do	do	do 18	24 00	Goodwin & Co.....	do		
188	Jane Enouf.....	Grande Grève.....	do	do 29	1 75	Frank Leslie.....	New York.		
189	do	do	do	do 29	2 00	Middleton & Dawson.	Quebec.		
190	R. Lavine..	Fox River.....	do	do 29	38 37	Lemesurier & Brouard.	do		
191	John Kennedy..	Dixie .....	do	do 15	11 75	James N. Henry..	Chatham .....	Stated not to have been received by person addressed.	The Dixie Mail package of the 15th April, 1874, in which this letter was contained, is stated by the Postmaster of Toronto not to have reached his office. Enquiry unsuccessful.
192	J. Callaghan....	Reaboro' .....	do	do 16	7 25	T. Carr. ....	Peterboro'.....	do	The Postmaster at Reaboro' having omitted to enter this letter upon the Letter Bill of the Mail by which it should have been despatched from his office, made good contents.
193	Messrs. Nivin & Co.	Montreal .....	do	do 27	15 36	Solomon Sweet.....	North Sutton.	Only \$10.30 stated to have been received.	No evidence to show that letter was tampered with whilst in charge of Post Office.
194	Clifford Atkinson	Hopewell Corner	April 29	15 00	Miss M. Atkinson.	Truro, N.S....	Stated to have been received without contents.	Enquiry failed to establish cause of loss.	Deficiency made good by the Postmaster of Moncton, N.B., in whose office it plainly appeared that the abstraction took place.
195	George Calhoun.	Hopewell Cape .	May 12	248 00	Dr. Humphrey Pickard.	Sackville .....	Only \$298 stated to have been received.	No evidence to show that the letter had been tampered with whilst in charge of Post Office.	
196	L. Turney.....	Colborne .....	do 27	8 00	Abram Gould.....	Frankford .....	Only \$4 stated to have been received.		
197	.....	Embrun.....	do 23	40 00	Hebert & Isabel...	Hull .....	Stated not to have been received by person addressed.	The Postmaster of Embrun having failed to enter this letter upon the Letter Bill of the mail by which it was alleged to have been despatched from his office, made good contents.	
198	A. McLean. ....	Bathurst, N.B.	June 10	21 00	Messrs. J. & W. Reid	Quebec .....	Only \$17 stated to have been received.	Abstraction clearly proved to have taken place at Bathurst Office. The Postmaster was accordingly called upon to make good the loss.	

21st May, 1874, and was committed to jail at New Carlisle, but afterwards escaped.

REPORT No. 9.—Class 1, Registered Letters.—Report of all cases occurring within the year ended 30th June, 1874, of the abstraction from and loss of Letters containing Money sent through the Post in Canada, &c.—Continued.

No.	Name of Writer.	Where Mailed.	When Mailed.	Alleged Contents.	Address of Letter.		Evidence of Loss or Abstraction.	Result of Proceedings Instituted in each case by the Department.
					Name.	Place.		
			1874.	\$ cts.				
199	.....	Gibbon, Nebraska, U.S.	June 10	61 00	Wm. Smirl.....	North Winchester,	Only \$41 stated to have been received.	
200	M. McLean.....	Morrisburg.....	do 20	20 00	Lyman Warner.....	Orzabrook Centre,	Only \$10 stated to have been received.	
201	Kate Crompton.....	Cornwall.....	do 22	10 00	Miss M. Reckard.....	Little Falls, N. Y.	Only \$5 stated to have been received.	
202	A. Emmell.....	St. Andrews.....	do 22	10 00	Mrs. A. Emmell.....	Ordensburg, N. Y.	Stated to have been received without contents.	These letters were robbed and stolen by John A. Morriette, Assistant Postmaster at Cornwall, who was tried for the offence and sentenced to seven years' imprisonment in the penitentiary.
203	H. Johnston.....	Toronto.....	do 26	15 00	Capt. Geo. Johnston.....	Crysler.....	Only \$10 stated to have been received.	
204	T. Gordon & Co.....	Montreal.....	do 27	107 00	Joseph Danis.....	Berwick.....	Only \$50 stated to have been received.	
205	G. B. Knight.....	Cornwall.....	do 27	50 00	W. E. Coleman.....	Lyn.....	Only \$46 stated to have been received.	
206	.....	Gananogue.....	do 22	Note & Draft.	J. P. Clark & Co.....	Montreal.....	.....	
207	W. F. Latimer.....	do	do 22	125 00	F. J. Claxton & Co.....	do	.....	
208	O. L. Potters.....	do	do 22	46 50	Evans, Mercer & Co.....	do	.....	
209	Jonathan Webster.....	Lansdowne.....	do 22	148 00	F. J. Claxton & Co.....	do	.....	
210	J. Gilbert for P. Lynd.....	do	do 22	4 25	J. Gillies & Co.....	do	.....	
211	Ben. Thompson.....	Malorytown.....	do 22	66 00	Douglas Kirk & Co.....	do	.....	
212	Miss Celia Bartram.....	Prescott.....	do 22	30 00	Rev. G. T. Gaudet.....	L. Assomption.....	.....	
213	F. Barnes.....	Ottawa.....	do 22	4 00	Mrs. Redgate.....	Montreal.....	.....	
214	Mr. Cussons.....	do	do 23	10 00	Miss M. Cussons.....	do	.....	
215	S. Stearne.....	Lansdowne.....	do 19	65 00	S. H. & J. Moss.....	do	.....	This letter was stolen by Railway Mail Clerk G. F. Hercher, who absconded.

The package containing these letters was lost en route between Lansdowne and Montreal on the 22nd June, 1874, but close enquiry failed to establish the cause of loss.



REPORT No. 9.—Report of all cases occurring within the year ended 30th June, 1874, of the abstraction from and loss of Letters containing Money sent through the Post in Canada; showing the particulars of each case, and stating the result of the proceedings instituted therein by the Department.

CLASS 2—UNREGISTERED LETTERS.

No.	Name of writer.	Where mailed.	When Mailed.	Alleged Contents.	Address of Letters.		Evidence of Loss or Abstraction.	Result of Proceedings Instituted in each case by the Department.
					Name.	Place.		
			1873.	\$ cts.				
1	G. W. Brown.	Letter Box at London Railway Station.	May 17.	8 00	Miss Emma Brown	Windsor, Ont.	Stated not to have been received by person addressed.	No trace owing to want of registration.
2	D. R. Murphy.	Toronto.	do 27.	3 00	Mrs. G. E. Humphries.	Quebec	do	do
3	John Kain	South Nelson	June 9.	12 00	Thomas Rankin & Sons.	St. John N.B.	do	do
4	John O'Brien, jr.	do	do 14.	60 00	Messrs. Clarke & Hayward.	do	do	do
5	Sister Mary Basila.	Edmunston, N.B.	do 25.	4 00	A. Lavigne	Quebec.	do	do
6	George Le Bel.	Kamouraska	do 27.	1 50	J. J. Foote	do	do	do
7	A. A. Davidson	Newcastle	do 27.	28 50	R. Marshall	St. John, N.B.	do	do
8	John McArthur.	Quebec.	July 2.	100 00	Mrs. J. McArthur.	Toronto	do	do
9	J. Laird.	do	do 4.	10 00	Miss H. Laird.	Lennoxville	do	do
10	Neil McCallum.	Bothwell.	do 7.	6 00	George Railton.	Petrolia.	do	do
11	Mlle. A. Saucer.	Quebec.	do 8.	2 00	Mrs. J. A. Roy.	Riv. du Loup (en bas)	do	do
12	James M. Smith	Camilla	do 8.	70 00	Jackson & Hallett.	Guelph.	do	No trace. Evidence that letter was mailed unsatisfactory.
13	G. Bunston	Chatham	do 10.	35 00	John Bunston	Galt.	do	No trace owing to want of registration.
14	Wm. Muir	Montreal	do 12.	7 00	Mrs. Muir	Quebec.	do	do
15	James Dunn	Coteau Landing	do 14.	10 00	C. W. Despocas.	Montreal	do	do
16	James Dunn	Centreville	do 14.	15 00	Charles Dunn	Portland, (St. John.)	do	do
17	Mr. Brown	Hovick	do 21.	2 00	Ellen Brown	Montreal	do	do
18	T. Feller	Montreal	do 23.	5 00	Mde. T. Feller	Toronto	do	do
19	T. Dobbie	Lanark	do 28.	10 00	Mrs. T. H. Dorrner	London	do	do
20	R. M. Cooper	Petrolia	do 29.	30 00	Mrs. R. M. Cooper	Toronto	do	do

REPORT No. 9.—Class 2, Unregistered Letters.—Report of all cases occurring within the year ended 30th June, 1874, of the abstraction from and loss of Letters containing Money sent through the Post in Canada, &c.—Continued.

No.	Name of Writer.	Where Mailed.	When Mailed.	Alleged Contents.	Address of Letters.		Evidence of Loss or Abstraction.	Result of Proceedings Instituted in each case by the Department.
					Name.	Place.		
21	G. T. Beard...	Toronto.....	1873 July 30.	\$ cts. 15 00	H. S. Schofield...	Ottawa .....	Stated not to have been received by person addressed.	No trace owing to want of registration.
22	Hiram Smith...	Fergus .....	Aug. 1.	4 00	H. Bailey .....	Toronto .....	do	(Supposed to have been stolen by Railway Mail Clerk, Samuel McLean, (through whose hands they would have passed) who was subsequently detected and put in Guelph jail for trial, but escaped from jail. See Case No. 100, Class No. 2.
23	.....	St. Thomas.....	do 1.	5 00	Thos. G. Coyne.....	Morefield.....	do	No trace owing to want of registration.
24	John Leece.....	Branchton.....	do 18.	20 00	Mrs. Shields.....	Normanton.....	do	
25	Fitzgower Crawley.	Guelph.....	do 26.	5 00	Annie Crawley .....	Hamilton.....	do	
26	Johnson & Ross.	Buctouche.....	do 4.	15 00	T. Rankin & Sons. St. John, N.B.	do	do	No trace owing to want of registration.
27	Joseph D'Anjou.	St. Fabien.....	do 7.	50 75	Rev. L. N. Bernier St. Felicité...	do	do	The Postmaster at St. Fabien having failed to register this letter, as requested, made good its contents.
28	H. Mace.....	Coteau Landing	do 11.	21 50	Mrs. G. H. Hazell	Montreal .....	do	No trace owing to want of registration.
29	John Pender.....	Cacanna.....	do 14.	5 00	Ellen Pender .....	Frampton .....	do	
30	Dr. Howe.....	Port Colborne ..	do 18.	10 00	Mrs. Dr. A. Howe	London, Ont. . . .	do	do
31	Thomas Green.....	Almonte.....	do 27.	4 75	John Hickey.....	Ottawa.....	do	
32	Mde. Berthelot.	St. Scholastique	do 28.	2 00	Dlle Berthelot....	Montreal.....	do	
33	W. J. Moffatt.	Amherst.....	Sept 2.	10 00	J. W. Mailing.....	Halifax .....	do	
34	Adolphus Lee .....	Toronto .....	do 4.	9 00	George Quence.....	Victoria Square	do	
35	F. F. Pole.....	Whitby .....	do 5.	1/2 of a \$5 Bill.	Mrs. McNider.....	Wingham .....	do	do
36	Joseph Lepage.....	Quebec.....	do 7.	10 00	Octave Lepage.....	Rimouski.....	do	Registration omitted by Postmaster of Mount Healy who made good the contents.
37	P. Elder.....	Mount Healy....	do 9.	23 50	Agf. M. I. Co.....	London, Ont. . . .	do	

38	Mrs. Bathgate	Pfefferlaw	do 10.	11 00	G. & J. W. Cox & Co	Toronto	do	No trace owing to want of Registration.
39	Thomas Casie	Belleville	do 10.	2 00	M. W. Casie	Ste. Therése	do	evidence to show that letter had been tampered with whilst in charge of Post Office.
40	Mrs. Hall	Toronto	do 11.	5 00	Thomas Creece	Otterville	do	trace owing to want of Registration.
41	John Doohan	St. John	do 13.	25 00	Patrick Doohan	Fredericton	do	do
42	L. W. Goodenow	Georgetown	do 19.	0 75	"Mail" Office	Toronto	do	do
43	R. C. Weldon	Pembosquis	do 20.	20 00	William Peters	St. John, N. B.	do	do
44	Charles Hunter	Rivière du Loup (en bas)	do 22.	7 00	Mrs. Chas. Hunter	St. Roch de Quebec	do	do
45	Mrs. Le Mesurier	Toronto	do 24.	16 00	G. G. Le Mesurier	Harwood	do	do
46	James Taylor	St. Catharines	do 25.	3 00	Miss Agnes Taylor	Toronto	do	do
47	Rev. M. Langevin	Quebec	do 26.	15 00	Rev. Mr. Maurice Mount Forest	do	do	do
48	E. Grieve	Petrolia	do 27.	5 00	The "Registrar"	Sarnia	do	do
49	Mrs. Hudson	Toronto	Oct. 6.	8 00	Mrs. Morris	Ottawa	do	do
50	John Pearson	Hamilton	do 13.	3 00	J. P. Leaving	Toronto	do	No evidence to show that letter had been tampered with whilst in charge of Post Office.
51	C. R. Smith	do	do 13.	38 00	M. & L. Samuels	do	do	No trace owing to want of registration.
52	J. P. Leaving	Toronto	do 13.	10 00	Mary M. Leaving	Bowmanville	do	do
53	Richard Taylor	do	do 14.	7 00	Mrs. Richd. Taylor	North Gower	do	do
54	Ince & Hanna	do	do 14.	3 75	W. Glass	London	do	do
55	A. Pousquet	Roxton Falls	do 14.	86 05	Z. Lapierre	Montreal	do	do
56	J. D. Phinney	Richibucto	do 14.	8 00	J. & A. McMillan	St. John	do	do
57	A. C. Cameron	Cornwall	do 15.	45 00	Edward Burns	Montreal	do	do
58	Miss Greer	Hamilton	do 16.	5 00	Mrs. Robt. Bicker	Toronto	do	do
59	Kenneth Chisholm	New Glasgow	Oct. 20.	16 00	Archd. Chisholm	Ashdale Glen, Alpin, N. S.	do	do
60	George Moore	Hamilton Station	do 28.	10 50	Miss Annie Cross	Winfield	do	Supposed to have been stolen by Railway Mail Clerk McLean, through whose hands it would have passed. See Case No. 100, Class 2.
60A	H. A. Pitt	Whitby	Nov —	2 00	Miss Annie Copy	Toronto	do	No trace owing to want of registration.
61	Arthur G. Tippet	Salisbury	do 1.	5 20	John Carter	Moncton, N. B.	do	The circumstances connected with this case tended strongly to show that the loss occurred through the dishonesty of Mr. F. Car-
62	Rev. P. Galbraith	Bathurst	do 2.	31 50	Mrs. P. Galbraith	Newark, New Jersey, U. S.	do	mean, a clerk employed in the Bathurst Post Office. The Postmistress at Bathurst was accordingly called on to make good the amount.

REPORT NO. 9.—Class 2, Unregistered Letters.—Report of all cases occurring within the year ended 30th June, 1874, of the abstraction from and loss of Letters containing Money sent through the Post in Canada, &c.—Continued.

No.	Name of Writer.	Where Mailed.	When Mailed.	Alleged Contents.	Address of Letters.		Evidence of Loss or Abstraction.	Result of Proceedings Instituted in each case by the Department.
					Name.	Place.		
			1873.	\$ cts.				
63	R. McDonald...	Postal Car, Truro	Nov. 4	9 15 U. S. cv.	Fred. H. Small...	Halifax, N.S.	Stated not to have been received by person addressed.	No trace owing to want of registration.
64	James Dougall...	Windsor	do 5	75	W. H. Doel	Doncaster	do	do
65	D. Campbell...	Chatham	do 12	40 00	Guelph Sewing Machine Co.	Guelph	do	do
66	Rev. A. Wilson	Kingston	do 12	10 00	Wm. Neilson	Kingston	do	do
67	Joseph Deans	Kingston Mills	do 12	1 00	Battle Bros.	Montreal	do	do
68	A. C. Cameron	Cornwall	do 15	45 00	Edward Burns	do	do	do
69	Henry Burnett	Brampton	do 15	3 00	John R. S. Burnett	Toronto	do	do
70	G. & H. B. Morphy.	Toronto	do 17	10 00	J. Stephens	Owen Sound	do	do
71	Mrs. Egbert...	Newmarket Railway Station.	do 20	7 00	Henry Egbert	Toronto	do	do
72	Robert Shaw	Barrie Railway Station.	do 21	23 00	James Breen	do	do	do
73	Jackson & Hurllett.	Guelph	do 22	3 16	Torrance & Co.	Brantford	do	do
74	W. Young	Brautford	do 23	5 00	Mrs. Turner	Southampton	do	do
75	Mrs. E. Macarthy.	Walkerton	do 24	30 00	H. A. King	Hamilton	do	do
76	S. C. Fraser	Thorold	do 24	13 34	A. C. Fraser	Pinkerton	do	do
77	Octave Dion	Mail Train	do 24	25 00	Z. Dubeau	St. Roch de Quebec.	do	do
78	Allan Ritchie	Newcastle, N.B.	do 27	60 00	Margt. H. Ritchie	Toronto	do	do
79	P. Smith	York	do 28	3 00	Mrs. W. Smith	Hamilton	do	do
80	P. Johnson	Newburgh	Dec.	7 50	H. R. Parsons	Guelph	do	do
81	J. M. Ferriss	Paris	do 1	2 00	Mrs. H. A. Eberts	Paris	do	do
82	Gilbert Lafferty	Amherstburg	do 2	10 79	Grey, Rennie & Co	Toronto	do	do
83	B. Morton	Toronto (Street Letter Box.)	do 8	20 00	Mrs. Morton	Belleville	do	do

84	John Carroll	St. Catharines	do	9	20 00	Wm. Mair, sen.	Toronto	do	do	do	do	do
85	G. E. Bull	Stirling	do	11	25 00	Ross J. Davis	Belleville	do	do	do	do	do
86	James Fullarton	Toronto	do	20	16 00	T. Hunt	Toronto	do	do	do	do	do
87	John Hogan	Cap Sauté	do	23	2 00	Joseph Boivin	Quebec	do	do	do	do	do
88	Mr. Fry	King	do	23	10 00	Mrs. Agnes Paterson	Galt	do	do	do	do	do
89	John Henderson	Hamilton	do	23	10 00	do	do	do	do	do	do	do
90	S. Warren	do	do	25	15 27	Mr. Warwick	Toronto	do	do	do	do	do
91	do	St. Thomas	do	26	5 00	T. G. Coyne	Huston	do	do	do	do	do
92	Mrs. Pollard	Toronto	do	29	40 00	C. W. Smith	Hamilton	do	do	do	do	do
93	E. C. Kerr	Hamilton	Jan.	2	26 00	John Riddell	Toronto	do	do	do	do	do
94	Johanna Kehoe	Granton	do	3	10 00	Ann Casey	Emmitsburg, Iowa.	do	do	do	do	do
95	Arthur Park	Black River (St. John Co.)	do	3	5 00	John Kerr	St. John, N.B.	do	do	do	do	do
96	George Sharratt	Hamilton	do	5	2 00	N. Murphy, Esq.	Toronto	do	do	do	do	do
97	Mrs. E. Dunbar	Pictou	Jan.	5	6 00	T. Dunbar	Perrytown	do	do	do	do	do
98	John F. Jackson	Newmarket B'y. Station	do	5	24 00	John Severn	Yorkville	do	do	do	do	do
99	Miss M. Daly	Ernestown	do	9	7 00	Miss A. A. Daly	Loughboro'	do	do	do	do	do
100	do	Elera	do	13	12 00	Charles Hines	Ponsonby	do	do	do	do	do
101	W. H. Smith	Sussex, N. B.	do	13	11 00	Mrs. W. H. Smith	St. John, N.B.	do	do	do	do	do
102	J. H. Thompson	Camington	do	14	5 00	W. T. Thompson	Campbellville	do	do	do	do	do
103	Dr. Maek	St. Catharines	do	14	30 00	George Maek	Riverdon, Ar- derton.	do	do	do	do	do
104	H. Mott	Montreal	do	17	10 00	Mrs. Densers	Montreal	do	do	do	do	do
105	D. L. Hamington	Dorchester	do	17	50 00	J. P. Hamington	St. John, N.B.	do	do	do	do	do
106	James Dover	Haliburton	do	19	1 50	"Mail" Publishing Company	Toronto	do	do	do	do	do
107	C. T. Dixon	Windsor	do	19	10 00	James Gow	Guelph	do	do	do	do	do
108	Alexr. Begley	Toronto	do	21	3 00	John Begley	Hamilton	do	do	do	do	do
109	N. T. Stanton	Newboro'	do	21	12 00	B. Loverin	Addison	do	do	do	do	do
110	J. Gilmore	Huntingdon	do	22	3 25	Adam Miller	Montreal	do	do	do	do	do
111	do	Fairmo.	do	22	5 00	Upton Harwood	Mildmay	do	do	do	do	do

REPORT No. 9.—Class 2, Unregistered Letters.—Report of all cases occurring within the year ended 30th June, 1874, of the abstraction from and loss of Letters containing Money sent through the Post in Canada, &c.—Continued.

No.	Name of Writer.	Where Mailed.	When Mailed.	Alleged Contents.	Address of Letters.		Evidence of Loss or Abstraction.	Result of Proceedings Instituted in each case by the Department.
					Name.	Place.		
			18/4.	\$ cts.				
112	A. Marsh	Consecon	Jan. 29	1 50	"Mail" Printing Company.	Toronto	Stated not to have been received by person addressed.	This letter was no doubt stolen by a clerk in the Toronto Post Office, who absconded 2nd March 1874.
113	A. Hudson	Brantford	do 31	70 00	Wm. Warwick	do	do	No trace owing to want of registration.
114	W. S. Dinsman	Feighton	Feb. 2	9 23	James Baylis	Montreal	do	do
115	C. Wardner	Grand Baie	do 3	8 00	Rev. J. A. Coté	Chicoutimi	do	do
116	Charles Hartow	Milton, N.S.	do 4	50 00	G. W. Halls	Halifax, N.S.	do	The Postmaster of Milton, N.S., having failed to register this letter as requested, made good contents.
117	Jas. G. Moylan	St. John, N.B.	do 8	2 00	P. Boyle	Toronto	do	No trace owing to want of registration.
118	M. Champion	Barrie	do 8	1 50	Miss Champion	do	do	do
119	R. J. Griffiths, jr	Buckville	do 8	4 00	W. J. Griffiths	do	do	do
120	James Hale	Jucknow	do 10	52 00	D. Cameron	do	do	do
121	W. A. Fowler	P. O. Car at Dundalk Station.	Feb. 13	32 00	C. L. Thompson	Moncton, N.B.	do	No trace. Evidence that letter was posted considered unsatisfactory.
122	A. Gobey	P. O. Car at West Farnham.	do 13	17 00	J. D. McBurney	Montreal	do	No trace owing to want of registration.
123	Wm. Hunter	Eldora	do 16	5 00	Mrs. Wm. Hunter	Centreville	do	do
124	W. Smith	Nanticoke	do 16	2 00	Miss E. Coates	Dunnville	do	Registration omitted by Postmaster of Nanticoke, who made good contents.
125	N. Walsh	Huntingdon	do 19	200 00	Moore, Sempie & Hatchett.	Montreal	do	Registration omitted by the Postmaster of Huntingdon, who made good contents.
126	John Little	Cumminsville	do 14	8 00	"Globe" Printing Company.	Toronto		
127	John McCarthy	Prescott	do 14	2 00	do	do		
128	D. W. McGregor	Georgetown	do 16	1 00	do	do		

129	M. Haliday.....	Gananoque.....	do	16	2 00	do	do	do	<p>{ These letters were no doubt stolen from the Toronto Post Office by a clerk in that Office who absconded on the 2nd March, 1874.</p>	
130	William Forbes.....	Grimsby.....	do	16	0 50	do	do	do		
131	John Joye.....	Thorold.....	do	5 00	do	do	do	do		
132	P. McKellar.....	Cambridge.....	do	19 1 00	do	do	do	do		
133	J. M. Thompson.....	Cannington.....	do	19 1 00	do	do	do	do		
134	J. H. Simpson.....	Beachburg.....	do	12	1 00	do	do	do		
135	John W. Newton.....	Coldsprings.....	do	14	2 00	do	do	do		
136	G. R. Van.....	South Durham, Quebec.....	do	14	3 00	do	do	do		
137	A. K. Gordon.....	Cooksville.....	do	21	6 00	do	do	do		
138	J. Murray.....	Esquesing.....	do	21	15 00	do	do	do		
139	A. Middleton.....	St. Ann's, Lincoln.....	do	24	3 00	do	do	do		
140	Alex. Burchill.....	Frederickton, N.B.....	do	24	18 42	Logan & Stewart.....	St. John, N.B.	do		<p>No trace owing to want of registration.</p>
141	.....	Quebec.....	Feb. 25	6 00	Mrs. A. Hamel.....	Rimouski.....	do	do		
142	James Hortop.....	Eden Mills.....	do	28	36 00	C. M. Taylor.....	Waterloo, Ont.	do		<p>The Postmaster of Eden Mills having neglected to register this letter as requested, was called upon to make good contents.</p>
143	C. McQueen.....	Rosedean.....	March 3	1 50	do	"Mail" Office.....	Toronto.....	do		
144	W. Warwick.....	Toronto.....	do	5	2 00	H. P. Brown.....	Woodstock.....	do	<p>No trace owing to want of registration.</p>	
145	G. Striker.....	Leg. Assembly, Prov. Ontario.....	do	5	5 25	J. G. Hodgins.....	Toronto.....	do		
146	A. F. McMillan.....	Cornwall.....	do	6	6 00	Dr. Nichol.....	Montreal.....	do	<p>{ These letters were stolen by John A. Morrisette, Assistant Postmaster at Cornwall, who was tried and sentenced to seven years' imprisonment in the Provincial Penitentiary. See Case 200, Class I.</p>	
147	Mrs. Tyrie.....	St. Regis.....	do	7	1 50	Mrs. J. J. Davidson.....	do	do		
148	Rev. E. G. Sutton.....	St. Jean Chrysostom.....	do	9	14 00	Miss E. Sutton.....	do	do	<p>No trace owing to want of registration.</p>	
149	E. C. Rice.....	Wyoming.....	do	11	3 19	"Mail" Office.....	Toronto.....	do		
150	A. Fraser & Co.....	Quebec.....	do	13	5 00	T. K. Wyatt.....	Sherbrooke.....	do		
151	C. F. Clinch.....	Church's Mills.....	do	25	5 00	W. M. Jarvis.....	St. John.....	do		
152	William Jackson.....	Norval.....	do	27	2 00	Mrs. Langton.....	Toronto.....	do		
153	Dr. R. Orton.....	Morrison.....	do	27	3 40	"Mail" Office.....	do	do		
154	Miss Mary McDonald.....	Quebec.....	do	27	22 50	Mrs. Munroe.....	Ottawa.....	do		

REPORT NO. 9.—Class 2, Unregistered Letters.—Report of all cases occurring within the year ended 30th June, 1874, of the abstraction from and loss of Letters containing Money sent through the Post in Canada, &c.—Continued.

No.	Name of Writer.	Where Mailed.	Where Mailed.	Alleged Contents.	Address of Letters.		Evidence of Loss or Abstraction.	Result of Proceedings Instituted in each Case by the Department.
					Name.	Place.		
			1874.	\$ cts.				
155	Mr. Audit.....	Grand River....	Mar. 27	20 00	George Lemieux..	Quebec.....	Stated not to have been received by person addressed.	One of the letters stolen by Arch. Kerr, jun. See Case No. 172, Class I.
156	Mrs. Conder....	Oakville.....	do 28	3 00	Thomas Conder...	Toronto ....	do	No trace owing to want of registration.
157	H. G. Summers.	Toronto.....	do 30	50 00	T. B. Harris.....	Hamilton....	do	do
158	Wesley Crooks..	Peggy's Cove ...	April 1	2 00	The Postmaster... St. Margaret's Bay.		do	do
159	Mrs. D. Mac-kenzie.	Faisley.....	do 4	7 00	Mrs. John Higham	Petrolia.....	do	do
160	Thomas Hobley.	Amherstburg...	do 10	10 00	Thomas Hobley...	Toronto.....	do	do
161	A. F. McMillan.	Cornwall.....	do 20	3 00	Miss R. McMillan	Quebec.....	do	{ One of the letters stolen by John A. Morrisette, Assistant Postmaster at Cornwall, who was tried and sentenced to seven years' imprisonment in the penitentiary. See Case 200, Class I.
162	W. Kelk.....	Ingersoll.....	do 26	6 00	Mrs. W. Kelk....	Hamilton....	do	No trace owing to want of registration.
163	A. Falls.....	St. John's.....	do 27	14 00	Mr. Brady.....	Montreal....	do	do
164	J. W. Marling..	Halifax.....	do 27	7 50	Dr. W. Currie...	Buctouche,NB	do	do
165	Mrs. Thomson..	Belleville.....	do 27	3 00	Miss Easton.....	Ottawa.....	do	do
166	John Fallick..	Sarnia.....	May 4	4 00	Mrs. John Fallick	Petrolia.....	do	do
167	Eliza McCoy...	Hamilton.....	do 5	15 00	J. McCoy.....	Toronto.....	do	do
168	S. G. Jolliff...	London.....	do 9	10 00	Rev. W. Jolliff...	Cobourg.....	do	do
169	Dr. Jos. Dennis.	Bridge-town, N.S.	do 11	20 00	J. N. Wilson.....	St. John, N.B.	do	do
170	A. C. Lambert..	Sutton.....	do 12	10 00	Joseph Leblanc..	Deux Rivieres	do	do
171	Rev. A. Lindsay	Montreal.....	May 16	10 00	Miss M. A. Lind- <sup>sey</sup>	Quebec.....	do	do
172	R. D. Dunn....	Clifton.....	do 22	1 50	M. McCaron.....	Petrolia.....	do	do
173	A. W. Barnard.	Toronto.....	do 25	20 00	R. Whiston.....	Ottawa.....	do	do
174	Parmenter and Bullock.	Gananoque.....	do 26	15 00	W. H. Bond.....	Toronto.....	do	do



175	Robert McHenry, U. S. St. Onze.	Barrie Railway Station, Quebec.	do	28	6 25	Boulton & Gordon, Mrs. F. X. Daoust.	do	do	No satisfactory evidence that letter was posted.
176	Mr. Perry.	Cornwall.	do	29	9 00	C. P. Perry.	do	do	No trace owing to want of registration
177	D. A. Flack.	do	do	29	25 00	C. H. Flack.	do	do	
178	J. Bergin.	do	do	29	3 00	H. E. Greaves.	do	do	
179	W. Warrington.	do	June 1	15 00	U.S. Cy.	A. Dubord & Co.	do	do	These letters were tampered with and stolen by Mr. John A. Morrisette, Assistant Postmaster at Cornwall, who was tried and sentenced to 7 years imprisonment in the Penitentiary. See Case No. 200, Class 1.
180	D. A. Flack.	do	do	8	40 00	Mrs. S. M. Flack	do	do	
181	do	do	do	9	25 00	A. G. Taylor.	do	do	
182	E. Marchand.	do	do	12	130 00	Mrs. E. Marchand	do	do	
183	do	do	do	16	24 00	Peter Lent.	do	do	
184	D. A. Flack.	Cornwall.	do	20	10 45	J. C. Brown.	do	do	These letters were tampered with and stolen by Mr. John A. Morrisette, Assistant Postmaster at Cornwall, who was tried and sentenced to 7 years imprisonment in the Penitentiary. See Case No. 200, Class 1.
185	John Dickson.	Montreal.	do	26	35 00	"Irish Canadian."	do	do	
186	Mrs. J. Evers.	Cornwall.	do	27	2 00	J. Evers.	do	do	
187	John Walker.	Dedham, Mass., U.S.	do	27	15 00	Miss A. McDonald	do	do	
188	J. H. Long.	Charlottetown, P. E. I.	do	4	32 44	Mrs. H. Long.	do	do	No trace owing to want of registration.
189	Mr. Plummer.	Hamilton.	do	6	Amount not stated.	Mrs. Plummer.	do	do	
190	Jonathan Martin.	London.	do	8	5 00	William Dixon.	do	do	
191	William Farmer.	Woodstock.	do	9	25 00	Miss Rebecca Farmer.	do	do	
192	Mr. Gunn.	Mohawk.	do	19	3 00	J. M. Smith.	do	do	
193	do	Port Stanley.	do	26	Amount not stated.	Master R. C. Welch.	do	do	No evidence to show that letter had been tampered with whilst in charge of Post Office.
194	H. W. Welch.	Quebec.	do	30	5 00	Mrs. E. Elliott.	do	do	No trace owing to want of registration.
195	A. P. Ross.	Steamer "Prince of Wales."	do	23	5 00	Mrs. Ann Ward.	do	do	
196	J. W. Riches.	Montreal.	do	24	8 00	Quebec	do	do	
197	J. W. Riches.	Montreal.	do	29	5 00		do	do	
1	(See 604)								
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 RECAPITULATION.
 

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Classification of Cases.	Registered.	Unregistered.
1. Letters stated not to have been received by persons addressed; but, for want of registration, no trace obtainable, and no positive evidence that loss occurred in the Post Office.....	.....	151
2. Letters contained in mail packages stated not to have reached offices for which they were intended; cause of failure not discoverable.....	11	
3. Letters lost, embezzled, or misdelivered in the Post Office, the contents of which were made good by the officer responsible.....	111	9
4. Letters the contents of which (or a portion thereof) were lost or stolen, and afterwards made good by the officer responsible.....	4	1
5. Letters the contents of which (or a portion thereof) were stated to be missing, no evidence being forthcoming to account for the discrepancy.....	19	
6. Letters supposed to have been stolen from the Post Office.....	13	17
7. Letters accidentally destroyed while in course of Post.....	36	
8. Letters stolen by officers of the Post Office Department, who were arrested for trial, but subsequently escaped from jail.....	4	6
9. Letters stolen by Post Office employees who were tried, convicted and sentenced for the offence.....	7	14
10. Letters of which contents were made good by the Postmaster at whose office registration failed.....	9	
11. Cases still under investigation.....	1	
	215	198

WILLIAM WHITE,  
*Secretary.*

D. A. MACDONALD,  
*Postmaster-General.*

## REPORT No. 13, A.

ANALYSIS of the Money Order Business of the Dominion, for the year ended  
30th June, 1874.

	\$	cts.	\$	cts.
Total amount of Money Orders issued in Ontario and Quebec .....	4,181,123	26		
do do Nova Scotia .....	1,465,401	65		
do do New Brunswick .....	1,069,359	49		
do do Prince Edward Island .....	87,938	45		
do do Manitoba .....	12,761	83		
do do British Columbia .....	28,744	98		
			6,815,329	66
Total amount of Money Orders paid in Ontario and Quebec .....	4,220,823	96		
do do Nova Scotia .....	1,296,238	63		
do do New Brunswick .....	838,519	41		
do do Prince Edward Island .....	18,345	54		
do do Manitoba .....	16,363	44		
do do British Columbia .....	1,856	75		
Total issues and payments .....			13,207,477	39
Savings' Bank Deposits received through the Money Order Office .....			2,340,284	00
do Withdrawals paid do .....			2,086,243	42
Total amount of business transacted .....			17,634,004	81
Revenue derived by Ontario and Quebec .....			41,265	92
do Nova Scotia .....			9,315	41
do New Brunswick .....			7,246	53
do Prince Edward Island .....			543	15
			58,371	01
Commissions paid to Postmasters in Ontario and Quebec .....	8,891	23		
do do Nova Scotia .....	3,357	26		
do do New Brunswick .....	2,251	90		
Proportion paid the United Kingdom on the Commissions received in Ontario and Quebec on Orders drawn in Ontario and Quebec upon the United Kingdom .....	3,683	50		
Proportion paid the United Kingdom, Ontario and Quebec, and New Brunswick of the Commissions received in Nova Scotia on Orders on the United Kingdom, Ontario and Quebec, and New Brunswick .....	1,045	41		
Proportion paid the United Kingdom, Ontario and Quebec, and Newfoundland of the Commissions received in New Brunswick on Orders on the United Kingdom, Ontario and Quebec, and Newfoundland .....	1,211	41		
Proportion paid the United Kingdom, Ontario and Quebec, New Brunswick and Nova Scotia of the Commissions received in Prince Edward Island on Orders on the United Kingdom, Ontario and Quebec, New Brunswick and Nova Scotia .....	158	50		
Also, premiums paid on Sterling Exchange .....	11	08		
			20,610	29
Net receipts to credit of the Dominion .....			37,760	72

D. A. MACDONALD,  
Postmaster-General.

P. LESUEUR,  
Chief Superintendent.

## REPORT No. 13, B.

RECAPITULATION of the Money Order Business transacted in the several Provinces of the Dominion, during the three years ended 30th June, 1872, 1873 and 1874.

PROVINCES.	1872.	1873.	1874.
	\$ cts.	\$ cts.	\$ cts.
Gross amount of Money Order issues and payments for Ontario and Quebec .....	6,732,006 10	7,609,472 01	8,401,947 22
Gross amount of Money Order issues and payments for Nova Scotia .....	1,683,266 31	2,480,589 99	2,761,640 28
Gross amount of Money Order issues and payments for New Brunswick .....	1,416,966 80	1,772,919 12	1,907,878 90
Gross amount of Money Order issues and payments for British Columbia .....	21,895 98	27,918 82	30,601 73
Gross amount of Money Order issues and payments for Manitoba .....			29,125 27
Gross amount of Money Order issues and payments for Prince Edward Island .....			76,283 99
Gross amount of Savings' Bank business .....	3,818,029 51	4,232,917 32	4,426,527 42
Total amount of business transacted .....	13,672,164 70	16,123,817 26	17,634,004 81

D. A. MACDONALD,  
Postmaster-General.

P. LESUEUR,  
Chief Superintendent.

## REPORT No. 15.

STATEMENT of Dead Letters received at the Dead Letter Office, Canada, during the Year ended 30th June, 1874; and of their contents, valuable or otherwise.

TABLE 1.—Shewing the Number of Letters of all kinds received, and the disposition made of them.

Dead Letters originating in Canada or in other Countries received at Dead Letter Office.	No. of Letters.	The Disposition of these Dead Letters, originating in Canada or other countries, was as follows :—	No. of Letters.
From England (originating in Canada) ..	7,453	Returned to England .....	19,310
United States do ..	66,639	do United States .....	49,807
Bermuda do ..	41	do Bermuda .....	50
Newfoundland do ..	134	do Newfoundland .....	190
Prince Edward Island (originating in Canada) .....		do Prince Edward Island .....	51
West Indies (originating in Canada)	382	do West Indies .....	73
Australia do ..	20	do Australia .....	27
New Zealand do ..	3	do New Zealand .....	9
Post Offices in Canada (originating either in Canada or other countries) .....	* 433,488	Disposed of in Dead Letter Office, Canada .....	438,643
<b>Total number of Dead Letters received at Dead Letter Office, Canada .....</b>	<b>† 508,160</b>		<b>508,160</b>

* Of this number were Paid Letters .....	300,944
do Unpaid Letters .....	132,544
Total .....	433,488
o sent to D. L. O. for a Post Office address .....	10,638
† Of this number were Registered Letters .....	3,557
do special record has been kept in the Books of the D. L. O., they being either Registered Letters or containing enclosures of value .....	5,264



1	1	do Heart and Gold Anchor	1	1	1
1	1	do Lockets	1	1	1
1	1	do Pens	1	1	1
2	2	do Pins	1	1	2
1	1	do Seal	1	1	1
2	2	do Sleeve Buttons	2	2	2
2	2	do Spectacles	2	2	2
3	3	do Studs	3	3	3
2	2	do Watches	2	2	2
5	5	Silver Finger-rings	5	5	5
2	2	do Spoons	2	2	2
4	4	do Watch and Chain	4	4	4
3	3	Certificates, Baptism	3	3	3
1	1	do	1	1	1
25	25	do Certificates, Character	6	6	2
14	14	do Marriage	19	19	5
5	5	do Masonic	5	5	5
1	1	do Master Sailor's	1	1	1
1	1	do Medical	1	1	1
2	2	do Orange Lodge	2	2	2
3	3	do Provincial Land Surveyor	3	3	3
1	1	do School Teachers	1	1	1
1	1	do Steamboat Engineer	1	1	1
23	23	do Stock	10	13	23
1	1	do	1	1	1
5	5	do	5	5	5
1	1	do Good Templars	1	1	1
1	1	do Post Office Savings Bank Book	1	1	1
2	2	do Fur Cap	2	2	2
2	2	do Fur Muff and Tippet	2	2	2
1	1	do Telescope	1	1	1
1	1	do	1	1	1
701	65		696	65	701
			3,375	4,071	
			215,967	14	
				3,165	906
				14	
				892	
				4,071	

In hands of Postmasters waiting delivery  
Lying unclaimed in D.L.O.

- No. Contents.  
79. \$328 58.

+ Number and contents of unclaimed returned Letters containing Money lying in D.L.O., for the year 30th June, 1874.

REPORT No. 16.

POST OFFICE SAVINGS BANK, CANADA.—Account of all Deposits received and paid under the Act 31st Vic., cap. 10, from 1st July, 1873, to 30th June, 1874, and of the Total Amount due to all Depositors at the latter date.

	\$	cts.		\$	cts.
1. Balance due Depositors on 30th June, 1873, as already reported .....	3,207,051	57	4. Repayments (cash paid) during year .....	2,086,243	42
2. Deposits in Post Office Savings Bank during year .....	2,340,284	00	5. Amount written off Depositors' Accounts in Post Office Savings Bank, not paid them in cash, but inscribed, on their behalf, in 5 per cent. Dominion Stock, during year .....	382,400	00
3. Interest allowed to Depositors during the year, computed according to the Post Office Act, 1867, Sections 68, 69 and 70 .....	126,273	31	Balance due to Depositors on 30th June, 1874:—		
			Bearing interest at 4 per cent. . . . . \$2,672,071.30		
			Bearing interest at 5 per cent. . . . . 512,100.00		
			Outstanding Cheques held by Depositors, and not presented for payment. 20,734.16		
	5,673,608	88		3,204,965	46
				5,673,608	88

DISPOSAL OF BALANCE.

In hands of Receiver-General on 30th June, 1873 .....	3,207,051	57
Add.—Amount of cash transferred to Receiver-General on Account of business transacted during the year, being the difference between items 2 and 4 in the above account .....	*	254,040
Add.—Interest allowed, as above .....	126,273	31
	3,587,365	46
Deduct.—Amount which the Receiver-General was requested to write off Post Office Savings Bank Account during the year, and to inscribe, on behalf of certain Depositors, in 5 per cent. Dominion Stock .....	382,400	00
Balance due to Depositors on 30th June, 1874, as above, and in hands of Receiver-General on that date .....	*	3,204,965
		46

\* NOTE.—Of this amount, the sum of \$26,422.24, being the net deposits of June, 1874, the last month of the Fiscal Year, was actually paid over to the Receiver-General only on the 13th July, 1874.



STATEMENT of Expenses incurred from 1st July, 1873, to 30th June, 1874.

	\$	cts.
Salaries at Central Office .....	9,282	98
Payment for extra labor involved in computing interest, and in balancing Depositors' Ledgers at Central Office on 30th June, 1874. ....	437	50
Compensation to Postmasters (exclusive of city offices) .....	8,839	83
Proportion chargeable to Savings Bank Branch of the compensation allowed to Postmasters of city offices for combined Money Order and Savings Bank business. ....	910	30
Printing and Binding (per accounts of Queen's Printer) .....	976	56
Stationery (per accounts from Stationery Office) .....	637	54
Advertising .....	90	00
Miscellaneous .....	130	00
	16,354	71
<i>Less</i> —Estimated cost (including commissions actually paid to Postmasters) of receiving from Depositors and paying over to the Receiver-General for inscription on their behalf, in 5 per cent. Dominion Stock, the sum of \$382,400.00 .....	1,912	00
Leaving as cost of maintaining the Post Office Savings Bank during the year, the sum of .....	14,442	71

J. C. STEWART,  
 Superintendent Savings Bank Branch.

D. A. MACDONALD,  
 Postmaster-General.

REPORT No. 6.

REPORT OF ALLOWANCES made to Mail Contractors, in the Dominion of Canada, beyond the sum originally stipulated in their respective Contracts, during the year ended 30th June, 1874, with the reasons for the same; and of all orders made by the Department, whereby additional expense is or will be incurred beyond the original Contract price, on any Land or Water Route, specifying in each case the route to which the order relates, the name of the Contractor, the original service provided by the Contract, the original price, the date of the order for additional service required, and the additional allowance therefor.

ONTARIO AND QUEBEC.

ROUTE.		Name of Contractor.	Original service provided by Contract.		Original Price.	Additional Service Required.	Additional allowance therefor per Annum.	Date of commencement of additional service and allowance.
From	To		Length of Route.	No of trips per week.				
Alberton	Lynden	Luke Lawrence	Miles. 7	6	\$ 200 00	Additional connections with Railway Trains causing an increase in the time required for the service.	\$ 50 00	April 1, 1874.
Ancienne Lovette	Sub Office	George Dufresne	2	3	30 00 per trip.	Three additional trips per week	30 00	November 1, 1873.
Arnprior	Station	James Havy	3	12	0 13 <sup>5</sup>	Twelve additional trips per week	84 51	July 1, 1873.
Arghuin	Bethwell	James Walker	9	3	128 00	Three additional trips per week	128 00	April 1, 1874.
Bath	Stella	A. McMullen	7	2	50 00	One additional trip per week	45 00	May 1, 1873.
Begon	Trois Pistoles	P. P. Pelletier	12	1	50 00	do do	50 00	January 1, 1874.
Belmont	London	Lewis Olmsted	13	6	142 00	Two miles additional travel rendered necessary by destruction of bridge	21 84	October 1, 1873.
Blackbank	Honeywood	James Newell	3 <sup>1</sup> / <sub>2</sub>	1	25 00	One additional trip per week	25 00	April 1, 1874.
Blyth	Bushfield	Patrick Phelan	5	1	25 00	Additional travel of five miles to serve Sunshine Post Office	25 00	January 1, 1874.
Bracebridge	Huntsville	Allan Shay	26	2	295 00	One additional trip per week	147 50	April 1, 1874.
Brantford	Norwich	J. Sealy	24	6	400 00	Four miles additional travel, including ferrage, rendered necessary by destruction of bridge.	19 00	February 25, 1874.
Braatford	Simcoe	A. A. Pursell	24	6	900 00	do do	150 00	March 4, 1874.

Caldwell .....	Caledon .....	Edward Dawson .....	rd trip.	100 00	Two and one-half miles additional travel owing to removal of Sligo Post Office .....	16 00	November 1, 1873.
Carlingford .....	Sebringville .....	R. Crawford .....	8	75 00	Additional travel of three and one-half miles, rendered necessary by destruction of bridge.	23 77	October 1, 1873.
Cayuga .....	Seneca .....	Edmund Wigg .....	16	360 00	For ferrage between York and Mount Healy, rendered necessary by destruction of bridge.	50 00	October 1, 1873.
Centralia .....	Crediton .....	L. Holman .....	4	49 08	A mile and a half additional travel owing to removal of Devon Post Office .....	18 20	July 1, 1874.
Chicoutimi .....	L'Anse au Foin .....	Prudent Potvin .....	8	70 00	Two additional trips per week between L'Anse au Foin and Tremblay .....	130 00	July 1, 1873.
Clayton .....	Tatlock .....	Peter Guthrie .....	10	40 00	Four miles additional travel to serve Galbrath Post Office .....	16 00	April 1, 1874.
Coulson .....	Warminster .....	James Coulson .....	7½	104 00	One additional trip per week .....	52 00	September 1, 1873.
Dacre .....	Renfrew .....	Alex. Jamieson .....	16	190 00	One mile additional travel owing to removal of Dacre Post Office .....	11 87	April 1, 1874.
Embro .....	Harrington .....	J. Mc. Kay .....	9	150 00	Alteration of route to serve Bennington P. O. ..	60 00	May 1, 1874.
Enfield .....	Oshawa .....	Wm. Martyn .....	14	121 32	One additional trip per week .....	60 66	July 1, 1873.
Fafard .....	St. Sylvester, East .....	Jean Lessard .....	8	30 00	Three miles additional travel to serve St. Severin de Beauvillage Post Office .....	11 24	September 1, 1873.
Fullarton .....	Michell .....	John Woodley .....	6	140 00	Additional travel of two miles three times a week to serve Rosedale Post Office .....	30 00	March 1, 1874
Gaepre Basin .....	Perce .....	P. F. Yardon .....	36	998 00	Three additional trips per week .....	998 00	December 1, 1873.
Georgina .....	Vachell .....	Jos. Sheppard .....	4	52 00	Three miles additional travel to serve Virginia Post Office .....	38 00	April 1, 1874.
Gornley .....	Unionville .....	Fredk. Eckhardt .....	rd trip.	450 00	A mile and a half additional travel to serve Bethesda Post Office .....	30 00	April 1, 1874.
Green River .....	St. Antonin .....	Felix Quinn .....	3	20 00	One additional trip per week .....	10 00	April 1, 1874.
Honeywood .....	Singhamton .....	James Richards .....	17	149 99	do do .....	74 99	July 1, 1873.
Humber .....	Weston .....	W. W. Scott .....	8	400 00	One mile additional travel to serve Gribbin Post Office .....	23 52	September 1, 1873.
Humber .....	Tornore .....	.....	9	120 00	One additional trip per week .....	100 00	June 1, 1874.
Ile aux Coudres .....	St. Paula Bay .....	Augustin Dufour .....	12	20 00	One half mile additional travel owing to removal of Kingston Station Post Office .....	15 00	May 1, 1874.
Kingston .....	Kingston Station .....	Wm. Neilson .....	2	394 00	Additional travel of .....	35 00	May 1, 1874.
Kingston .....	Morton .....	Webster Copeland .....	29	109 00	Washburne Post Office twice per week .....	109 00	September 1, 1873.
Listowel .....	Molesworth .....	Saml. Longbeed .....	11½	218 00	Three additional trips per week .....	9 91	September 1, 1873.
Listowel .....	Molesworth .....	Saml. Longbeed .....	11½	36 00	One half mile additional travel owing to removal of Trowbridge Post Office .....	3 60	May 1, 1874.
Lime Lake .....	Rebbin .....	James Jarmin .....	10	60 00	One mile additional travel to serve Glenshee Post Office .....	10 00	April 1, 1874.
Lynedoch .....	Silver Hill .....	Mary M. Smith .....	4	78 00	One additional trip per week .....	78 00	June 1, 1874.
McKellar .....	Parry Sound .....	John Armstrong .....	16	52 00	Additional travel of one sixth mile to serve South Bay Post Office .....	1 50	June 1, 1872.
Milford .....	Point Traverse .....	Moses Hudgin .....	12	185 00	One additional trip per week .....	92 50	June 1, 1874.
Mille Roches .....	Moose Creek .....	James Cleary .....	20	850 00	One third mile additional travel owing to removal of North Williamsburg Post Office .....	12 87	June 1, 1874.
Morrisburg .....	West Winchester .....	Caleb Henderson .....	22	391 00	One mile additional travel to serve Oil City Post Office .....	78 00	March 1, 1874.
Oil Springs .....	Petrolia .....	John Keiting .....	7				

REPORT No. 6.—Report of Allowances made to Mail Contractors in Canada, &c.—*Continued*.

ONTARIO AND QUEBEC—*Continued*.

ROUTE.		Name of Contractor.	Original service provided by Contract.		Original price.	Additional Service Required.	Additional allowance therefor per annum.	Date of commencement of additional service and allowance.
From	To		Length of Route.	No. of trips per week.				
Onnecce, Ossian	Mid. Ry. Station Sarnia	R. Grandy, Robert Millet	Miles. 14 23	12 2	\$ cts. 104 00 225 00	Six additional trips per week Six miles additional travel to serve Waubuno Post Office	46 00	November 1, 1873.
Pasrebiac Renfrew	Percé Station	Archd. Kerr, jun., Alex. Jamieson	68 16	3 12	1680 00 0 20	Three additional trips per week Twelve additional trips per week	50 00 1680 00	March 1, 1874 December 1, 1873. July 1, 1873.
Rockland	Wharf	W. C. Edwards	1 1/2	12	10 00	One half mile additional travel owing to removal of Rockland Post Office	25 00	May 1, 1873.
St. Beaufre St. Evariste de Forsyth	St. Ferrel	Louis Lachance	9	2	39 00	One additional trip per week	19 48	November 1, 1873.
St. Flore St. Thomas	St. Honoré Shawenigan G. W. Railway Station	Pierre Boucher, The. Maneux	7 12	1 1	30 00 30 00	Two additional trips per week One additional trip per week	50 00 36 00	January 1, 1874. March 1, 1874.
Sand Point Seneca	Railway Station Railway Station	Mrs. Boughmor, E. Derengy	3 16	30 12	140 00 0 12 1/2	One fourth mile additional travel owing to removal of Railway Station Twelve additional trips per week	46 06 78 25	September 1, 1873. July 1, 1873.
Silver Islet	Pigeon River, U.S.	P. Young, W. B. True	3 62	12 2 per month.	15 37 00	One eighth mile additional travel owing to removal of Seneca Post Office Two additional trips per month	46 80 \$ 37 per trip	September 1, 1873. December 20, 1873.

NEW BRUNSWICK.

Butternut Ridge	Forks	Saml. C. Keith	15	1	60 00	One additional trip per week to New Ganaan, W. O.	40 00	June 15th, 1874.
do	Millstream	C. R. Parlee	29	1	67 48	One additional trip per week to head of Mill-stream, W. O.	20 94	Jan. 1st., 1874.
Cocaigne	Scovills Mills	Wm. Johnston	10	2	76 00	One mile and a half additional travel to serve Gueguen, W. O.	4 00	July 1st., 1873.
Narrows	Springfield	P. Rodgers	12	1	50 00	Two additional trips per week.	100 00	do
do	Upper Gaspereaux	Donald Moff	11	1	236 00	Two additional trips per week to White Cove, W. O.	208 00	Aug. 30th., 1873.
Saint Stephen	Saint James	Hardy & Bridges	26	1	140 00	Six miles additional travel to serve Little Bridge, W. O.	10 00	Aug. 1st., 1873.

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Fort Garry	Palestine	Chas. Taft	98	1		One additional trip per week	1,010 00	August 1st, 1873.
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PRINCE EDWARD ISLAND.

Bedeque	Charlottetown	John McFarland	41	2	1084 20	One additional trip per week from Tryon Post Office to Albany	49 40	July 1, 1873.
Murray Harbor North	New Perth	W. Finlay	18	2	249 60	One additional trip per week to serve Peters Road Post Office	12 48	July 1, 1873.

REPORT No. 7.

REPORT of all Fines and Deductions from the pay of Contractors, in Canada, for failures to deliver the Mails, or for any other cause, showing the name of the Contractor, the nature of the offence, the route on which it occurred, the amount of fine, the time when it was imposed, and whether the fine has been remitted, and for what cause, during the year ended 30th June, 1874.

LONDON DIVISION.

ROUTE.		Name of Contractor.	Nature of Offence.	Date of Fine.	Amount	Whether remitted and for what cause.
From	To					
Bothwell	Citricville	F. J. Poulia	Failing to connect with Mail Train.	11th Aug., 1873.	5 00	Not remitted.
do	do	do	do	23rd Aug., 1873.	2 00	do
Brantford	B. & L. H. R. Station	J. Hale	do	26th Feb., 1874.	5 00	do
Chatham	Wallaceburg	J. Kinney	Very late arrivals at Wallaceburg.	9th Nov., 1873.	2 00	do
Carronbrook	Fanpuhar	W. Carpenter	Refusing to perform the service on account of the state of the weather.	29th Jan., 1874.	2 00	do
Dunville	Port Dover	L. B. Fehushie	Mails in bad order from exposure to weather.	19th Dec., 1873.	5 00	do
do	do	do	Failure to provide conveyance for Mails.	19th Dec., 1873.	5 00	do
Forest	Railway Station	J. O'Neal	Failure to connect with Mail Train.	27th Jan., 1874.	2 00	do
Goderich	Hillsboro	P. Smith	Refusal to perform the service on account of the state of the weather.	17th Jan., 1874.	2 00	do
Marshville	Railway Station	A. M. Polley	Failure to connect with Train.	18th March, 1874.	2 00	do
Paris	do	P. Buchanan	do	18th Nov., 1873.	1 00	do
Seabrook	do	J. H. Robinson	do	18th Dec., 1873.	2 00	do
Strathroy	Wroxeter	N. Armstrong	Failure to reach Seaforth in time for Train.	13th March, 1874.	2 00	do
do	Wisbech	T. Thompson	Failure to reach Wisbech going out with Mails and keeping bag at his home all night on return trip to Strathroy.	10th Nov., 1873.	3 00	do
Springford	Woolstock	S. Siple	Late arrivals at Norwich and other places occasioned by failure to observe contract hours and rate of speed.	15th and 30th March, 1874.	15 00	Remitted.
Welland	Railway Station	J. V. Strawn	Failure to connect with Mail Train.	11th Nov., 1873.	2 00	do

TORONTO DIVISION.

Alton	Cataraugus	Archibald Dick	Mail left at Alton in a wagon all night	23rd Dec., 1873	2 00	Not remitted.
do	T. G. & B. R. Stat.	do	Failure to connect with trains	16th Feb., 1874	2 00	do
Athlone	Bond Head	T. Millard jun.	Missing an entire trip from Bond Head to Athlone	18th Mar., 1874	2 00	do
Bracebridge	Orillia	J. P. Cockburn	Parry Sound mail bag for Toronto detained 24 hours at Washago	7th July, 1873	2 50	do
do	do	do	Mail bags for Bracebridge unnecessarily detained on three occasions at Orillia	28th July, 1873	10 00	do
Manchester	Whitby & Port Perry R. Stat.	William Davis	Failure to connect with train	16th April, 1874	1 00	do
Millbrook	Midland do	W. Nugent and J. Martin	do	28th Mar., 1874	1 00	do
Mono Mills	Mono Road Stat.	Thomas Lleyd	do	10th Dec., 1873	2 00	do
Noranton	W. G. & B. R. Stat.	M. F. Eby	do	5th Jan., 1874	2 00	do
Orillia	Norhern do	A. W. B. McMullen	do on two occasions	16th May, 1874	1 00	do

KINGSTON DIVISION.

Brighton	Kingston	Wm. Aylesworth	Allowing mails to be injured by exposure to rain	16th June, 1874	2 00	Not remitted.
Castro Augusta	Peaseott	Charles Murphy	Failure to make usual trip to Prescott with mails	31st Dec., 1873	1 00	do
Perth	Westport	Thos. W. Watt	Entrusting the mails to an unauthorized person who failed to deliver them within the proper time	16th July, 1873	2 00	do
Keene	Norwood	Robt. Richardson	Courier intoxicated while in charge of mails	6th Sept., 1873	2 00	do
Napanee	Pictou	Andrew Gould	Entrusting the mails to an unauthorized person	12th June, 1874	1 00	do
North Augusta	B. A. O. R. Station	Samuel Mott	Failure to connect with train	24th Oct., 1873	1 00	do
do	do	do	do	5th Jan., 1874	1 00	do
Pendleton	Brown's Wharf	Joseph Chalefin	Allowing mails to be injured by exposure to rain	20th Oct., 1873	1 00	do

OTTAWA DIVISION.

Carillon	Ottawa	Jas. Murphy, jun.	Losing the mail from Ottawa for Orleans on 13th January, 1874	1st April, 1874	5 00	Not remitted.
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REPORT No. 7.—Report of all Fines imposed, and Deductions from the pay of Contractors, &c.—Continued.

MONTREAL DIVISION.

Route.		Name of Contractor.	Nature of Offence.	Date of Fine.	Amount.	Whether remitted and for what cause.
From.	To.					
Berthier	Montreal	Med. Archambault	Loss of Mail Bag from Mail Wagon (Bag recovered) leaving behind at St. Sulpice Montreal Bag for Berthier	22nd Oct., 1873.	4 00	Not remitted.
do	do	do	Failure to keep Contract time	3rd Feb., 1874.	2 00	do
do	do	do	Intoxication of Mail Courier	20th May, 1874.	1 00	do
Drummondville	Mcaburne	D. Gussen	Failure to perform service on 20th March, 1874.	19th June, 1874.	1 00	do
La Bate	Sorel	D. Guevremont	Frequent failures during December quarter, 1873 to perform the service in accordance with stipulations of the Contract	20th Mar., 1874.	1 00	do
Roxton Falls	Waterloo	J. L. Bombardiere		8th Dec., 1873.	6 00	do
St. Hilaire Station	Sorel	D. Guevremont	Improper behaviour of Mail Courier to Postmaster of St. Hilaire Station	31st Dec., 1873.	3 00	do

QUEBEC DIVISION.

Maddington	Stanford via Blandford	Joseph Guilmette	Failure to deliver Mail at Maddington Post Office	21st Mar., 1874.	5 00	Not remitted.
do	Stanford via Blandford	do	do	16th May, 1874.	5 00	do
Metis	Rimouski	J. B. Martin	Courier intoxicated while in charge of Mail	16th April, 1874.	2 00	do





## REPORT No. 8.

List of Post Offices established in Canada during the year ended 30th June, 1874.

## ONTARIO AND QUEBEC.

Name of Post Office.	Township or Parish.	Electoral District.	Postmaster.	Date of Establishment.
Allenwood	Flos	Simcoe, N. R.	O John G. Dickinson	September 1st, 1873.
Albert	Tyendinaga	Hastings, E. R.	O Richard Jones	January 1st, 1874.
Anderdon	Anderdon	Essex	O John S. Smith	December 1st, 1873
Amaranth Station	Amaranth	Wellington, N. R.	O Archibald Lamb	May 1st 1874.
Aspdin	Stisted	Muskoka	O James Aspdin	January 1st, 1874.
Baysville	McLean	do	O H. Brown	April 1st, 1874
Bennington	West Zorra	Oxford, N. R.	O Robert Heron	May 1st, 1874
Bentonville	Cambridge	Russell	O John Benton	July 1st, 1873.
Bexley	Bexley	Victoria, N. R.	O George Boadway	do
Bethesda	Whitchurch	York N. R.	O Hezekiah Pretty	April 1st, 1874.
Bingham Road (re-opened)	Cayuga South	Haldimand	O Joseph Goehringer	July 1st, 1873.
Blanche	Mulgrave	Ottawa	O John A. Cameron	September 1st, 1873.
Bornish	East Williams	Middlesex, N. R.	O John Doyle	January 1st, 1874.
Bouck's Hill	Williamsburg	Dundas	O H. W. Ferd	April 1st, 1874.
Brinston's Corners	Matilda	do	O Charles Lock	July 1st, 1873.
Bronson	Dungannon	Hastings N. R.	O Frederick Mullett	April 1st, 1874.
Burleigh (re-opened)	Burleigh	Peterborough, E. R.	O John McDonald	August 1st, 1873.
Burnt River	Somerville	Victoria, N. R.	O Simon Moore	July 1st, 1873.
Cape Crocker	Albemarle	Bruce, N. R.	O Fred'k Lamoranliere	October 1st, 1873.
Cass Bridge	Winchester	Dundas	O Joseph Cass, jr.	April 1st, 1874.
Cassel	East Zorra	Oxford, N. R.	O John Loth, jr.	June 1st, 1874.
Cedar Dale	East Whitby	Ontario, S. R.	O William Coleman	April 1st, 1874.
Charrington	Clifton	Compton	O Louis Ricard	July 1st, 1873.
Chaudière Station		Levis	O J. Ochenschlaeger	November 1st, 1873.
Conn	Arthur	Wellington, N. R.	O R. W. Conn	August 1st, 1873.
Corbett	McHillivray	Middlesex, N. R.	O John F. Macey	July 1st, 1873.
Courtright	Moore	Lambton	O William Sparling	January 1st, 1874.
Crathie	Adelaide	Middlesex, N. R.	O James Anderson	do
Cumberland Mills	Cumberland	Russell	O William Lough, jr.	April 1st, 1874.
Curry Hill	Lancaster	Glengarry	O Alexander McLeod	March 1st 1874.
Damascus	Luther	Wellington, N. R.	O John Bresnahan	January 1st 1874.
Devil's Creek	Snowdon	Peterborough E. R.	O Peter Barr	February 1st, 1874.
Dundalk Station	Proton	Grey, E. R.	O John J. Middleton	April 1st, 1874.
Eagle Lake	Guilford	Peterborough, E. R.	O Charles Wensley	September 1st, 1873.
Elcho	Gainsborough	Monck	O D. H. Sensabaugh	April 1st, 1874.
Elders Mills	Vaughan	York, W. R.	O William Irvine	June 1st, 1874.
Epsom (re-opened)	Reach	Ontario, N. R.	O Newbury Munroe	April 1st, 1874.
Fawkham	Rama	do	O Isaac S. Wardell	do
Fish Creek, (re-opened)	Blanshard	Perth, S. R.	O T. W. Bell	June 1st, 1874.
Foymount	Sebastopol	Renfrew, S. R.	O John Foy	December 1st, 1873.
Galbraith	Lanark	Lanark, N. R.	O Joseph Mattheie	April 1st, 1874.
Gallingertown	Ozabruock	Stornont	O Edward Marshall	January 1st, 1874.
Gesto	Colchester	Essex	O W. F. Marlow	December 1st, 1873.
Gibson	Tiny	Simcoe, N. R.	O William Gibson	May 1st, 1874.
Glamorgan	Manvers	Durham, E. R.	O Kendall Kennedy	January 1st, 1874.
Glidden	Compton	Compton	O Alfred Draper	August 1st, 1873.
Glen Norman	Lancaster	Glengarry	O W. B. McMillan	March 1st, 1874.
Glen Gordon	Charlottenburg	do	O A. R. McLennan	April 1st, 1874.
Glen Stuart	Charlottesville	Norfolk, S. R.	O Mrs. M. M. Smith	do
Golden Lake	North Algoma	Renfrew	O Peter Jeffry	October 1st, 1873.
Gooderham	Glamorgan	Peterborough, E. R.	O Charles Way	November 1st, 1873.
Grand Entry	Campan	Campan	O Neil McPhee	September 1st, 1873.
Greenview	Monteagle	Hastings, N. R.	O John Fitzgerald	December 1st, 1873.
Greensville	West Flamborough	Westworth, N. R.	O Andrew Black	April 1st, 1874.

REPORT No. 8.—List of Post Offices established in Canada during the year ended the 30th June, 1874.—Ontario and Quebec.—Continued.

Name of Post Office.	Township or Parish.	Electoral District.	Postmaster.	Date of Establishment.
Grenfell.....	Vespra.....	Simcoe, N. R. .... O	Duncan McIntosh...	September 1st, 1873.
Gribbin.....	Toronto Gore.....	Peel..... O	Daniel Boyle.....	do
Hagerman's Corners	Markham.....	York, E. R. .... O	Simon Kennedy.....	April 1st, 1874.
Hawthorne.....	Gloucester.....	Russell..... O	H. F. Graham.....	December 1st, 1873.
Hedleyville.....	St. Roch.....	Quebec..... Q	J. deBlois ditGregoire	October 1st, 1873.
Hilda.....	Thurlow.....	Hastings, E. R. . O	Benjamin Palmer...	July 1st, 1873.
Huttonsville.....	Chinguacousy.....	Peel..... O	George James.....	do
Indian River, (re-opened)	Otonabee.....	Peterborough, E. R. O	John Fox.....	September 1st, 1873.
Isle Bizard.....	.....	.....	Albert Barbeau.....	January 1st, 1874.
Kingsmill.....	Malahide.....	Elgin, E. R. .... O	Stephen W. Teeple...	June 1st, 1874.
Kingston Station..	.....	Frontenac..... O	Mrs. A. E. Campbell	December 1st, 1873.
Kippewa.....	.....	Pontiac..... Q	Thomas Anderson...	July 1st, 1873.
Lamartine.....	St. Eugène.....	L'Islet..... Q	Polycarpe Cloutier..	April 1st, 1874.
L'Anse aux Gascons	Port Daniel.....	Bonaventure..... Q	Joseph Acton.....	November 1st, 1873.
L'Anse St. Jean, (re-opened)	St. Jean.....	Chicoutimi..... Q	Revd. M. Girard....	January 1st, 1874.
Landreville.....	.....	Beauharnois..... Q	Walter Bryden.....	June 1st, 1874.
Latimer, (re-opened)	Storrington.....	Frontenac..... O	Silas Coverly.....	November 1st, 1873.
Lochiel.....	.....	Glengarry..... O	D. E. McMillan.....	May 1st, 1874.
Lockville.....	Mountain.....	Dundas..... O	Isaac Dillabough...	July 1st, 1873.
Lyster Station.....	Nelson.....	Megantic..... Q	François Leclerc...	January 1st, 1873.
Macbeth.....	East Hawkesbury	Prescott..... O	Archibald McBean..	March 1st, 1874.
Magenta.....	Ange Gardien.....	Rouville..... Q	Jacques Fournier...	May 1st, 1874.
Maplewood.....	West Zorra.....	Oxford, N. R. .... O	Christopher G. Bean	January 1st, 1874.
Masonville.....	London.....	Middlesex, E. R. O	Robert Mason.....	February 1st, 1874.
Melissa.....	Chaffey.....	Muskoka..... O	W. H. Buker.....	September 1st, 1873.
Milby.....	Ascot.....	Sherbrooke..... Q	Allan Cole.....	April 1st, 1874.
Monteagle Valley	Monteagle.....	Hastings, N. R. . O	Robert T. Bartlett.	August 1st, 1873.
Moulinette.....	Cornwall.....	Stromont..... O	George McDonald..	May 1st, 1874.
Munroe's Mills...	Charlottenburg..	Glengarry..... O	Malcolm Munroe...	February 1st, 1874.
Muir.....	London.....	Middlesex, E. R. . O	William Bryce.....	January 1st, 1874.
Newbois.....	St. Narcisse de Beau	.....	.....	.....
Newcomb Mills...	Rivage.....	Lotbinière..... Q	Eugene Boisoineau..	May 1st, 1874.
.....	Brighton.....	Northumberland,	.....	.....
.....	.....	E. R. .... O	Edward Clark.....	do
Oil City.....	Enniskillen.....	Lambton..... O	James A. Thompson	March 1st, 1874.
Patillo.....	Maidstone.....	Essex..... O	William Richardson.	June 1st, 1874.
Poland (re-opened).	Dalhousie.....	Lanark, N. R. .... O	Charles Connor.....	October 1st, 1874.
Port Franks (re-opened)	.....	.....	.....	do
Prices Corner.....	Bosanquet.....	Lambton..... O	John Dalziel.....	do
Prinyer.....	Oro.....	Simcoe, N. R. .... O	George Disette.....	June 1st, 1874.
Pelham Union (re-opened)	North Marysburg..	Prince Edward... O	George R. German...	October 1st, 1873.
.....	Pelham.....	Monck..... O	Joseph Johnston...	July 1st, 1873.
Ramsay's Corners.	Gloucester.....	Russell..... O	Robert Ramsay.....	do
Randwick.....	Mulmur.....	Simcoe, S. R. .... O	William Parkhill...	January 1st, 1874.
Renton Station...	Glanford.....	Wentworth, S. R. O	Thomas Wilkinson..	April 1st, 1874.
Ruscomb River...	.....	Essex..... O	Jeremiah Duprey...	June 1st, 1874.
Round Lake.....	Belmont.....	Peterborough, E. R. O	Hy. N. Cooper.....	September 1st, 1873.
Russeldale.....	Fullarton.....	Perth, S. R. .... O	John Wilson.....	March 1st, 1874.
Ste. Agnes de Dundee	Ste. Agnes de Dundee	Huntingdon..... Q	Peter Tremblay.....	July 1st, 1873.
Ste. Anne de Beau-pré	Ste. Anne de Beau-pré	Montmorency... Q	Adolphe Paré.....	January 1st, 1874.
St. Bernard (sud)...	St. Bernard de Lacolle	St. John's..... Q	Joseph E. Trudeau..	May 1st, 1874.
St. Francois Xavier de Viger	Viger.....	Temiscouata..... Q	Guillaume Caron...	April 1st, 1874.
St. Fortunat.....	Wolfstown.....	Wolfe..... Q	Damase St. Pierre...	do

REPORT No. 8.—List of Post Offices established in Canada during the year ended 30th June, 1874.—Ontario and Quebec.—Continued.

Name of Post Office.	Township or Parish.	Electoral District.	Postmaster.	Date of Establishment.
St. Severin de Beauvillage	St. Sylvestre	Lotbiniere	Q Jean Bte. Champagne	September 1st, 1873.
St. Tite des Caps		Montmorency	Q Rev. H. E. L. Marceau	March 1st, 1874.
St. Ubalde	St. Ubalde	Portneuf	Q Andre G. Trottier	February 1st, 1874.
Scarboro Junction	Scarboro	York, E. R.	O Geo. Taylor, senior	July 1st, 1873.
Seagrave	Reach	Ontario, N. R.	O Abram O. Corvell	October 1st, 1873.
Sebright	Rama	do	O Edwd L. H. Herring	do
Sault au Cochon		Saguenay	Q H. A. Stirton	January 1st, 1874.
Skead's Mills	Nepean	Carleton	O Rebecca Pratt	May 1st, 1874.
Scottstown	Hampden	Compton	Q John Scott, junior	November 1st, 1873.
Smirleville	Mountain	Dundas	O Joseph Wallace	August 1st, 1873.
Shirley	Reach	Ontario, N. R.	O William Martyn	September 1st, 1873.
Stony Lake	Dummer	Peterborough, E. R.	O James Robb	do
Stoneleigh	Macanlay	Muskoka	O Charles Piper, senior	December 1st, 1873.
Sunshine	Morris	Huron, N. R.	O W. F. Corneil	January 1st, 1874.
Soixante	La Presentation	St. Hyacinthe	O John Coughlin	April 1st, 1874.
Stanbridge Ridge	Stanbridge	Missisquoi	Q Noble Martindale	May 1st, 1874.
Thurlow (re-opened)	Thurlow	Hastings, E. R.	O George Phillips	September 1st, 1873.
Tramore	Hagarty	Renfrew, N. R.	O Peter Foy	October 1st, 1873.
Trent Bridge	Seymour	Northumberland, E. R.	O Francis B. Lee	June 1st, 1874.
Trout Brook	Tingwick	Arthabaska	Q John C. Stevens	March 1st, 1874.
Tichborne	Hinchinbrooke	Addington	O Norman Clark	February 1st, 1874.
Ulin	North Shore of L. H.	Algoma	O Thomas L. Hilborn	October 1st, 1873.
Valentia (re-opened)	Mariposa	Victoria, S. R.	O William Hobbs	February 1st, 1874.
Verschoyle (re-opened)	Dereham	Oxford, S. R.	O George Chambers	June 1st, 1874.
Vauban (re-opened)	Aymard	Temisouata	Q Alexis Morin	July 1st, 1873.
Virginia	Georgina	York, N. R.	O John Doyle	April 1st, 1874.
Wagran	Arthur	Wellington, N. R.	O James Craig	August 1st, 1873.
Washburn	Pittsburgh	Frontenac	O John McGillivray	May 1st, 1874.
White	Darling	Lanark, N. R.	O George W. Beaton	do
Williamsford Station	Holland	Grey, N. R.	O Alfred Williams	June 1st, 1874.
Wolsley	Keppel	do	O Andrew Johnson	March 1st, 1874.
Wyandot (reopened)	Maryborough	Wellington, N. R.	O Mrs. M. Bond	do
Wilton Grove	Westminster	Middlesex, E. R.	O Thomas Hogg	November 1st, 1873.
Yatton	Peel	Wellington, C. R.	O John Rafferty	June 1st, 1874.

## NOVA SCOTIA.

Avondale, W. O.		Pictou	Robert McDonald	July 1st, 1873.
Benacadie, W. O.		Cape Breton	Angus McLaughlin	November 1st, 1873.
Baxter's Harbour, W. O.		Kings	John Baxter	October 1st, 1873.
Chester Grant, W. O.		Lunenburg	John Heningar	June 1st, 1874.
Black Brook, W. O.		Cape Breton	Hugh Livingstone	November 1st, 1873.
Ecum Secum, W. O.		Halifax	David Fraser	September 1st, 1873.
Enon, W. O.		Cape Breton	Alex. McDonald	August 1st, 1873.
Eel Creek, W. O.		Cumberland	John Fraser	August 1st, 1873.
Folly River, W. O.		Colchester	Chas. M. McElman	April 1st, 1874.
Fortie's Settlement, W. O.		Lunenburg	John A. Hiltz	August 1st, 1873.

## REPORT NO. 8.—List of Post Offices established in Canada during the year ended 30th June, 1874.—Nova Scotia.—Continued.

Name of Post Office.	Township or Parish.	Electoral Division.	Postmaster.	Date of Establishment.
George's River, W. O.		Cape Breton	Campbell McQuarrie	August 1st, 1873.
Gillies' Lake, W. O.		Cape Breton	R. A. McDonald	November 1st, 1873.
Goshen, W. O.		Colchester	William Fraser	August 1st, 1873.
Grand Mira North, W. O.		Cape Breton	Donald McDougall	July 1st, 1873.
Grand Mira South, W. O.		Cape Breton	Donald Gillies	July 1st, 1873.
Greenville Station.		Cumberland	John T. Forshner	September 1st, 1873.
Glenshee, W. O.		Pictou	Donald Campbell	September 1st, 1873.
Hillside, W. O.		Cape Breton	Walter D. Hill	August 1st, 1873.
Henderson Settlement, W. O.		Cumberland	John M. Henderson	November 1st, 1873.
Hunt's Point.		Queens	William Innis	March 1st, 1874.
Indian Brook, W. O.		Victoria	Donald McLennan	July 1st, 1873.
Ingram River, W. O.		Halifax	Joseph G. Dimock	September 1st, 1873.
Isaac's Harbour, (east side) W. O.		Guysboro'	David Buckley	March 1st, 1874.
Keppoch, W. O.		Antigonishe	Alex. McDonald	November 1st, 1873.
Kolbeck, W. O.		Cumberland	W. B. Henley	August 1st, 1873.
Lake Vale, W. O.		Antigonishe.	Angus McDonald	October 1st, 1873.
Londonderry Station.		Colchester	John C. Spencer	March 1st, 1874.
Lower East Pubnico, W. O.		Yarmouth	William Killian	December 1st, 1873.
Lower West Pubnico, W. O.		Yarmouth	Mark D. Entremont	December 1st, 1873.
McAdams' Lake, W. O.		Cape Breton	Daniel McIsaac	November 1st, 1873.
Middle Clyde River, W. O.		Shelburne	G. D. McKay	July 1st, 1873.
Middle Ohio, W. O.		Shelburne	James McKay	July 1st, 1873.
Mosers River, W. O.		Halifax	J. H. Dimock	August 1st, 1873.
New Ross Road, W. O.		Kings	Owen McGarry	July 1st, 1873.
Partridge Isl'd, W. O.		Cumberland	Isaac Wason	January 1st, 1874.
Poplar Hill, W. O.		Pictou	George Morrison	July 1st, 1873.
Rear Judique, W. O.		Inverness.	Duncan McMillan	October 1st, 1873.
River Dennis Road, W. O.		Inverness.	John Morrison	July 1st, 1873.
Rockley, W. O.		Cumberland	Donald McKinnon	October 1st, 1873.
Shumacadie, W. O.		Cape Breton	Stephen McInnis	November 1st, 1873.
South Cove, W. O.		Victoria	Alex. S. McDonald	August 1st, 1873.
South Ohio, W. O.		Yarmouth	William Crosby	July 1st, 1873.
South Range, W. O.		Digby	Isaac J. White	August 1st, 1873.
Street's Ridge, W. O.		Cumberland	Jeremiah Gehau	November 1st, 1873.
Soldiers' Cove, W. O.		Richmond	Donald Gillies	September 1st, 1873.
Sydney Forks, W. O.		Cape Breton	Charles Tobin	January 1st, 1874.
Torbroad, W. O.		Annapolis	John H. Banks	July 1st, 1873.
Upper Clyde River, W. O.		Shelburne	Jesse Bowers	July 1st, 1873.
Vale Colliery, W. O.		Pictou.	Francis Love	November 1st, 1873.
West Side of Middle River, W. O.		Victoria	Hector Campbell	July 1st, 1873.
White Rock Mills, W. O.		Kings	Augustus Freeman	July 1st, 1873.
Whycocomagh Rear W. O.		Inverness.	Hugh McDonald	October 1st, 1873.

REPORT No. 8.—List of Post Offices established in Canada during the year ended 30th June, 1874.—Continued.

## NEW BRUNSWICK.

Name of Post Office.	Township or Parish.	Electoral Division.	Postmaster.	Date of Establishment.
Akerly .....		Queens .....	B. H. Akerly .....	June 1st, 1874.
Cap de Moselle Creek, W. O. ....		Albert .....	John Wilson .....	March 1st, 1874.
Caron Brook, W. O. ....		Victoria .....	T. Pelletier .....	September 1st, 1873.
Cherry Vale, W. O. ....		Queens .....	Allen McDonald .....	November 1st, 1873.
Dupey's Corner, W. O. ....		Westmoreland .....	F. J. Hebert .....	August 1st, 1873.
Hard Ledge, W. O. ....		do .....	George Kirk .....	October 1st, 1873.
Hellerup, W. O. ....		Victoria .....	R. W. L. Tibbitts .....	do
Henderson Settle- ment, W. O. ....		Queens .....	William Henderson .....	June 1st, 1874.
Keats .....		Westmoreland .....	R. F. Keith .....	April 1st, 1874.
Kirkland, W. O. ....		Carleton .....	John Nicholson .....	February 1st, 1874.
Lakeview, W. O. ....		Queens .....	T. O'Donnell .....	June 1st, 1874.
Lawrence Station, W. O. (re-opened) .....		Charlotte .....	John Taylor .....	do
Little Ridge, W. O. ....		do .....	R. Thompson .....	August 1st, 1873.
Mill Brook, W. O. ....		Queens .....	David Hughes .....	June 1st, 1874.
Nashwaak Station, W. O. ....		York .....	James R. Garden .....	November 1st, 1873.
Pearsons, W. O. ....		Kings .....	W. W. Pearson .....	February 1st, 1874.
Renous River, W. O. ....		Northumberland .....	Michael Hayes .....	December 1st, 1873.
Scotch Ridge .....		Charlotte .....	M. D. Gleason .....	May 1st, 1874.
South Branch of St. Nicholas River, W. O. ....		Kent .....	C. McDonald .....	December 1st, 1873.
Stymast Settlement W. O. ....		Northumberland .....	John Stymast .....	March 1st, 1874.

## BRITISH COLUMBIA.

Canoe Creek .....		Cariboo .....	R. P. Ritchie .....	July 1st, 1873.
Dog Creek .....		do .....	William Wycott .....	do
Granville .....		New Westminster .....	Henry Harvey .....	March 1st, 1874.
Grouse Creek .....		Cariboo .....	S. A. Rodgers .....	July 1st, 1873.
Harvey Creek .....		do .....	Samuel Smith .....	do
Keithley Creek .....		do .....	George Keith .....	do
Moodyville .....		New Westminster .....	D. L. Milligan .....	March 1st, 1874.
Quesnelle Forks .....		Cariboo .....	W. P. Barry .....	July 1st, 1873.

## MANITOBA.

Cooks Creek .....		Lisgar .....	George Miller .....	October 1st, 1873.
Point à Grouette .....		Provencher .....	Miss Lacerte .....	September 1st, 1873.
Rockwood .....		Lisgar .....	John Robinson .....	October 1st, 1873.
Springfield .....		do .....	W. R. Dick .....	do
St. Vital .....		Provencher .....	A. Goudry .....	September 1st, 1873.
Scratching River .....	Ste. Agathe .....	do .....	W. C. Cowan .....	January 1st, 1874.

## REPORT No. 8, A.

LIST of Post Offices closed in Canada during the year ended 30th June, 1874.

## ONTARIO AND QUEBEC.

Name of Office.	Electoral District.	Postmaster.	Date of Discontinuance.	Reason of Discontinuance.
Ashburnham .....	Peterboro, E.R.	O R. D. Rogers...	March 1st, 1874...	Upon resignation of Postmaster the Office was closed, its proximity to Peterborough Post Office rendering it unnecessary.
Charrington .....	Compton.....	Q Louis Ricard ...	May 1st, 1874.....	Upon resignation of Postmaster no suitable person could be found to succeed him.
Epsom .....	Ontario, N.R.	O J. C. Huckins..	December 1st, 1873	Closed temporarily for want of a Postmaster.
Glen James. ....	Glengarry.....	O Angus Chisholm.	June 1st, 1874.....	Upon resignation of Postmaster, and establishment of new Post Office at Lochiel.
Harlowe.....	Addington .....	O D. W. Wait....	do .....	Upon resignation of Postmaster, no suitable person could be found to succeed him.
Inverhuron .....	Bruce, N.R.....	O Peter McRae....	August 1st, 1873..	Closed temporarily for want of a Postmaster.
Kingsford ... ..	Hastings, E.R.	O John McCullough	do ..	Superseded by New Post Office at Albert.
Pomona .....	Grey, S.R.....	O William Purdy.	December 1st, 1873	Closed temporarily for want of a Postmaster.
Strangford .....	York, E.R.....	O George Third...	July 1st, 1873....	Upon resignation of Postmaster no suitable person could be found to succeed him.
Thurlow.....	Hastings, E.R.	O Rufus Huntley.	August 1st, 1873..	Closed temporarily for want of a Postmaster.
Richby .....	Compton .....	Q W. Howard..	May 1st, 1874.....	Upon destruction of this Office by fire, it was found unnecessary to re-open it.
Valentia .....	Victoria, S.R.	O W. McCracken.	December 1st, 1873.	Temporarily closed for want of a Postmaster.
Wyandot .....	Wellington, N.R.	O J. D. Johnson..	do	do

## NOVA SCOTIA.

Arthur Gold Mines W. O. ....	County Halifax....	S. H. Wilson...	July 1st, 1873.....	Abandonment of the mines.
Lower Ward of St. Margaret's Bay, W. O. ....	do .....	J. A. Nickerson.	April 1st, 1874....	Proximity to Head of St. Margaret's Bay (Middle District) W. O.

REPORT No. 8, A.—List of Post Offices closed in Canada during the year ended 30th June, 1874.—*Continued.*

## NEW BRUNSWICK.

Name of Office.	Electoral District.	Postmaster.	Date of Discontinuance.	Reason of Discontinuance.
Neguac, W. O....	Northumberland..	David Petrie....	August 1st, 1873..	Abandonment of the Fisheries at this place.
Lawrence Station, W. O.....	Charlotte.....	H. M. Mercer..	December 1st, 1873	Temporarily closed for want of a Postmaster.
Spring Hill, W.O.	York... ..	B. J. Woodworth	July 1st, 1874. ....	Upon resignation of Postmaster no suitable person could be found to succeed him.

## BRITISH COLUMBIA.

Grouse Creek.....	Cariboo . . . . .	S. A. Rogers....	May 1st, 1874. ...	Upon resignation of Postmaster no suitable person could be found to succeed him.
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WILLIAM WHITE,  
*Secretary.*

D. A. MACDONALD,  
*Postmaster General.*



## REPORT No. 8, B.

REPORT of New Post Routes established in Canada during the year ended  
30th June, 1874.

## LONDON DIVISION.

Route.		Number of trips per week.	Distance in Miles.	Date of Establishment.
From	To			
Anderson	St. Mary's (Blanchard)	2	17	June 1st, 1874.
Anderson	Railway Station	$\frac{1}{16}$	12	do
Amherstburg	do	12	$1\frac{1}{2}$	April 1st, 1874.
Burford	Cathcart	3	5	July 1st, 1873.
Brownsville	Railway Station	12	$\frac{7}{8}$	April 1st, 1874.
Brookdale	Harrington	3	4	July 1st, 1873.
Bushfield	Sunshine	1	5	January 1st, 1874.
Black Creek	Railway Station	6	$\frac{1}{2}$	do
Brinsley	McGillivray	3	9	do
Brookdale	Maplewood	2	5	do
Brantford	Simcoe (day mail)	6	24	November 1st, 1873.
Baudon	Harlock	3	7	April 1st, 1874.
Burtch	Oshweken	3	10	do
Birkhall	Waubuno	2	5	March 1st, 1874.
Bornish	Sable	3	3	April 1st, 1874.
Brandy Creek	Delhi	4	2	June 1st, 1874.
Charing Cross	Railway Station	12	$\frac{3}{8}$	April 1st, 1874.
Comber	do	12	$\frac{1}{2}$	do
Cheapside	Jarvis	6	9	do
Casseils	Tavistock	2	6	June 1st, 1874.
Duart	Railway Station	12	$1\frac{1}{8}$	April 1st, 1874.
Elcho	Welland Port	2	4	do
Essex Centre	Railway Station	12	120 Red	do
do	Gesto	2	$6\frac{1}{2}$	January 1st, 1874.
Fort Erie	C. S. Ry Station	12	1	April 1st, 1874.
Fullarton	Russdale	3	2	March 1st, 1874.
Glenmeyer	Kingslake	3	4	January 1st, 1874.
Great Western Station	H. L. E. R. Station	6	1	April 1st, 1874.
Hagersville	do	12	$\frac{1}{2}$	April 1st, 1874.
do	Can. S. R. Station			
H. L. E. Ry Station	do	12	$\frac{1}{2}$	do
Hawtrey	do	12	$\frac{1}{7}$	do
Highgate	do	12	$\frac{1}{7}$	do
Hullsville	H. & L. E. R. Station	12	$1\frac{1}{8}$	do
Indiana	Can. S. Ry Station	12	$1\frac{1}{8}$	do
Iona	do	12	$1\frac{1}{2}$	do
Jordan	Palham Union	2	4	July 1st, 1873.
Jarvis	Air Line G. W. Station	12	$\frac{3}{8}$	April 1st, 1874.
do	H. & L. E. R. Station			
Air Line G. W. R. Station	do			
Kingsville	Can. S. R. Station	12	$1\frac{1}{16}$	June 1st, 1874.
London	Muir	12	1	January 1st, 1874
Otterville	Railway Station	12	3	April 1st, 1874.
Oneida	do	12	$1\frac{1}{2}$	do
Port Franks	Widder Station	3	6	December 1st, 1873.
Patillo	Railway Station	6	$1\frac{1}{16}$	June 1st, 1874.
Ridgetown	do	12	1	April 1st, 1874.
Ridney	do	12	$\frac{1}{7}$	do
Renton Station	do	12	$\frac{1}{2}$	do
Ruscom River	St. Clair Siding	6	$1\frac{1}{2}$	June 1st, 1874.
St. Thomas	Can. S. R. Station	12	1	April 1st, 1874.
Springfield	do	12	$1\frac{1}{16}$	do
Stevensville	do	12	$\frac{1}{4}$	do

REPORT No. 8, B.—Report of New Post Routes established in Canada during the year ended 30th June, 1874.—Continued.

LONDON DIVISION—Continued.

ROUTE.		Number of trips per week.	Distance in Miles.	Date of Establishment.
From	To			
Springbank	Strathroy	3	10	October 1st, 1873.
Seneca	Willowgrove	3	4 $\frac{1}{2}$	April 1st, 1874.
do	H. & L. E. R. Station	12	$\frac{1}{2}$	do
Springford	Railway Station	6	3 $\frac{1}{2}$	May 1st, 1874.
Teeterville	Windham and C.S. Railway Station	6	3	June 1st, 1874.
Tilsonburg	do	12	1 $\frac{1}{2}$	April 1st, 1874.
Trudell	do	12	2 $\frac{1}{2}$	do
Villanova	do	12	1 $\frac{1}{2}$	do
Waterford	Railway Station	12	$\frac{1}{2}$	do
Welland	do	12	$\frac{1}{2}$	do
Windham Centre	do	12	$\frac{1}{2}$	do
Wallacetown	do	12	2 $\frac{1}{2}$	do
West Lorne	do	12	$\frac{1}{2}$	do
Woodslee	do	12	1 $\frac{1}{2}$	do

TORONTO DIVISION.

Allenwood	Elmvale	1	6	September 1st, 1873.
Amaranth	Railway Station	6	0 $\frac{1}{2}$	May 1st, 1874.
Armow	Lorne	2	6	July 1st, 1873.
Arnott	Railway Station	12	0 $\frac{1}{2}$	November 1st, 1873.
Aros	Victoria Road Station	2	3 $\frac{1}{2}$	May 1st, 1874.
Ashley	Railway Station	3	1 $\frac{1}{2}$	November 1st, 1873.
Aspdin	Utterson	1	6 $\frac{1}{2}$	January 1st, 1874.
Baysville	Stoneleigh	1	8	April 1st, 1874.
Berkeley	Railway Station	6	0 $\frac{1}{2}$	November 1st, 1873.
Bexley	Carden	1	3 $\frac{1}{2}$	July 1st, 1873.
Bracebridge	Stoneleigh	1	8	December 1st, 1873.
Brampton	Huttonsville	3	4	July 1st, 1873.
Burnt River	Shedden	1	6	do
Byng Inlet	Owen Sound	1	225	Round trip. } June 4th, 1874.
Camilla	Grangeville	1	6	November 1st, 1873.
Camilla	Whittington	3	3	do
Cape Croker	Colpoys Bay	1	15	October 13th, 1873.
Cedar Dale	Railway Station	12	0 $\frac{1}{2}$	April 1st, 1874.
Chatsworth	Railway Station	12	0 $\frac{1}{2}$	November 1st, 1873.
Chepstow	Dunkeld	3	4	do
Conn	Egerton	1	3	August 1st, 1873.
Dundalk	T. G. & B. Station	6	0 $\frac{1}{2}$	November 1st, 1873.
Dundalk Station	do	12	0 $\frac{1}{2}$	April 1st, 1874.
Elder's Mills	do	3	0 $\frac{1}{2}$	June 1st, 1874.
Fawkham	Washago	1	3 $\frac{1}{2}$	April 1st, 1874.
Flesherton	T. G. & B. Station	12	1 $\frac{1}{2}$	November 1st, 1873.
Gibson	Wyebridge	1	10	May 1st, 1874.
Glamorgan	Millbrook	2	6	January 1st, 1874.
Grenfell	Railway Station	2	2 $\frac{1}{2}$	September 1st, 1873.
Harriston	T. G. & B. Station	12	0 $\frac{1}{2}$	January 1st, 1874.
Huntsville	Melissa	1	5	September 1st, 1873.
Inistioge	Railway Station	3	2 $\frac{1}{2}$	November 1st, 1873.
Kemble	Wolseley	1	7	March 1st, 1874.
Kenilworth	Wagram	2	5	August 1st, 1873.
Killarney	Owen Sound	1	110	June 4th, 1874.
Little Britain	Valentia	3	5	February 1st, 1874.
Luther	Waldemar	6	4	May 1st, 1874.

REPORT No. 8, B.—Report of New Post Routes established in Canada during the year ended 30th June, 1874.—Continued.

## TORONTO DIVISION—Continued.

ROUTE.		Number of trips per week.	Distance in Miles.	Date of Establishment.
From	To			
Markdale .....	T. G. & B. Station .....	12	0 $\frac{1}{2}$	November 1st, 1873.
Melancthon .....	Shelburne .....	3	4	do
Milliken .....	Unionville .....	3	3	April 1st, 1874.
Owen Sound .....	T. G. & B. Station .....	12	1 $\frac{1}{2}$	November 1st, 1873.
Petersburg .....	New Dundee .....	6	8	April 1st, 1874.
Prince Albert .....	Shirley .....	2	5	September 1st, 1873.
Port Perry .....	Seagrove .....	3	7	January 1st, 1874.
Rathburn .....	Sebright .....	1	7 $\frac{1}{2}$	October 1st, 1873.
Seagrove .....	Sonya .....	3	3	do
Shelburne .....	T. G. & B. Station .....	12	0 $\frac{1}{2}$	November 1st, 1873.
Vachell .....	Virginia .....	2	3	April 1st, 1873.
Williamsford Station .....	T. G. & B. Station .....	6	0 $\frac{1}{16}$	June 1st, 1874.

## KINGSTON DIVISION.

Aultsville .....	Gallingertown .....	2	5	January 1st, 1874.
Bogart .....	Chapman .....	2	7	December 1st, 1873
Campbellford .....	Trent Bridge .....	1	8	June 1st, 1874
Curry Hill .....	River Beaudette .....	3	4 $\frac{1}{2}$	March 1st, 1874.
Eagle Lake .....	Haliburton .....	1	7	September 1st, 1873.
Glen Norman .....	Military Road .....	3	3	March 1st, 1874.
Gooderham .....	Kinmount .....	1	20	November 1st, 1873.
Hallville .....	North Mountain .....	3	2 $\frac{1}{2}$	August 1st, 1873.
Hamlet .....	Westport .....	2	12 $\frac{1}{2}$	May 1st, 1873.
Hopetown .....	White .....	1	12	do
Macbeth .....	Rigaud .....	6	3	March 1st, 1874.
Maynooth .....	Monteagle Valley .....	1	12	August 1st, 1873.
Mille Roches .....	Moulinette .....	12	1	May 1st, 1874.
Munroe's Mills .....	Sierra .....	2	3 $\frac{1}{2}$	February 1st, 1874.
Norwood .....	Round Lake .....	1	15	September 1st, 1873.
Parham .....	Tichborne .....	4	2	February 1st, 1874.
Stoney Lake .....	Warsaw .....	1	12	September 1st, 1873.

## OTTAWA DIVISION.

Bassin du Lièvre .....	Buckingham & Wharf Route.	6	$\frac{1}{2}$	June 27th, 1874.
Blanche .....	Thurso .....	1	16	September 1st, 1873.
Cumberland .....	Cumberland Mills .....	3	4	Opening Navigation, 1874.
Eganville .....	Tramore .....	1 S.	} 26	October 1st, 1873.
Lake Temiscamingue .....	Mattawa .....	2 W.		
Extension of route to serve .....	Kippewa .....	F'rtnly	30	June 15th, 1873.
New Edinburgh .....	Templeton .....	6	1 $\frac{1}{2}$	June 1st, 1874.
Ottawa .....	Richmond .....	6	20	August 1st, 1873.
Rankin .....	Stafford .....	2	8	April 1st, 1874.

REPORT No. 8, B.—Report of New Post Routes established in Canada during the year ended 30th June, 1874.—*Continued.*

## MONTREAL DIVISION.

ROUTE.		Number of trips per week.	Distance in Miles.	Date of Establishment.
From	To			
Ayer's Flat .....	Magog.....	6	9	December 1st, 1873.
Britannia Mills.....	G. T. R. Station.....	12	$\frac{1}{4}$	January 1st, 1874.
Chambly Canton.....	Longueuil.....	6	14	December 1st, 1873.
Huntingville.....	Milby.....	3	$2\frac{3}{4}$	May 1st, 1874.
Isle Bizard.....	St. Geneviève.....	6	$\frac{1}{2}$	January 1st, 1874.
Landreville.....	Ormstown.....	2	4	June 1st, 1874.
Magenta.....	West Farnham.....	2	5	May 1st, 1874.
Robinson.....	Scotstown.....	2	12	November 1st, 1873.
Stanbridge Ridge.....	Stanbridge East.....	2	3	May 1st, 1874.
St. Hubert.....	Railway Station.....	6	$\frac{1}{2}$	August 18th, 1873.
St. Scholastique.....	St. Thérèse.....	6	$13\frac{1}{2}$	July 1st, 1873.

## QUEBEC DIVISION.

Bic.....	Railway Station.....	12	200 yds	September 15, 1873.
Chaudière Station.....	do.....	6	300 yds	November 1st, 1873.
Grande Baie.....	L'Anse St. Jean.....	F'rntly	54	November 1st, 1873.
Grand Entry.....	House Harbor.....	tri-mtly.	20	August 1st, 1873.
Hedleyville.....	St. Roch de Quebec.....	12	1	October 7th 1873.
Newbois.....	St. Giles.....	1	9	May 1st, 1874.
St. Casimir.....	St. Ubalde.....	1	10	February 1st, 1874.
St. Fabien.....	Railway Station.....	12	$1\frac{1}{2}$	September 15th, 1873.
St. Fortunat.....	Sanborn.....	1	5	April 1st, 1874.
St. François Xavier de Viger.....	Viger.....	1	6	do
St. Maurice.....	St. Narcisse.....	6	9	August 1st, 1873.
St. Patrick's Hill.....	Trout Brook.....	6	3	March 1st, 1874.
Rimouski.....	Railway Station.....	12	1	September 15th, 1873.
Rivière Trois Pistoles.....	Intercolonial Railway.....	12	100 yds	do
Trois Pistoles.....	Railway Station.....	12	$\frac{1}{2}$	do

## NOVA SCOTIA DIVISION.

Avondale.....	Barney's River.....	2	5	July 1st, 1873.
Clyde River.....	Upper Clyde River.....	1	25	do
Sheet Harbour.....	Upper Musquodoboit.....	1	26	do
Port William Station.....	White Rock Mills.....	3	4	do
Economy.....	Kingsport.....	3	$3\frac{1}{2}$	do
Amherst.....	Little River.....	2	18	do
Canaan Road.....	Torbrook.....	1	5	do
Middle River.....	West side of Middle River.....	1	$3\frac{1}{2}$	do
Teviotdale W.O.....	Teviotdale Station.....	3	$\frac{1}{2}$	do
Sluice Point.....	Tusket.....	1	5	do
Enon.....	Big Pond.....	1	10	August 1st, 1873.
Eel Creek.....	Oxford.....	1	r'd trip 24	do
Berwick Station.....	Railway.....	12	12 rods.	do
George's River.....	Little Bras d'Or.....	1	8	do
Horton Landing.....	Railway Station.....	12	$\frac{1}{2}$	September 1st, 1873.
Little Judique.....	Rear of Judique Intervale.....	1		October 1st, 1873.

REPORT No. 8, B.—Report of New Post Routes established in Canada during the year ended 30th June, 1874.—*Continued.*

NOVA SCOTIA DIVISION—*Continued.*

ROUTE.		Number of trips per week.	Distance in Miles.	Date of Establishment.	
From	To				
Rear Southside of Whycomah.....	P. O. Whycomah.....	1	6	October 1st, 1873.	
Mumford.....	Scotch Village.....	1	} R'nd trip 10	do	
Leitches Creek.....	Sydney.....	2		13	do
Christmas Island.....	Grand Narrows.....	2		27	November 1st, 1873.
Addington Forks.....	Keppoch.....	1	7½	do	
New Glasgow.....	Vale Colliery.....	3	5	do	
Parrsboro'.....	Partridge Island.....	3	4	January 1st, 1874.	
Wallace River.....	Wentworth Station.....	3	4	do	
Hunt's Point.....	Liverpool.....	2	8	April 1st, 1874.	
Dover (west).....	Peggy's Cove.....	1	7	June 1st, 1874.	

## NEW BRUNSWICK DIVISION.

Renous Bridge.....	Renous River.....	1	4	December 1st, 1873.
Shippegan Post Road.....	Stymast Settlement.....	2	5	February 15th, 1874.
West Branch Nicholas River.....	South Branch Nicholas River.....	2	3	December 1st, 1873.

## MANITOBA DIVISION.

Cooks Creek.....	Kildonan.....	1	17	October 1st, 1873.
Fort Garry.....	St. Boniface.....	3	1	September 1st, 1873.
do.....	St. Vital.....	1	5	do
Kildonan.....	Rockwood.....	1	14	October 1st, 1873.

## BRITISH COLUMBIA DIVISION.

Burrard Inlet.....	Granville.....	6 {	Round trip	} April 1st, 1874.
Cassiar.....	Fort Wrangle.....		1 perm.	

REPORT No. 8, C.

REPORT of all Post Routes discontinued in Canada during the year ended 30th June, 1874, showing in the case of each Route discontinued, the reason of the proceeding.

LONDON DIVISION.

ROUTE.		Dis- tance in Miles.	No. of trips per week.	Date of Discontinuance.	Reasons for Discontinuance.
From	To				
Anderson	Kirkton	5	2	June 1st, 1874.	Anderson served from St. Mary's instead.
Brantford	Simcoe (day mail)	24	6	April 1st, 1874.	Simcoe receiving day mail from Air Line Railway instead.
Brandy Creek	Windham Centre	8	6	June 1st, 1874.	Further connection unnecessary, owing to changes occasioned by mail service on Canada Southern Railway.
Black Creek	Stevensville	3	3	January 1st, 1874.	Black Creek served instead by E. & O. R. Railway.
Cathcart	Princeton	8	6	July 1st, 1873.	Cathcart served from Burford instead.
Duart	Highgate	4	3	April 1st, 1874.	Highgate served from Canada Southern Railway instead.
Eagle	West Lorne	6	4	do	West Lorne do do
Fort Erie	E. & O. Ry Station	4	12	January 1st, 1874.	Railway change of time unsuited for continuance of this mail.
Harrington	Lakeside	4	3	July 1st, 1874.	Harrington served from Embro instead.
Kinglake	Vienna	4	2	January 1st, 1874.	Kinglake do Straffordville instead.
Oshawa	Onondaga	5	2	April 1st, 1874.	Oshawa do do
Park Hill	Sable	5	3	do	Sable do do
Paris Station	Simcoe (Simcoe thro' mail)	28	6	October 18th, 1873.	Service from Brantford instead of Paris Station.
Port Dover	Nanticoke	9	6	April 1st, 1874.	Nanticoke served from Jarvis instead.
do	Seneca	24	6	do	Offices served by H. & L. E. Ry instead.
Scotland	Teeterville	8	6	June 1st, 1874.	Teeterville served by C. S. Railway.
Trudell	Railway Station	2	12	April 16th, 1874.	Discontinued, the previous service from Charing Cross proving to be sufficient.

TORONTO DIVISION.

Armada	Martham	2	3	April 1st, 1874.	Armada served from Unionville instead.
Aros	Kirkfield	5	1	May 1st, 1874.	Aros served from Victoria Road Station instead.
Berlin	Mannheim	7	2	April 1st, 1874.	Mannheim served from Petersburg instead, under the Petersburg and Roseville contract.

Chatsworth.....	Orangeville.....	59	2	November 1st, 1873	Discontinued on extension of Toronto, Grey & Bruce Railway from Orangeville to Owen Sound. Intermediate offices supplied from the railway.
Cheslow.....	Greenock.....	4	2	October 1st, 1873	Cheslow served from Dunkeld instead
Durham.....	Owen Sound.....	31	6	November 1st, 1873	Discontinued on extension of Toronto, Grey & Bruce Railway from Orangeville to Owen Sound. Latona supplied from Durham, Sullivan from Chatsworth, and the remaining offices on the route from the railway.
Fletcher.....	Markdale.....	6	4	November 1st, 1873	Markdale supplied from the Toronto, Grey & Bruce Railway instead
Harriston.....	Mount Forest.....	10	6	January 21st, 1874	Discontinued on extension of Toronto, Grey & Bruce Railway from Mount Forest to Harriston.
Inverhuron.....	Tipton.....	3	3	July 7th, 1873	Inverhuron Post Office closed.
Luther.....	T. G. & R. E. Y. Station.....	4	6	May 1st, 1874	Trains ceased stopping at Luther Crossing; the Luther mails exchanged at Waldemar Station instead
New Aberdeen.....	Roseville.....	34	6	April 1st, 1874	Roseville obtaining its service, with New Dundee, from Petersburg, the connection with New Aberdeen became unnecessary.
Newbridge.....	Shipley.....	63	3	October 1st, 1873	Newbridge obtaining its service from Fortwich, and Shipley from Gowanstown, the connection between Newbridge and Shipley became unnecessary.
Orillia.....	Washago.....	12	6	August 18th, 1873	Discontinued on extension of railway from Orillia to Washago.
Sonys.....	Wick.....	5	3	January 1st, 1874	Sonys served from Fort Perry instead.

KINGSTON DIVISION.

Ashburnham.....	Peterboro'.....	1	12	14th Feb., 1874	Closing of Ashburnham Post Office.....
Bakerston.....	Harper.....	34	1	31st Dec., 1873	Special service no longer necessary, in consequence of increase of service over the Maberly and Perth route, via Harper.
Kerry.....	Plantagenet.....	12	3	30th June, 1874	Superseded by Riceville and Vankleek Hill service.
Staco.....	Tweed.....	8	2	30th Nov., 1873	Superseded by new route between Bogart and Chapman.

OTTAWA DIVISION.

Bell's Corners.....	Ellowfield.....	4	3	July 31st, 1873	Establishment of Ottawa and Richmond route, serving these offices.
Bell's Corners.....	Railway Station.....	3	6	July 31st, 1873	do do do do
Backingham.....	Mayo.....	8	1	Sept. 1st, 1873	Establishment of Blanche and Thuro route, serving Mayo.
Embrun.....	Grant.....	8	1	October 1st, 1873	Establishment of Grant and Russell route.....
Embrun.....	Russell.....	5	2	October 1st, 1873	do do do do
Kippewa.....	Mattawa.....	50	monthly	June 15th, 1874	Establishment of Lake Temiscamingue and Mattawa route, via Kippewa.
Geocola.....	Stafford.....	9	2	April 1st, 1874	Establishment of Rankin and Stafford route.

REPORT No. 8, C.—Report of all Post Routes discontinued in Canada during the year ended 30th June, 1874, showing in the case of each Route discontinued, the reason of the proceeding.—*Continued.*

MONTREAL DIVISION.

ROUTE.		Dis- tance, in trips per miles.	No. of trips per week.	Date of Discontinuance.	Reasons for Discontinuance.
From	To				
Chambly Basin.....	St. Hilaire Station.....	13	6	October 1st, 1873.....	Superseded by opening of Montreal and Chambly Railway. do
Chambly Canton.....	Montreal.....	16	6	Aug. 16th, 1873.....	
Côte des Saints.....	Ste. Monique des deux Montagnes.....	1	6	July 1st, 1873.....	Service of Ste. Monique included in new route between Ste. Scholas- tique and Ste. Thérèse.
Côte St. Paul.....	Montreal.....	4	6	Dec. 1st, 1873.....	Superseded by Côte St. Paul and Tannery West and Tannery West and G. T. Railway.
"Dion's".....	St. Dorothée.....	2	3	July 1st, 1873.....	Included in Montreal and St. Eustache new contract.
Laprairie, St. Constant..	St. Philippe.....	9	6	Jan. 1st, 1874.....	Superseded by St. Constant and Laprairie, and by St. Philippe and Laprairie services.
Roxton Falls.....	St. Joachim de Shefford..	9	2	Jan. 1st, 1874.....	St. Joachim served from Waterloo.
South Bolton.....	North Troy Vt.....	13½	6	Aug. 1st, 1873.....	Route unnecessary on opening of S. E. Railway.

QUEBEC DIVISION.

Fleurant.....	Shoobred.....	7	1	1st July, 1873.....	Fleurant Post Office served from Escuminac.
Rimouski.....	Trois Pistoles Pos Road.	43	6	15th Sept., 1873.....	Substitution of Railway service.

NOVA SCOTIA DIVISION.

Nine Mile River.....	Renfrew.....	4	1	30th Sept., 1873.....	Considered unnecessary owing to decrease of business at Renfrew.
Wallace River.....	Wentworth.....	3	1	31st Dec., 1873.....	Part of route between Wallace and Wentworth, superseded by the New Service between Wallace and Grenville Station, and Wallace River and Wentworth Station.



Oxford ..... River Philip.....  
 Ashol ..... Spring Hill Mines .....  
 River Debert, W. O. .... Railway Station .....

5 /  
 8  
 1

6 /  
 3 31st March, 1874..  
 12 do

Superseded by service between Oxford and Oxford Station.  
 Considered unnecessary.  
 Closing of River Debert, W. O.

NEW BRUNSWICK DIVISION.

North Joggins .....

17

1 1st April, 1874...

Service considered unnecessary.

Sackville ..

## ONTARIO AND QUEBEC.

REPORT No. 10.—Showing the Money Order Offices in operation in Ontario and Quebec at any time within the year ended 30th June, 1874; the County wherein each Office is situated; the Amount of Orders Issued and Paid; the Amount of Commission arising therefrom at each Office respectively, and the proportion allowed as compensation to the Postmasters.

Money Order Office.	County.	Amount of Orders Issued.	Total Commission Received.	Amount of Orders Paid.	Commission allowed to Postmasters.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Acton.....	Halton.....	6,314 73	37 35	2,481 38	17 00
Acton Vale.....	Bagot.....	823 21	4 45	261 45	3 43
Adamsville.....	Prome.....				
Adelaide.....	Middlesex.....	1,557 03	8 95	1,054 18	4 29
Ailsa Craig.....	Huron.....	3,747 49	22 55	3,144 18	10 48
Albion.....	Peel.....	9,795 79	54 25	2,878 79	25 80
Aldboro.....	Elgin.....	3,188 84	17 95	883 64	8 08
Alexandria.....	Glengarry.....	1,496 01	9 35	614 81	5 34
Allandale.....	Simcoe.....	3,058 95	17 55	122 88	8 28
Allenford.....	Bruce.....	1,131 02	6 60	1,689 73	2 84
Almonte.....	Lanark.....	10,441 80	60 40	3,478 46	31 12
Amherstburg.....	Essex.....	8,791 04	52 40	3,539 81	23 42
Angus.....	Simcoe.....	2,431 93	13 65	1,201 42	7 31
Appleton.....	Lanark.....	140 47	90	15 30	44
Arkona.....	Lambton.....	3,188 82	18 90	2,851 62	8 33
Arkwright.....	Bruce.....	1,428 19	8 20	1,199 42	3 77
Arnprior.....	Renfrew.....	1,461 52	8 80	2,111 59	5 17
Arthur.....	Wellington.....	10,988 89	64 20	2,509 61	27 97
Arva.....	Middlesex.....	451 52	2 65	132 57	1 23
Athlone.....	Simcoe.....	896 35	4 90	78 00	3 14
Aultsville.....	Stormont.....	1,514 65	8 10	904 32	3 92
Aurora.....	York.....	3,780 26	20 80	3,867 48	10 94
Aylmer, Q.....	Ottawa.....	6,594 40	37 30	1,662 88	17 98
Aylmer, O.....	Elgin.....	12,180 19	68 25	4,986 94	33 99
Ayr.....	Waterloo.....	7,808 08	48 00	10,396 20	21 71
Baden.....	do.....	2,193 04	12 75	650 71	5 78
Baillieboro'.....	Durham.....	239 98	1 45	177 25	1 06
Baltimore.....	Northumberland.....	7,321 21	40 80	279 36	18 37
Barrie.....	Simcoe.....	12,191 77	73 90	10,929 27	44 01
Bath.....	Addington.....	7,749 24	42 50	3,333 75	19 61
Bayfield.....	Huron.....	7,403 03	42 90	1,707 76	19 64
Beachburg.....	Renfrew.....	3,347 19	18 60	437 68	9 58
Beachville.....	Oxford.....	7,991 33	48 85	1,770 89	21 57
Beamsville.....	Lincoln.....	12,093 68	72 20	4,020 69	31 46
Beauharnois.....	Beauharnois.....	2,314 99	14 15	1,463 25	5 97
Beaverton.....	Ontario.....	5,177 71	28 85	2,219 56	14 29
Becancour Station.....	Megantic.....			44 62	
Bedford.....	Missisquoi.....	731 02	4 40	5,389 26	2 78
Belleville.....	Hastings.....	16,825 10	102 50	21,885 72	61 84
Bell Ewart.....	Simcoe.....	503 93	2 95	305 74	1 49
Bell's Corners.....	Carleton.....	3,408 74	19 15	236 00	8 73
Berlin.....	Waterloo.....	9,828 12	50 35	15,292 22	26 33
Berthier (en haut).....	Berthier.....	13,277 38	72 45	2,435 22	33 20
Bethany.....	Durham.....	5,828 08	31 35	1,854 11	15 61
Blairton.....	Peterboro'.....	1,210 90	7 80	286 49	5 94
Bluevale.....	Huron.....	1,865 97	10 20	1,271 86	4 79
Blyth.....	do.....	2,603 74	15 20	949 79	6 60
Bobcaygeon.....	Victoria.....	38,382 12	263 90	2,952 79	97 52
Bond Head.....	Simcoe.....	3,582 87	19 60	1,872 21	10 32
Bothwell.....	Kent.....	8,463 20	50 55	5,610 68	22 94
Bowmanville.....	Durham.....	18,057 63	103 95	14,999 82	51 70
Bracebridge.....	Victoria.....	7,108 16	41 55	9,166 30	34 22
Bradford.....	Simcoe.....	4,425 35	25 80	2,406 07	14 56
Brampton.....	Peel.....	11,984 98	63 95	18,664 30	35 16
Brantford.....	Brant.....	24,221 25	150 95	46,509 46	74 58

REPORT No. 10.—Shewing the Money Order Offices in Ontario and Quebec in operation at any time within the year ended 30th June, 1874.—Continued.

Money Order Office.	County.	Amount of Orders Issued.	Total Commission Received.	Amount of Orders Paid.	Commission allowed to Postmasters.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Bridgewater	Hastings	2,641 08	14 75	162 96	6 82
Brigham	Brome	4,458 80	25 40	90 12	11 24
Bright	Oxford	3,696 69	22 05	1,273 37	9 37
Brighton	Northumberland	2,769 75	16 70	1,189 20	7 49
Bryson	Pontiac	726 20	4 50	667 62	2 42
Brockville	Leeds	10,215 77	60 30	15,117 27	87 85
Brompton Falls	Richmond	143 10	80	28 28	85
Brooklin	Ontario	6,523 22	38 10	1,765 04	19 83
Brougham	do	1,769 50	10 30	1,322 57	4 58
Brussels	Huron	11,501 82	63 80	2,479 30	32 60
Buckingham	Ottawa	2,202 83	12 60	697 62	6 83
Burford	Brant	6,981 01	38 50	1,475 60	17 76
Cacouna	Temiscouata	3,722 82	20 70	3,430 99	9 82
Caistorville	Lincoln	604 06	3 30	567 50	1 50
Caledon	Peel	2,114 45	12 20	135 15	5 36
Cambray	Victoria	3,293 99	18 45	264 30	9 00
Camlachie	Lambton				
Campbellford	Haldimand	7,815 74	44 20	3,121 30	21 32
Canfield		698 24	4 00	529 67	2 72
Cannington	Ontario	9,479 44	54 75	2,446 03	25 71
Carleton Place	Janark	14,852 63	80 35	1,667 94	38 04
Carronbrook	Perth	9,117 27	48 85	567 35	22 90
Castleton	Northumberland	905 54	5 10	455 48	2 29
Cayuga	Haldimand	29,949 62	166 15	3,886 24	76 98
Chambly Canton	Chambly	3,164 70	18 40	458 30	10 71
Chatham	Kent	25,069 33	152 95	31,583 09	84 37
Chatsworth	Grey	1,536 53	8 65	572 27	4 84
Chelsea	Ottawa	9,028 61	50 00		26 17
Chicoutimi	Chicoutimi	1,126 81	6 15	2,672 86	2 89
Chippawa	Welland	4,970 25	30 40	9,172 47	12 98
Claremont	Ontario	1,820 10	9 65	542 86	5 19
Clarence	Russell	2,298 61	12 55	1,040 33	6 06
Clarke	Durham	758 00	4 05	355 65	2 14
Clarksburg	Grey	10,214 10	57 00	3,361 93	27 79
Clearville	Kent	27,456 81	142 25	423 80	68 66
Clifford	Wellington	11,777 00	65 40	1,803 70	30 47
Clifton	Welland	10,695 65	65 75	5,498 92	39 06
Clinton	Huron	12,676 99	75 30	11,140 24	41 49
Coaticook	Stanstead	913 18	5 40	3,466 30	4 24
Cobourg	Northumberland	12,397 91	76 75	13,683 61	42 52
Colborne	Northumberland	6,783 57	39 65	3,020 36	17 71
Coldwater	Simcoe	6,904 85	37 90	1,399 93	17 58
Collingwood	Simcoe	12,640 79	74 75	9,163 69	41 44
Colpoys Bay	Bruce	1,867 41	11 00	1,020 68	5 11
Columbus	Ontario	7,395 04	40 45	477 25	19 26
Comber	Essex	1,323 60	7 00	830 80	3 32
Compton	Compton	4,923 35	27 60	1,469 70	14 01
Conestogo	Waterloo	767 82	4 10	702 60	1 98
Consecon	Prince Edward	2,317 20	14 90	166 75	5 90
Cookshire	Compton	9,586 01	50 25	79 93	24 38
Clover Hill	Simcoe	51 00	35	35 06	58
Cookstown	Simcoe	1,900 96	10 70	2,102 10	6 03
Cooksville	Peel	826 97	4 60	378 38	2 23
Cornwall	Stormont	8,782 45	53 35	4,677 20	24 68
Corunna	Lambton	1,246 74	7 95	467 00	3 23
Coteau Landing	Soulanges	536 60	2 80	903 45	1 34
Cowansville	Missisquoi	3,130 63	18 55	1,646 98	8 09
Craighurst	Simcoe	2,521 00	14 75	257 08	6 43
Credit	Peel	859 94	3 20	108 48	1 47
Cremore	Simcoe	6,703 00	39 50	759 63	16 98

REPORT No. 10.—Shewing the Money Order Offices in Ontario and Quebec in operation at any time within the year ended 30th June, 1874.—Continued.

Money Order Office.	County.	Amount of orders issued.	Total Commission Received.	Amount of Orders paid.	Commission allowed to Postmasters.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Cumberland	Russell	4,072 09	22 55	219 57	10 40
Danville	Richmond	3,164 21	18 85	894 97	9 37
Delaware	Middlesex	5,756 91	32 10	1,167 01	16 12
Delhi	Norfolk	10,971 42	61 50	1,144 56	28 79
Delta	Leeds	2,390 47	13 45	404 86	6 61
Dickinson's Landing	Stormont	974 10	5 75	850 95	2 44
Dillonton	Brome	669 78	4 20	40 00	10 36
Douglas	Renfrew	1,296 81	6 80	90 00	3 30
Drayton	Wellington	5,916 96	32 05	1,879 63	16 38
Dresden	Kent	20,329 10	112 55	7,273 57	52 23
Drumbo	Oxford	1,468 49	8 25	1,262 37	3 92
Drummondville, O	Welland	12,074 23	72 00	2,390 49	31 89
Drummondville, Q	Drummond	614 25	3 30	883 23	3 13
Duart	Kent	1,832 05	9 90	829 81	4 87
Dunbar	Dundas	2,383 16	13 20	.....	6 03
Dunbarton	Ontario	2,738 51	14 45	881 05	7 61
Dundas	Wentworth	12,037 72	71 45	17,336 61	41 90
Dungannon	Huron	11,090 69	61 85	872 52	27 75
Dunham	Missisquoi	1,157 25	7 25	257 00	3 58
Dunnville	Haldimand	5,608 41	34 40	6,880 46	14 77
Duntroon	Simcoe	95 00	50	200 00	28
Durham	Grey.	33,795 74	188 20	7,323 91	86 43
Easton's Corners	Grenville	23 00	20	619 75	10
Eganville	Renfrew	6,042 22	33 80	340 58	15 34
Egmondville	Huron	1,100 15	6 40	280 95	2 88
Elora	Wellington	11,416 78	70 50	8,094 56	32 09
Embros	Oxford	15,859 03	87 40	1,618 97	41 62
Erin	Wellington	2,125 42	11 70	795 47	5 67
Exeter	Huron	18,096 73	97 60	4,151 83	49 27
Farmersville	Leeds	721 00	3 85	494 76	1 97
Fenelon Falls	Victoria	12,335 81	68 85	1,857 77	31 91
Fergus	Wellington	11,597 32	68 95	5,296 59	33 58
Fingal	Elgin	5,267 85	28 90	3,420 64	13 63
Flesherton	Grey.	7,020 10	39 20	2,014 28	18 23
Florence	Lambton	9,680 93	53 10	2,569 40	25 85
Fonthill	Welland	11,433 50	63 35	1,218 67	29 17
Forest	Lambton	6,168 82	36 45	2,186 90	17 01
Fort Erie	Welland	9,856 68	59 60	2,953 65	31 30
Frankford	Hastings	1,603 18	8 80	164 96	4 07
Franklin Centre	Huntington	148 89	95	605 30	48
Freighsburg	Missisquoi	524 99	3 00	452 70	1 80
Galt	Waterloo	12,123 86	76 45	30,622 24	43 11
Gananoque	Leeds	6,680 70	42 05	4,983 11	20 01
Garafraxa	Wellington	4,931 04	27 90	540 68	13 17
Garden Island	Frontenac	744 06	4 10	460 00	2 34
Gaspé Basin	Gaspé	4,879 97	27 50	1,032 23	14 72
Georgetown	Halton	13,113 44	73 95	7,112 80	38 43
Georgina	York	6,154 36	36 10	1,134 98	16 06
Glenallen	Wellington	8,411 21	49 95	662 36	21 40
Glencoe	Middlesex	3,415 49	19 85	1,182 39	9 57
Goderich	Huron	22,715 55	137 40	15,323 59	62 04
Grafton	Northumberland	7,137 03	38 35	1,446 26	18 70
Granby	Shefford	932 26	5 45	1,472 01	2 87
Greewood	Ontario	3,917 53	20 60	477 90	10 30
Greenville	Argenteuil	2,286 15	12 95	2,427 26	6 37
Grimsby	Lincoln	3,267 58	18 65	3,639 20	9 35
Guelph	Wellington	21,135 81	130 00	46,494 78	79 80
Hagersville	Haldimand	3,072 16	16 85	2,039 03	9 16
Hampilton	Wellworth	49,061 71	299 00	361,760 00	.....
Hawburton	Peterboro'	3,600 23	21 45	3,279 08	9 32
Hampton	Durham	7,143 80	30 70	1,024 85	18 00

REPORT No. 10.—Shewing the Money Order Offices in Ontario and Quebec in operation at any time within the year ended 30th June, 1874.—Continued.

Money Order Office.	County.	Amount of Orders Issued.	Total Commission Received.	Amount of Orders Paid.	Commission allowed to Postmasters.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Hanover	Grey	6,318 88	35 70	1,888 66	16 06
Harrison	Wellington	10,912 89	61 50	3,664 76	29 20
Hastings	Peterboro	2,562 61	14 35	1,204 96	6 99
Hatley	Stanstead	4,258 78	24 20	83 29	11 06
Hawkesbury	Prescott	1,280 16	7 45	1,197 38	4 35
Hawksville	Waterloo	1,678 37	9 10	554 45	4 29
Hemmingford	Huntingdon	1,989 31	10 90	204 28	5 19
Henryville	Iberville	968 28	5 35	100 00	2 58
Hespeler	Waterloo	1,060 01	6 05	1,317 59	3 42
Hillsburg	Wellington	1,202 06	6 70	447 13	3 12
Holland Landing	York	489 05	2 75	247 44	1 35
Hollen	Wellington	2,235 53	13 70	888 27	5 70
Hull	Ottawa	6,678 22	38 70	2,520 98	17 38
Huntingdon	Huntingdon	1,784 38	10 80	1,871 27	5 94
Ingersoll	Oxford	10,220 79	60 90	44,289 09	33 38
Invermay	Bruce	2,155 60	13 10	691 40	5 60
Inverness	Megantic	3,884 14	21 45	975 28	10 58
Iroquois	Dundas	1,878 20	11 85	1,269 06	7 00
Jarvis	Haldimand	5,829 74	31 90	2,922 83	16 67
Joliette	Joliette	8,024 57	43 60	912 56	20 21
Jordan	Welland	7,538 81	42 95	1,375 29	18 92
Kamouraska	Kamouraska	13,207 52	74 65	2,687 33	33 00
Keene	Peterboro	4,344 89	23 95	1,022 03	11 21
Kemptville	Grenville	9,269 29	50 35	2,289 19	24 26
Kincardine	Bruce	12,447 11	74 50	9,823 65	34 37
King	York	1,672 74	9 10	562 99	10 14
Kingston	Frontenac	26,743 29	164 65	47,621 05	.....
Kingsville	Essex	14,362 57	79 35	2,049 43	36 70
Kippen	Huron	759 81	4 25	250 00	1 92
Kirkfield	Victoria	6,103 73	32 10	853 66	15 30
Klineburg	York	2,454 62	13 35	383 74	6 02
Knowlton	Brome	1,312 74	7 40	1,532 81	4 05
Konoka	Middlesex	954 91	5 15	1,064 85	2 85
Lachine	Jacques Cartier	954 56	5 45	881 98	2 69
Lachute	Argenteuil	4,095 69	22 90	1,070 60	10 60
Lacolle	St. Johns	5,641 82	31 85	735 57	14 10
Lambton Mills	York	895 12	5 05	55 50	3 31
Lanark	Lanark	11,014 17	60 55	1,000 58	28 49
Laprairie	Laprairie	2,462 09	13 75	820 05	5 26
L'Assomption	L'Assomption	.....	.....	606 25	.....
Leamington	Essex	48,518 28	262 40	3,499 68	121 68
Leeds	Megantic	2,754 18	16 55	700 56	8 44
Lefroy	Simcoe	341 70	2 30	710 88	1 23
Lennoxville	Richmond	3,555 35	23 10	3,623 39	14 56
Leslie	York	764 25	4 85	684 89	2 62
Levis	Levis	1,451 91	7 65	1,035 03	4 12
Lindsay	Victoria	16,979 84	99 75	15,519 89	48 97
Listowel	Perth	18,639 80	107 45	6,739 70	48 73
Lloydtown	York	270 83	1 40	1,142 77	1 82
London	Middlesex	46,155 03	290 40	132,722 13	.....
Longueuil	Chambly	205 19	1 20	172 85	51
Longwood	Middlesex	3,833 88	21 75	542 09	10 71
L'Orignal	Prescott	12,294 00	67 00	1,518 42	31 39
Loughboro'	Frontenac	4,096 94	22 65	740 23	10 66
Lotbinière	Lotbinière	1,468 29	7 70	226 00	3 66
Lucan	Huron	6,232 22	36 25	2,487 53	16 19
Lucknow	Bruce	39,825 77	218 95	6,595 72	103 09
Lyn	Leeds	2,862 90	12 65	3,140 88	5 95
Lynden	Wentworth	3,040 17	16 00	1,215 36	8 00
Lynedoch	Norfolk	9,572 39	53 80	1,036 14	24 16
Madoc	Hastings	5,217 74	30 90	1,263 74	14 25

REPORT No. 10.—Shewing the Money Order Offices in Ontario and Quebec in operation at any time within the year ended 30th June, 1874.—Continued.

Money Order Office.	County.	Amount of Orders Issued	Total Commission Received.	Amount of Orders Paid.	Commission allowed to Postmasters.
		\$ cts	\$ cts	\$ cts	\$ cts
Magog	Stanstead	4,127 78	24 45	728 38	10 64
Manchester	Ontario	753 27	4 70	442 30	2 06
Manilla	Victoria	3,526 71	19 65	1,507 87	9 14
Mansonville Potton	Brome	10,669 43	59 55	127 06	26 68
Maple	York	681 12	3 65	8 00	1 84
Markdale	Grey	6,216 64	33 55	837 60	16 03
Markham	York	10,098 12	53 50	3,183 10	27 82
Martintown	Glengarry	65 70	0 40	1,606 80	0 43
Massawippi	Stanstead	1,089 14	6 25	123 00	2 71
Matane	Rimouski	214 50	1 15	162 89	0 53
Matapediac	Bonaventure	12,836 95	68 00	799 20	63 72
Maxwell	Grey	3,795 46	21 70	804 56	9 56
McGillivray	Huron	1,866 58	10 60	674 99	4 73
Meadowvale	Peel	303 20	2 00	1,233 55	0 98
Meaford	Grey	16,708 39	94 10	5,446 95	44 73
Melbourne	Richmond	2,735 64	16 20	998 53	9 65
Merrickville	Grenville	6,185 67	33 50	1,370 17	15 93
Mildmay	Bruce	8,004 94	43 05	242 24	20 14
Milford	Prince Edward	1,101 11	6 70	1,004 00	3 86
Millbank	Perth	4,138 96	22 85	890 75	11 01
Millbrooke	Durham	15,898 96	88 30	2,480 58	41 69
Mille Roches	Stormont	312 39	1 95	317 75	0 78
Milton O	Halton	32,446 02	171 65	4,772 50	82 92
Milverton	Perth	1,770 99	10 20	743 08	4 80
Minden	Peterboro'	14,758 08	80 85	2,196 24	37 87
Mitchell	Perth	7,983 83	47 30	9,026 04	29 17
Mohawk	Brant	962 75	5 65	444 02	2 41
Mono Mills	Simcoe	3,626 62	19 45	560 97	9 13
Montmagny	Montmagny	789 03	5 00	533 48	1 96
Montreal	Hochelaga	81,252 70	454 80	550,669 00	.....
Moore	Lambton	6,294 42	36 05	1,385 43	16 37
Morpeth	Kent	5,778 83	33 20	1,792 94	14 96
Morrisburg	Dundas	2,051 34	12 30	1,755 38	6 32
Morrison	Wellington	2,958 03	16 40	794 64	7 51
Morton	Leeds	.....	16 40	45 00	.....
Mount Brydges	Middlesex	4,066 09	.....	1,399 97	10 75
Mount Elgin	Oxford	312 65	1 70	94 00	1 01
Mount Forest	Grey	21,107 64	123 30	7,081 14	56 02
Mount Vernon	Brant	393 76	2 15	3 00	0 98
Murray Bay	Charlevoix	5,373 78	29 15	2,806 47	13 42
Muir	Middlesex	62 85	1 10	.....	0 16
Nairn	Middlesex	350 92	2 10	256 66	1 56
Nanticoke	Haldimand	.....	.....	.....	.....
Napanee	Lennox	9,998 73	58 55	9,621 65	29 37
Napier	Midllesex	2,133 20	12 55	885 64	5 89
Napierville	Napierville	5,023 55	28 20	223 74	12 58
Nassaggiweya	Halton	4,377 21	24 60	1,393 27	11 19
Neustadt	Grey	7,043 18	37 55	1,160 42	17 78
Newboro'	Leeds	4,436 05	24 25	2,222 90	11 64
Newburgh	Addington	4,658 89	28 05	824 65	12 00
Newbury	Middlesex	3,365 44	18 65	2,275 25	11 10
Newcastle	Durham	4,921 02	30 75	7,962 92	14 76
New Dundee	Waterloo	777 48	4 25	466 25	1 96
New Edinburgh	Russell	689 73	4 00	1,013 74	3 13
New Hamburg	Waterloo	1,717 53	9 30	2,502 36	4 56
Newmarket	York	7,147 84	41 90	6,261 45	24 70
Niagara	Lincoln	11,202 59	64 75	3,274 71	30 12
Nicolet	Nicolet	6,544 16	33 80	684 97	16 37
North Augusta	Grenville	2,899 19	14 95	110 50	8 18
North Douro	Peterboro'	11,745 55	66 55	826 18	31 39

REPORT No. 10.—Shewing the Money Order Offices in Ontario and Quebec in operation at any time within the year ended 30th June, 1874—*Continued.*

Money Order Office.	County.	Amount of Orders Issued.	Total Commission Received.	Amount of Orders Paid.	Commission allowed to Postmasters
		\$ cts	\$ cts	\$ cts	\$ cts.
North Gower.....	Carleton.....	9,770 07	50 90	842 35	24 48
North Port.....	Prince Edward...	2,444 96	13 80	106 60	6 11
Norval.....	Halton.....	1,225 28	6 95	666 89	3 39
Norwich.....	Oxford.....	10,284 76	60 35	4,135 74	27 18
Norwood.....	Peterboro'.....	5,312 86	29 70	812 89	14 47
Oakland.....	Brant.....	2,183 16	12 60	252 50	5 46
Oakville.....	Halton.....	12,276 94	73 65	4,791 27	32 61
Odessa.....	Addington.....	3,667 54	20 60	567 75	9 23
Oil Springs.....	Lambton.....	2,013 28	11 20	1,304 48	5 19
Omamee.....	Victoria.....	17,992 13	101 10	1,737 53	45 64
Onslow.....	Pontiac.....	444 45	2 75	205 00	1 69
Orangeville.....	Wellington.....	13,106 78	75 75	6,414 20	36 49
Orillia.....	Simcoe.....	13,291 01	80 50	9,168 82	45 77
Orms town.....	Chateauguay.....	1,446 00	7 75	163 75	3 17
Orono.....	Durham.....	14,278 68	77 80	1,983 05	37 26
Orwell.....	Elgin.....	1,161 63	6 90	329 97	3 03
Osecola.....	Renfrew.....	5,327 18	28 40	.....	13 48
Osgoode.....	Russell.....	1,571 15	8 65	252 97	4 18
Oshawa.....	Ontario.....	10,667 10	62 85	31,211 16	38 53
Ottawa.....	Carleton.....	48,613 50	294 00	48,914 21	.....
Otterville.....	Oxford.....	20,361 39	113 20	1,716 09	51 03
Owen Sound.....	Grey.....	15,868 55	93 65	17,360 13	44 74
Paisley.....	Bruce.....	10,284 95	58 55	8,312 85	30 96
Pakenham.....	Lanark.....	2,014 32	11 30	1,871 48	6 63
Palermo.....	Halton.....	1,282 31	7 05	1,275 56	3 68
Paris.....	Brant.....	9,264 56	56 60	8,594 04	28 49
Park Hill.....	Middlesex.....	6,160 91	36 55	3,747 16	17 50
Parry Sound.....	Dist. of Algoma.....	6,302 67	36 45	3,506 31	19 00
Paspébiac.....	Bonaventure.....	10,006 13	53 55	1,215 12	28 26
Patterson.....	York.....	743 27	4 15	1,549 91	2 48
Pembroke.....	Renfrew.....	9,294 54	56 95	4,810 90	30 62
Penetanguishene.....	Simcoe.....	7,668 47	43 85	3,742 64	20 58
Percé.....	Gaspé.....	4,549 24	27 30	39 09	11 97
Perth.....	Lanark.....	5,006 56	29 80	12,940 60	16 63
Peterboro'.....	Peterboro.....	15,259 62	93 35	15,508 81	53 35
Petrolia.....	Lambton.....	19,988 33	119 75	6,459 03	53 48
Philipsburg.....	Missisquoi.....	.....	.....	156 31	.....
Pickering.....	Ontario.....	1,817 80	9 95	475 00	5 58
Picton.....	Prince Edward.....	14,335 09	86 15	7,092 88	37 49
Pike River.....	Missisquoi.....	326 12	1 85	20 00	7 79
Plantagenet.....	Prescott.....	11,481 44	61 40	432 45	28 82
Point Edward.....	Lambton.....	.....	.....	96 47	19 19
Point Levi, East.....	Lévis.....	417 33	2 45	492 50	1 06
Point St. Charles.....	Jacques Cartier.....	1,044 91	6 20	618 30	10 94
Portage du Fort.....	Pontiac.....	4,266 33	28 95	1,121 10	11 09
Port Burwell.....	Elgin.....	5,885 77	33 65	5,996 00	16 81
Port Carling.....	Victoria.....	528 33	3 25	422 00	1 32
Port Colborne.....	Welland.....	9,638 99	57 45	2,995 05	27 70
Port Dalhousie.....	Lincoln.....	6,753 22	38 90	1,375 30	20 14
Port Dover.....	Norfolk.....	22,768 43	127 10	4,830 87	58 31
Port Elgin.....	Bruce.....	6,083 56	34 90	2,268 61	16 07
Port Hope.....	Durham.....	24,224 27	146 30	19,291 92	77 33
Port Perry.....	Ontario.....	13,139 93	74 55	5,517 15	35 77
Port Robinson.....	Welland.....	20,150 03	108 05	1,106 47	52 03
Port Rowan.....	Norfolk.....	7,020 74	39 15	2,400 23	21 09
Port Ryerse.....	Norfolk.....	757 69	4 65	83 82	1 89
Port Stanley.....	Elgin.....	2,783 17	16 50	2,958 54	8 55
Prescott.....	Grenville.....	18,127 31	107 80	4,123 45	48 79
Preston.....	Waterloo.....	2,044 62	12 10	1,690 70	6 18
Priceville.....	Grey.....	2,999 77	16 70	1,393 16	7 78
Prince Albert.....	Ontario.....	2,080 68	12 35	931 80	6 11

REPORT No. 10.—Shewing the Money Order Offices in Ontario and Quebec in operation at any time within the year ended 30th June, 1874.—Continued.

Money Order Offices.	County.	Amount of Orders Issued.	Total Commission Received.	Amount of Orders Paid.	Commission allowed to Postmasters
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Princeton	Oxford	7,661 98	44 90	787 49	19 16
Puslinch	Wellington	8,020 74	43 45	31 16	20 28
Quebec	Quebec	43,378 24	252 10	71,304 06	6 98
Ratho	Oxford	2,670 67	14 75	595 20	7 06
Renfrew	Renfrew	1,890 21	11 15	2,014 85	9 75
Richmond, Q.	Richmond	2,485 42	14 60	1,913 82	6 45
Richmond, O.	Carleton	2,557 23	13 60	423 84	23 60
Richmond Hill	York	8,450 73	47 25	2,042 51	44 22
Ridgetown	Kent	17,405 21	94 20	2,757 75	23 74
Rimouski	Rimouski	8,082 03	43 30	5,537 56	14
River David	Yamaska	58 72	40	282 88	13 73
Riversdale	Bruce	5,474 14	31 35	1,116 23	10 90
Riviere du Loup (en bas)	Temiscouata	4,300 36	22 90	2,691 94	10 72
Riviere du Loup (en haut)	Maskinongé	4,290 71	23 45	792 55	1 58
Robinson	Compton	197 73	1 20	397 88	11 31
Rockingham	Renfrew	4,378 81	23 75	186 20	14 96
Rock Island	Stanstead	5,930 05	36 15	1,656 51	8 89
Rockwood	Wellington	3,284 34	19 15	1,372 80	4 95
Rodgarville	Huron	1,604 81	8 65	87 58	34 24
Rondeau	Kent	13,260 25	73 30	3,257 41	12 41
Rosemont	Simcoe	4,622 64	24 20	1,506 70	22
Roxton Falls	Shefford	90 00	60	267 39	32
Russell	Russell	130 00	70	.....	27 78
St. Andrews	Argenteuil	10,569 73	55 90	2,444 55	3 68
Ste. Anne de la Pocatière	Kamouraska	1,472 19	8 35	1,061 75	2 02
Ste. Athanase	Iberville	809 95	5 00	55 44	73 81
St. Catharines, O.	Lincoln	22,234 13	133 30	39,260 52	3 95
St. Césaire	Rouville	1,581 91	10 05	125 15	9 30
St. Christophe	Arthabaska	3,592 69	20 20	877 87	4 20
St. Croix	Lotbinière	1,683 78	8 90	173 33	2 89
St. Eustache	Two Mountains	1,162 89	6 90	1,786 76	47
St. Ferdinand	Megantic	190 00	1 00	35 40	4 36
St. George, Brant	Brant	1,556 55	9 80	1,257 44	4 75
St. Hugues	Bagot	.....	.....	603 80	30 34
St. Hyacinthe	St. Hyacinthe	1,352 57	7 85	4,713 39	5 34
St. Jacobs	Waterloo	12,118 81	67 85	1,025 59	26 42
St. Jean Chrysostome	Chateauguay	2,086 28	11 60	193 35	5 96
St. Jerome	Terrebonne	10,565 70	58 75	468 43	38 60
St. John's, Q.	St. Johns	1,984 69	12 20	4,714 73	10 96
St. Mary's Blanchard	Perth	13,096 54	77 70	8,986 81	1 83
St. Paul's Bay	Charlevoix	3,803 35	19 90	123 25	4 56
St. Polycarpe	Soulanges	733 33	3 85	60 00	1 86
Ste. Rémi	Napierville	1,682 31	9 40	620 66	4 31
St. Roch	Quebec	1,571 02	9 15	1,160 64	2 62
St. Sauveur	Quebec	.....	.....	.....	22
St. Scholastique	Two Mountains	1,052 67	5 65	1,111 50	75
St. Sylvestre	Lotbinière	62 28	40	.....	61 73
Sta. Thérèse de Blainville	Terrebonne	299 89	1 90	254 42	2 44
St. Thomas, O.	Elgin	16,609 18	101 65	28,913 61	13 82
St. Williams	Norfolk	883 12	5 30	708 01	47 61
Sandwich	Essex	5,277 99	30 60	881 62	27 72
Sarnia	Lambton	14,342 36	84 65	16,630 27	5 08
Saugeen	Bruce	10,532 08	59 70	3,338 08	3 64
Scarboro	York	1,719 79	9 55	462 70	16 83
Schomberg	York	1,434 25	7 90	526 27	36 29
Scotland	Brant	6,683 54	35 55	337 43	26 42
Seaforth	Huron	10,784 88	60 30	7,844 07	128 82
Selkirk	Haldimand	10,347 59	55 60	1,282 18	1 40
Seneca	Haldimand	49,832 70	268 50	5,096 27	.....
Severn Bridge	Victoria	523 50	3 70	489 65	.....



## REPORT NO. 10.—Shewing the Money Order Offices in Ontario and Quebec in operation at any time within the year ended 30th June, 1874.—Continued.

Money Order Office.	County.	Amount of Orders Issued.	Total Commission Received.	Amount of Orders Paid.	Commission allowed to Postmasters.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Shakespeare	Perth	2,190 31	12 85	1,759 99	5 98
Shannonville	Hastings	2,090 98	11 90	507 23	5 39
Sharon	York	899 98	5 00	274 62	2 32
Sherbrooke	Richmond	4,375 42	30 45	7,384 92	22 42
Simcoe	Norfolk	12,997 64	82 05	1,3061 07	36 64
Singhampton	Grey	4,621 88	24 95	380 02	11 54
Smith's Falls	Lanark	34,992 39	185 45	2,599 92	92 57
Smithville	Lincoln	41,817 97	225 95	2,109 60	104 92
Sombra	Lambton	4,095 34	22 85	1,557 99	10 53
Somersset	Megantic	94 75	55	314 89	0 23
Sorel	Richelieu	3,390 34	19 85	3,828 09	9 13
South Quebec	Lévis	990 65	6 00	267 00	4 53
Sparta	Elgin	1,115 19	6 05	945 96	3 34
Spencerville	Grenville	1,512 81	9 00	555 98	3 83
Springford	Oxford	3,500 39	19 05	1,150 47	8 56
Stanford	Arthabaska	373 80	2 20	354 44	0 53
Stanstead	Stanstead	3,041 19	18 45	4,294 03	10 31
Stayner	Simcoe	6,833 36	39 30	4,155 71	19 73
Stirling	Hastings	5,987 82	33 35	1,035 35	16 23
Stoney Creek	Wentworth	425 99	2 70	508 02	1 09
Stouffville	York	3,120 47	17 05	1,418 35	8 37
Strabane	Wentworth	2,271 13	13 45	687 96	6 25
Stratfordville	Elgin	2,921 10	15 75	226 30	7 35
Stratford	Perth	13,267 85	78 85	11,798 66	50 73
Strathroy	Middlesex	7,773 99	48 80	12,471 34	23 37
Streetsville	Peel	6,420 28	37 30	3,124 85	16 82
Sutton	Brome	546 72	3 45	473 00	1 55
Sweetsburg	Missisquoi	3,954 24	21 55	572 06	10 15
Sylvan	Middlesex	1,026 11	5 50	212 88	2 68
Tadousac	Saguenay			240 00	
Tamworth	Addington	3,052 67	16 75	522 63	7 64
Tara	Bruce	2,427 65	13 05	1,106 47	6 33
Tavistock	Perth			1,101 49	
Teeswater	Bruce	11,456 67	64 15	2,611 46	29 25
Terrebonne	Terrebonne	1,025 30	5 40	3,061 20	2 55
Thamesford	Oxford	210 67	1 25	1,131 14	0 81
Thamesville	Kent	7,264 73	40 60	675 57	19 93
Thornhill	York	1,062 91	5 90	653 30	2 97
Thorold	Welland	7,884 17	46 55	4,068 19	29 06
Three Rivers	St. Maurice	9,671 40	55 75	3,485 39	25 37
Thurso	Ottawa	1,797 31	10 20	402 83	6 26
Tilbury East	Kent	140 00	0 80	420 45	0 72
Tilsonburg	Oxford	16,695 71	96 75	6,862 38	43 35
Tiverton	Bruce	7,423 65	40 25	2,225 87	18 76
Toronto	York	89,432 33	549 95	796,304 34	
Tottenham	Simcoe	55 00	0 30	36 40	0 18
Trenton	Hastings	2,007 34	12 50	2,487 97	8 35
Tullamore	Peel	1,271 78	7 25	1,289 27	3 16
Tweed	Hastings	8,246 49	46 00	160 50	20 67
Uxerton	Drummond	678 01	3 70	13 00	2 08
Union	Elgin	1,914 47	9 80	679 67	4 86
Uxbridge	Ontario	5,515 72	34 45	4,349 39	17 53
Valleyfield	Beauharnois	9,651 57	52 35	1,652 36	24 68
Vanbrugh	Renfrew	6,082 10	32 10	81 35	15 20
Vankleek Hill	Prescott	6,237 82	33 75	1,223 55	16 55
Vienna	Elgin	46,420 69	248 75	2,427 48	116 50
Vittoria	Norfolk	3,595 51	22 80	1,297 19	9 25
Wales	Stormont	910 50	4 70	423 70	2 29
Walkerton	Bruce	23,090 79	135 70	11,354 89	62 03
Wallaceburg	Kent	13,102 32	72 55	4,548 30	33 56
Wallacetown	Elgin	14,638 22	80 10	1,640 14	37 06

REPORT No. 10.—Showing the Money Order Offices in Ontario and Quebec in operation at any time within the year ended 30th June, 1874.—*Continued.*

Money Order Office.	County.	Amount of Orders Issued.	Total Commission Received.	Amount of Orders Paid.	Commission allowed to Postmasters.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Wardsville ..	Middlesex ..	9,757 97	54 35	2,856 78	25 43
Warkworth ..	Northumberland	4,967 63	27 50	754 99	13 37
Warsaw ..	Peterboro'	4,506 06	24 20	124 90	11 39
Warwick ..	Lambton ..	2,066 77	11 45	767 62	5 35
Waterdown ..	Wentworth ..	3,044 94	17 90	2,433 22	8 06
Waterford ..	Norfolk ..	12,271 20	68 50	3,838 05	31 40
Waterloo, Q. .	Shefford ..	1,351 41	7 85	2,418 96	6 50
Waterloo, O. .	Waterloo ..	5,151 24	29 00	8,972 42	13 37
Watford ..	Lambton ..	2,225 64	13 05	2,197 40	7 06
Welland ..	Welland ..	7,147 21	42 75	6,541 78	22 64
Welland Fort ..	Lincoln ..	8,109 10	44 80	369 07	20 31
Wellesley ..	Waterloo ..	1,193 58	6 30	341 30	3 27
Wellington ..	Prince Edward.	5,037 77	31 05	523 72	12 96
Wellington Square.	Halton ..	3,505 14	20 35	2,551 62	9 17
West Farnham ..	Missisquoi ..	136 20	0 80	294 87	0 46
West Flamboro'	Wentworth ..	1,685 78	9 80	1,027 51	4 49
West Winchester.	Dundas ..	3,626 96	19 55	803 23	10 25
Weston ..	York ..	3,620 95	19 95	2,812 18	9 93
Whitby ..	Ontario ..	6,119 79	38 25	11,944 94	20 54
Whitevale ..	Ontario ..	567 52	2 65	630 40	1 42
Widder Station ..	Lambton ..	4,940 59	29 40	2,857 15	14 39
Windsor, O ..	Essex ..	21,573 80	129 90	16,645 72	79 34
Wingham ..	Huron ..	9,972 71	56 35	7,434 20	26 68
Woodbridge ..	York ..	3,253 57	18 55	12,975 71	9 43
Woodham ..	Perth ..	465 50	2 80	1,874 72	1 33
Woodslee ..	Essex ..	3,305 16	19 35	732 42	8 43
Woodstock ..	Oxford ..	19,259 01	117 05	19,249 76	57 60
Woodville ..	Victoria ..	12,460 48	68 65	2,154 04	33 83
Wroxeter ..	Huron ..	27,413 65	147 60	5,129 97	70 01
Wyoming ..	Lambton ..	3,001 88	16 40	1,933 56	8 29
Warton ..	Grey ..	2,046 40	11 75	972 67	5 24
Wright ..	Ottawa ..				
Yamachiche ..	St. Maurice ..	904 17	5 00		2 26
York ..	Haldimand ..	3,700 29	21 00	790 61	9 29
Yorkville ..	York ..	4,554 36	27 70	4,331 56	23 01
Zurich ..	Huron ..	9,621 10	50 20	793 62	24 23
		3,585,367 24	20,330 25	3,546,697 72	8,891 23

D. A. MACDONALD,

*Postmaster-General.*

P. LE SUEUR,

*Chief Superintendent.*

REPORT No. 10, A.

SHOWING the Amount of Money Orders issued in Ontario and Quebec on the United Kingdom, within the year ended 30th June, 1874; the value of such Orders in Dominion currency; the Commissions received thereon, and the Amount of Money Orders paid in Ontario and Quebec, drawn by Money Order Offices in the United Kingdom.

Money Order Office.	County.	Amount of Orders Issued.	Total Commission Received.	Amount of Orders Paid.
		\$ cts.	\$ cts.	\$ cts.
Acton.....	Halton.....	441 30	12 50	53 52
Acton Vale.....	Bagot.....	474 32	10 50	31 63
Adamsville.....	Brome.....			
Adelaide.....	Middlesex.....	83 13	2 25	82 48
Ailsa Craig.....	Huron.....	355 98	9 25	95 50
Albion.....	Peel.....	394 50	10 50	138 68
Aldboro'.....	Elgin.....	48 90	1 00	
Alexandria.....	Glengarry.....	314 92	8 00	51 09
Allandale.....	Simcoe.....	109 64	4 00	155 60
Allenford.....	Bruce.....	9 78	25	
Almonte.....	Lanark.....	1,507 79	41 00	514 68
Amherstburg.....	Essex.....	413 32	11 50	160 88
Angus.....	Simcoe.....	391 80	10 00	96 44
Appleton.....	Lanark.....	7 33	50	36 98
Arkona.....	Lambton.....	124 18	3 50	24 33
Arkwright.....	Bruce.....	44 01	1 25	
Arnprior.....	Renfrew.....	423 38	13 25	199 51
Arthur.....	Wellington.....	116 42	3 50	87 10
Arva.....	Middlesex.....			48 66
Athlone.....	Simcoe.....	366 75	7 75	
Aultsville.....	Stormont.....	14 67	50	48 66
Aurora.....	York.....	432 78	11 75	139 71
Aylmer, Q.....	Ottawa.....	471 56	13 00	15 82
Aylmer, O.....	Elgin.....	1,026 90	27 75	351 15
Ayr.....	Waterloo.....	701 82	19 50	127 73
Baden.....	Waterloo.....	96 58	2 50	29 20
Bailleboro'.....	Durham.....	188 55	5 00	
Baltimore.....	Northumberland.....	24 86	1 25	9 51
Barrie.....	Simcoe.....	3,644 06	102 75	1,765 47
Bath.....	Addington.....	74 21	2 75	16 91
Bayfield.....	Huron.....	461 75	11 00	
Beachburg.....	Renfrew.....	498 02	12 00	
Beachville.....	Oxford.....	610 37	16 00	43 80
Beamsville.....	Lincoln.....	240 58	5 50	256 41
Beauharnois.....	Beauharnois.....	22 49	75	55 96
Beaverton.....	Ontario.....	322 72	8 75	224 45
Becancour Station.....	Megantic.....			
Bedford.....	Missisquoi.....	350 84	8 25	29 20
Belleville.....	Hastings.....	4,625 01	131 25	3,070 19
Bell Ewart.....	Simcoe.....			97 32
Bell's Corners.....	Carleton.....	85 56	2 75	9 74
Berlin.....	Waterloo.....	635 32	15 50	49 21
Berthier (en haut).....	Berthier.....			9 73
Bethany.....	Durham.....	153 54	4 25	228 55
Blairton.....	Peterboro'.....	1,116 11	27 00	58 39
Bluevale.....	Huron.....	26 89	75	
Blyth.....	Huron.....	41 56	1 25	2 43
Bobcaygeon.....	Victoria.....	615 81	14 50	17 76
Bondhead.....	Simcoe.....	492 15	11 75	63 25
Bothwell.....	Kent.....	435 99	13 25	294 40
Bowmanville.....	Durham.....	1,831 83	60 75	506 98
Bracebridge.....	Victoria.....	803 72	21 50	5,786 82
Bradford.....	Simcoe.....	950 40	25 50	414 36
Brampton.....	Peel.....	1,265 18	40 00	289 63
Brantford.....	Brant.....	3,912 23	114 00	1,628 22

REPORT No. 10, A.—Showing the Amount of Money Orders issued in Ontario and Quebec, on the United Kingdom, within the year ended 30th June, 1874.—  
*Continued.*

Money Order Office.	County.	Amount of Orders Issued.	Total Commission Received.	Amount of Orders Paid.
		\$ cts.	\$ cts.	\$ cts.
Bridgewater.....	Hastings	51 70	1 75	45 01
Brigham.....	Brome	44 01	1 25	.....
Bright.....	Oxford	40 33	1 75	19 46
Brighton.....	Northumberland	220 28	5 75	17 04
Bryson.....	Pontiac	251 34	5 75	.....
Brockville.....	Leeds	3,966 12	110 25	731 98
Brompton Falls.....	Richmond	.....	.....	.....
Brooklin.....	Ontario	1,210 07	29 50	184 51
Brougham.....	Ontario	63 22	2 50	.....
Brussels.....	Huron	374 28	9 50	60 83
Buckingham.....	Ottawa	435 99	9 75	107 06
Burford.....	Brant	24 45	1 00	109 48
Cacouna.....	Temiscouata	7 43	75	.....
Caistorville.....	Lincoln	.....	.....	.....
Caledon.....	Peel	.....	.....	34 54
Cambray.....	Victoria	289 22	7 00	27 98
Camlachie.....	Lambton	.....	.....	.....
Campbellford.....	Haldimand	468 45	12 75	56 46
Canfield.....	.....	88 02	1 75	309 98
Cannington.....	Ontario	703 26	16 00	116 79
Carleton Place.....	Lanark	365 62	10 50	14 60
Carronbrook.....	Perth	100 24	2 75	.....
Castleton.....	Northumberland	15 89	75	.....
Cayuga.....	Haldimand	573 40	16 25	252 31
Chambly Canton.....	Chambly	951 08	24 00	166 63
Chatham.....	Kent	7,791 75	208 25	837 91
Chatsworth.....	Grey	342 11	9 25	64 48
Chelsea.....	Ottawa	1,423 31	35 65	29 19
Chicoutimi.....	Chicoutimi	31 34	1 25	.....
Chippawa.....	Welland	196 35	5 75	30 65
Claremont.....	Ontario	141 59	4 50	126 52
Clarence.....	Russell	94 76	2 50	42 58
Clarke.....	Durham	103 41	2 75	.....
Clarksburg.....	Grey	677 18	16 25	43 80
Clearville.....	Kent	14 67	50	.....
Clifford.....	Wellington	84 12	2 25	339 66
Clifton.....	Welland	4,465 17	111 00	392 93
Clinton.....	Huron	2,638 57	67 50	509 81
Coaticook.....	Stanstead	667 47	16 75	127 74
Cobourg.....	Northumberland	3,340 97	95 25	1,255 06
Colborne.....	Northumberland	227 36	5 50	77 87
Coldwater.....	Simcoe	29 80	1 25	104 63
Collingwood.....	Simcoe	2,321 02	60 50	1,524 18
Colpoy's Bay.....	Bruce	57 44	1 75	129 44
Columbus.....	Ontario	254 66	7 00	63 87
Comber.....	Essex	.....	.....	4 87
Compton.....	Compton	287 02	7 75	413 59
Conestoga.....	Waterloo	88 02	2 25	.....
Consecon.....	Prince Edward	51 54	1 25	.....
Cookshire.....	Compton	99 47	2 50	73 00
Clover Hill.....	Simcoe	183 36	4 25	.....
Cookstown.....	Simcoe	150 44	4 50	63 26
Cooksville.....	Peel	47 31	1 50	29 80
Cornwall.....	Stormont	938 76	28 25	223 36
Corunna.....	Lambton	14 17	75	48 66
Coteau Lauding.....	Soulanges	.....	.....	.....
Cowansville.....	Missisquoi	70 74	2 75	48 66
Craighurst.....	Simcoe	24 45	75	26 52
Credit.....	Peel	.....	.....	.....
Creemore.....	Simcoe	50 96	1 50	24 33

REPORT No. 10, A.—Showing the Amount of Money Orders issued in Ontario and Quebec on the United Kingdom, within the year ended 30th June, 1874.—  
Continued.

Money Order Office.	County.	Amount of Orders Issued.	Total Commission Received.	Amount of Orders Paid.
		\$ cts.	\$ cts.	\$ cts.
Cumberland..	Russell	64 17	1 50	34 06
Danville	Richmond	509 33	14 50	84 42
Delaware	Middlesex	245 05	8 25	467 15
Delhi	Norfolk	426 73	10 75	136 25
Delta	Leeds	259 15	6 00	
Dickinson's Landing	Stormont			9 73
Dillonton	Brome	3,478 85	94 75	
Douglas	Renfrew	34 23	1 00	
Drayton	Wellington	496 64	13 00	149 64
Dresden	Kent	341 93	8 50	234 03
Drumbo	Oxford	111 25	3 25	
Drummondville, O.	Welland	423 64	12 25	276 55
Drummondville, Q.	Drummond	640 65	13 75	
Duart	Kent	102 69	3 25	24 33
Dunbar	Dundas	35 45	1 00	
Dunbarton	Ontario	280 68	6 50	37 18
Dundas	Wentworth	3,005 87	82 00	531 51
Dungannon	Huron	17 11	0 50	
Dunham	Missisquoi	120 46	4 25	48 66
Dunnville	Haldimand	252 06	7 00	19 47
Duntroon	Simcoe	15 89	0 50	
Durham	Grey	699 17	17 75	87 89
Easton's Corners	Grenville	15 40	0 50	
Eganville	Renfrew	97 80	2 25	
Egmondville	Huron	59 12	2 00	
Elora	Wellington	1,201 70	34 75	228 63
Embro	Oxford	667 59	17 25	131 41
Erin	Wellington	145 96	3 75	
Exeter	Huron	1,374 18	35 00	223 22
Farmersville	Leeds	69 85	1 75	
Fenelon Falls	Victoria	139 97	5 00	201 25
Fergus	Wellington	1,494 11	40 50	326 33
Fingal	Elgin	189 09	4 75	
Flesherton	Grey	157 69	4 00	121 65
Florence	Lambton	296 32	7 00	14 60
Fonthill	Welland	70 48	2 25	170 32
Forest	Lambton	349 12	10 75	304 04
Fort Erie	Welland	1,937 33	50 00	319 81
Frankford	Hastings			24 33
Franklin Centre	Huntingdon	1 22	0 25	48 66
Frelighsburg	Missisquoi	183 91	4 50	20 41
Galt	Waterloo	3,932 13	106 75	925 64
Gananoque	Leeds	458 18	12 50	310 00
Garafraza	Wellington	190 19	5 75	57 18
Garden Island	Frontenac	200 44	6 25	
Gaspé Basin	Gaspé	523 46	12 50	
Georgetown	Halton	1,898 26	44 75	368 00
Georgina	York	232 20	7 00	48 67
Glenallen	Wellington	156 47	4 00	
Glenoe	Middlesex	320 88	8 50	104 76
Goderich	Huron	1,657 83	45 25	341 12
Grafton	Northumberland	294 85	8 50	46 22
Granby	Shefford	88 02	2 25	131 86
Greenwood	Ontario	207 83	5 00	1 01
Grenville	Argenteuil	273 84	6 00	
Grimsby	Lincoln	347 92	8 25	143 56
Guelph	Wellington	8,092 13	221 50	2,445 90
Hagersville	Haldimand	524 84	13 75	77 86
Hamilton	Wentworth	33,527 64	953 50	9,963 58
Haliburton	Peterboro	43 88	2 75	

REPORT No. 10, A.—Showing the Amount of Money Orders issued in Ontario and Quebec, on the United Kingdom, within the year ended 30th June, 1874.—  
*Continued.*

Money Order Office.	County.	Amount of Orders Issued.	Total Commission Received.	Amount of Orders Paid.
		\$ cts.	\$ cts.	\$ cts.
Hampton	Durham	303 49	7 25	
Hanover	Grey	66 82	1 75	48 66
Harriston	Wellington	684 99	22 00	121 71
Hastings	Peterboro'	238 35	6 00	
Hatley	Stanstead	166 92	4 25	4 87
Hawkesbury	Prescott	466 82	13 50	
Hawksville	Waterloo	44 01	1 25	
Hemmingford	Huntingdon	30 81	1 00	68 12
Henryville	Iberville	68 46	1 50	
Hespeler	Waterloo	272 85	6 25	41 67
Hillsburg	Wellington	24 45	0 75	21 33
Holland Landing	York	56 62	1 75	
Hollen	Wellington	7 46	0 50	48 67
Hull	Ottawa	280 22	8 75	
Huntingdon	Huntingdon	527 17	13 75	70 07
Ingersoll	Oxford	2,490 47	63 25	653 76
Invermay	Bruce	85 42	2 50	4 87
Inverness	Megantic	332 24	8 50	22 63
Iroquois	Dundas	466 99	10 75	
Jarvis	Haldimand	738 13	17 75	111 21
Joliette	Joliette	2 44	0 25	63 26
Jordan	Welland	31 78	0 75	
Kamouraska	Kamouraska			
Keene	Peterboro'	123 86	4 00	24 34
Kemptville	Grenville	318 73	8 25	126 52
Kincairdine	Bruce	873 24	22 75	383 22
King	York	400 04	9 75	
Kingston	Frontenac	6,536 31	188 25	2,112 80
Kingsville	Essex	160 29	5 50	170 48
Kippen	Huron	8 01	0 50	
Kirkfield	Victoria	19 56	0 75	
Klineburg	York	58 68	1 25	
Knowlton	Brome	305 73	7 50	6 82
Komoka	Middlesex	167 07	4 50	24 33
Lachine	Jacques Cartier	58 68	1 50	9 68
Lachute	Argenteuil	149 83	5 00	1 22
Lacolle	St. Johns			4 87
Lambton Mills	York	284 63	8 25	155 70
Lanark	Lanark	108 02	2 75	283 29
Laprairie	Laprairie	12 46	0 75	
L'Assomption	L'Assomption			
Leamington	Essex			150 22
Leeds	Megantic	573 24	13 50	53 53
Lefroy	Simcoe	159 54	4 25	
Lennoxville	Richmond	1,972 32	54 25	305 34
Leslie	York	260 41	7 00	30 01
Levis	Levis	55 80	2 75	20 00
Lindsay	Victoria	2,290 03	59 00	310 44
Listowell	Perth	679 15	18 25	175 67
Lloydtown	York	318 05	7 50	
London	Middlesex	24,447 33	679 00	6,798 15
Longueuil	Chambly			
Longwood	Middlesex	366 34	8 75	82 73
L'Orignal	Prescott	269 73	6 25	
Loughboro'	Frontenac	78 24	1 75	93 80
Lotbinière	Lotbinière			
Lucan	Huron	99 61	3 50	
Lucknow	Bruce	1,418 53	33 00	
Lyn	Leeds	9 78	0 50	14 60
Lynden	Wentworth	156 80	3 75	14 60

REPORT No 10, A.—Showing the Amount of Money Orders issued in Ontario and Quebec on the United Kingdom, within the year ended 30th June, 1874.—  
*Continued.*

Money Order Office.	County.	Amount of Orders Issued.	Total Commission Received.	Amount of Orders Paid.
		\$ cts.	\$ cts.	\$ cts.
Lynedoch	Norfolk	97 80	3 00	
Madoc	Hastings	183 72	6 25	306 12
Magog	Stanstead	132 03	2 75	
Manchester	Ontario	78 16	2 00	38 93
Manilla	Victoria	127 13	3 25	
Mansonville Potton	Brome			9 73
Maple	York	56 24	2 00	
Markdale	Grey	170 59	4 25	9 73
Markham	York	768 04	20 50	254 98
Martintown	Glengarry	107 68	2 50	
Massawippi	Stanstead			
Matane	Rimouski			
Matapedia	Bonaventure	3,205 69	68 25	
Maxwell	Grey	22 78	0 75	9 73
McGillivray	Huron	24 45	0 50	14 67
Meadowvale	Peel	42 04	1 50	48 66
Meaford	Grey	452 33	14 00	697 70
Melbourne	Richmond	881 08	23 75	199 50
Merrickville	Grenville	190 70	5 25	
Mildmay	Bruce	53 79	1 00	
Milford	Prince Edward	24 45	0 50	24 33
Millbank	Perth	234 06	6 75	34 58
Millbrook	Durham	494 51	16 25	291 00
Mille Roches	Stormont			
Milton O	Halton	581 53	15 25	149 49
Milverton	Perth	156 76	4 50	
Minden	Peterboro'	312 34	8 75	84 54
Mitchell	Perth	3,099 75	80 25	591 05
Mohawk	Brant	8 86	0 50	
Mono Mills	Simcoe	29 34	1 00	
Montmagny	Montmagny			
Montreal	Hochelega	85,635 68	2,354 75	16,619 51
Moore	Lambton	258 92	7 50	
Morpeth	Kent	152 79	4 00	52 91
Morrisburg	Dundas	438 68	11 50	41 84
Morrison	Wellington	48 89	1 25	
Morton	Leeds	63 33	1 50	
Mount Brydges	Middlesex	212 29	4 75	40 04
Mount Elgin	Oxford	97 80	2 00	
Mount Forest	Grey	1,039 04	28 75	264 64
Mount Vernon	Brant			
Murray Bay	Charlevoix			
Muir	Middlesex			
Naim	do	224 94	4 75	
Nanticoke	Haldimand			
Napanee	Lennox	1,454 96	40 25	300 65
Napier	Middlesex	172 10	4 25	55 96
Napierville	Napierville			
Nassagiveya	Halton	85 57	2 50	14 60
Neustadt	Grey	78 24	2 00	
Newboro'	Leeds	184 60	5 00	41 29
Newburgh	Addington	151 70	4 75	
Newbury	Middlesex	514 67	12 00	468 40
Newcastle	Durham	625 33	18 00	189 88
New Dundee	Waterloo	9 78	0 25	
New Edinburgh	Russell	559 65	15 25	12 17
New Hamburg	Waterloo	80 92	2 75	24 33
Newmarket	York	746 96	18 75	252 41
Niagara	Lincoln	527 29	15 50	364 56
Nicolet	Nicolet	6 09	0 25	

REPORT No. 10, A.—Showing the Amount of Money Orders issued in Ontario and Quebec on the United Kingdom, within the year ended 30th June, 1874.  
—Continued.

Money Order Offices.	County.	Amount of Orders issued.	Total Commission received.	Amount of Orders paid.
		\$ cts.	\$ cts.	\$ cts.
North Augusta.....	Grenville.....	174 13	4 00	.....
North Douro.....	Peterboro'.....	597 92	16 50	399 02
North Gower.....	Carleton.....	14 67	0 50	6 27
North Port.....	Prince Edward.....	.....	.....	.....
Norval.....	Halton.....	29 29	1 00	100 55
Norwich.....	Oxford.....	192 74	7 00	411 99
Norwood.....	Peterboro'.....	128 50	4 75	424 08
Oakland.....	Brant.....	.....	.....	.....
Oakville.....	Halton.....	500 92	13 50	172 51
Odessa.....	Addington.....	9 78	0 25	24 33
Oil Springs.....	Lambton.....	3 35	2 25	.....
Omeme.....	Victoria.....	198 61	5 00	77 16
Onslow.....	Pontiac.....	172 37	4 25	68 19
Orangeville.....	Wellington.....	685 24	19 50	320 12
Orillia.....	Simcoe.....	2,244 59	63 52	2,777 03
Ormatown.....	Chateauguay.....	28 12	1 00	.....
Orono.....	Durham.....	630 81	14 75	.....
Orwell.....	Elgin.....	55 01	2 00	.....
Osceola.....	Renfrew.....	78 24	2 00	.....
Osgoode.....	Russell.....	73 35	2 00	40 73
Osbawa.....	Ontario.....	3,927 26	109 50	669 79
Ottawa.....	Carleton.....	29,377 85	783 50	3,850 91
Otterville.....	Oxford.....	53 79	1 25	97
Owen Sound.....	Grey.....	1,242 04	38 50	694 87
Paisley.....	Bruce.....	1,404 41	32 75	357 45
Pakenham.....	Lanark.....	583 31	15 00	51 10
Palermo.....	Halton.....	40 08	1 75	162 47
Paris.....	Brant.....	1,527 72	43 00	415 96
Parkhill.....	Middlesex.....	514 47	13 75	104 63
Parry Sound.....	District of Algoma.....	255 62	7 50	1,044 94
Paspébiac.....	Bonaventure.....	328 94	9 75	.....
Patterson.....	York.....	241 07	5 75	14 61
Pembroke.....	Renfrew.....	2,882 06	74 50	89 31
Penetanguishene.....	Simcoe.....	178 14	4 25	399 01
Percé.....	Gaspé.....	210 08	5 75	.....
Perth.....	Lanark.....	1,553 90	41 75	108 27
Peterboro'.....	Peterboro'.....	3,250 63	93 00	2,141 64
Petrolia.....	Lambton.....	1,086 24	31 75	251 82
Philipsburg.....	Missisquoi.....	.....	.....	.....
Pickering.....	Ontario.....	398 89	9 50	19 46
Picton.....	Prince Edward.....	396 19	12 25	271 13
Pike River.....	Missisquoi.....	.....	.....	.....
Plantagenet.....	Prescott.....	51 11	1 75	.....
Point Levi East.....	Lévis.....	9 78	25	.....
Point St. Charles.....	Jacques Cartier.....	2,974 99	85 75	363 75
Portage du Fort.....	Pontiac.....	164 85	4 75	12 64
Port Burwell.....	Elgin.....	328 98	10 00	360 08
Port Carling.....	Victoria.....	7 09	50	.....
Port Colborne.....	Welland.....	1,350 33	35 00	97 33
Port Dalhousie.....	Lincoln.....	1,260 59	31 75	49 89
Port Dover.....	Norfolk.....	547 25	13 75	24 08
Port Elgin.....	Bruce.....	267 73	8 25	81 69
Port Hope.....	Durham.....	5,680 69	148 25	924 13
Port Perry.....	Ontario.....	656 66	19 25	472 43
Point Edward.....	Lambton.....	.....	.....	75 42
Port Robinson.....	Welland.....	487 64	12 50	183 69
Port Rowan.....	Norfolk.....	231 45	5 50	55 98
Port Ryerse.....	Norfolk.....	.....	.....	.....
Port Stanley.....	Elgin.....	359 98	9 25	88 08
Prescot'.....	Grenville.....	1,180 75	34 25	136 99



REPORT No. 10, A.—Showing the Amount of Money Orders issued in Ontario and Quebec on the United Kingdom, within the year ended 30th June, 1874.—  
*Continued.*

Money Order Offices.	County.	Amount of Orders Issued.	Total Commission Received.	Amount of Orders Paid.
		\$ cts.	\$ cts.	\$ cts.
Preston	Waterloo	116 27	5 25	323 84
Priceville	Grey	64 44	1 75	38 99
Prince Albert	Ontario	176 80	5 00	194 64
Princeton	Oxford	6 96		
Puulinch	Wellington	97 80	2 25	
Quebec	Quebec	22,722 98	589 80	3,842 49
Ratho	Oxford	109 37	2 75	19 47
Renfrew	Renfrew	695 85	17 25	148 91
Richmond, Q	Richmond	1,002 23	29 25	418 72
Richmond, O	Carleton	16 71		14 60
Richmond Hill	York	674 68	16 75	264 73
Ridgetown	Kent	273 30	7 50	15 57
Rimouski	Rimouski	591 52	12 50	
River David	Yamaska			
Riversdale	Bruce	26 41		75
Rivière du Loup (en bas)	Temiscouata	63 57	1 50	
Rivière du Loup (en bas)	Maskinonge			
Robinson	Compton	298 68	8 50	145 25
Rockingham	Renfrew	24 00	1 00	124 08
Rock Island	Stanstead	61 12	1 50	
Rockwood	Wellington	125 07	4 00	155 71
Rodgerville	Huron	334 96	7 75	48 66
Rondeau	Kent	342 11	9 00	104 97
Rosemont	Simcoe	297 92	8 00	48 66
Roxton Falls	Shefford			
Russell	Russell			
St. Andrews	Angenteuil	294 05	6 75	234 19
St. Anne de la Pocatière	Kamouraska			
St. Athanase	Iberville	4 89	25	
St. Catharines	Lincoln	6,180 30	169 25	1,750 47
St. Césaire	Rouville			
St. Christophe	Arthabaska	4 89	25	
St. Croix	Lotbinière			
St. Eustache	Two Mountains			
St. Ferdinand	Megantic			
St. George Brant	Brant	185 82	4 00	9 73
St. Hugues	Bagot			
St. Hyacinthe	St. Hyacinthe	254 28	5 75	24 81
St. Jacobs	Waterloo	17 50	50	
St. Jean Chrysostome	Chateauguay	53 57	1 75	
St. Jerome	Terrebonne	4 89	25	
St. Johns, Q	St. Johns	242 51	7 00	158 26
St. Mary's Blanchard	Perth	1,577 34	42 00	698 57
St. Paul's Bay	Charlevoix	562 34	14 50	
St. Polycarpe	Soulanges			
St. Rémi	Napierville	48 90	1 00	
St. Roch	Quebec	153 36	3 50	4 87
St. Sauveur	Quebec			
St. Scholastique	Two Mountains			
St. Thérèse de Blainville	Terrebonne			
St. Thomas, O	Elgin	5,869 61	160 00	1,979 42
St. Sylvester	Lotbinière	29 34	75	
St. Williams	Norfolk	99 33	2 50	
Sandwich	Essex	199 02	5 25	63 26
Sarnia	Lambton	3,690 13	96 50	838 35
Saugeen	Bruce	362 42	7 25	189 60
Scarboro'	York	283 61	7 25	
Schomberg	York	24 45	0 50	
Scotland	Brant	53 56	1 75	
Seaforth	Huron	3,286 63	77 75	444 57

REPORT No. 10, A.—Showing the Amount of Money Orders issued in Ontario and Quebec on the United Kingdom, within the year ended 30th June, 1874.  
—Continued.

Money Order Office.	County.	Amount of Orders Issued.	Total Commission Received.	Amount of Orders Paid.
		\$ cts.	\$ cts.	\$ cts.
Selkirk.....	Haldimand.....	19 56	0 75	214 15
Seneca.....	Haldimand.....	794 84	21 75	120 45
Severn Bridge.....	Victoria.....	41 81	1 75	9 73
Shakespeare.....	Perth.....	170 45	4 75	
Shannonville.....	Hastings.....	38 75	1 50	39 60
Sharon.....	York.....	34 23	0 75	
Sherbrooke.....	Richmond.....	2,517 67	71 00	1,493 84
Simcoe.....	Norfolk.....	1,267 12	35 50	409 63
Singhampton.....	Grey.....			
Smith's Falls.....	Lanark.....	1,142 61	26 00	391 36
Smithville.....	Lincoln.....	157 41	4 25	
Sombra.....	Lambton.....	83 13	2 25	38 94
Somerset.....	Megantic.....			
Sorel.....	Richelieu.....	151 45	4 25	127 41
South Quebec.....	Lévis.....	774 27	19 95	73 11
Sparta.....	Elgin.....	200 48	5 50	33 23
Spencerville.....	Grenville.....	34 45	1 25	14 60
Springford.....	Oxford.....	50 12	1 25	
Stanford.....	Arthabaska.....			
Stanstead.....	Stanstead.....	890 89	19 75	209 23
Stayner.....	Simcoe.....	897 83	20 75	176 03
Sterling.....	Hastings.....	314 67	7 25	18 49
Stoney Creek.....	Wentworth.....	2 44	0 25	14 60
Stouffville.....	York.....	232 66	6 75	14 67
Strabane.....	Wentworth.....	154 29	3 50	82 49
Stratfordville.....	Elgin.....	24 45	0 50	
Stratford.....	Perth.....	5,475 05	149 00	1,411 37
Strathroy.....	Middlesex.....	848 55	24 00	728 57
Streetsville.....	Peel.....	304 72	8 25	19 46
Stutton.....	Brome.....	83 13	2 00	
Sweetsburg.....	Missisquoi.....	19 56	0 50	97 32
Sylvan.....	Middlesex.....	49 19	1 50	
Tadousac.....	Saguenay.....			
Tamworth.....	Addington.....	9 78	0 50	
Tara.....	Bruce.....	113 42	3 25	
Tavistock.....	Perth.....			
Teeswater.....	Bruce.....	207 83	5 75	52 68
Terrebonne.....	Terrebonne.....			
Thamesford.....	Oxford.....	56 16	1 75	68 13
Thamesville.....	Kent.....	642 00	18 75	43 79
Thornhill.....	York.....	38 38	1 50	97 63
Thorold.....	Welland.....	3,068 39	81 50	578 99
Three Rivers.....	St. Maurice.....	356 94	9 25	165 45
Thurso.....	Ottawa.....	724 94	15 50	
Tilbury East.....	Kent.....			147 93
Tilsonburg.....	Oxford.....	577 18	16 75	54 00
Tiverton.....	Bruce.....	91 65	3 25	
Toronto.....	York.....	84,806 77	2,449 25	29,029 78
Tottenham.....	Simcoe.....	73 35	1 50	
Trenton.....	Hastings.....	649 84	16 25	708 00
Tullamore.....	Peel.....			
Tweed.....	Hastings.....	26 46	0 75	
Ulverton.....	Drummond.....	11 00	0 25	155 72
Union.....	Elgin.....	14 67	0 50	24 33
Uxbridge.....	Ontario.....	1,030 01	30 50	487 73
Valleyfield.....	Beauharnois.....	87 13	2 50	134 03
Vanbrugh.....	Renfrew.....			
Vanleek Hill.....	Prescott.....	15 13	3 75	
Vienna.....	Elgin.....	12 90	0 75	169 24
Vittoria.....	Norfolk.....	97 80	2 50	2 92

REPORT No. 10, A.—Showing the Amount of Money Orders issued in Ontario and Quebec on the United Kingdom, within the year ended 30th June, 1874.—  
*Continued.*

Money Order Offices.	County.	Amount of Orders Issued.	Total Commission Received.	Amount of Orders Paid.
		\$ cts.	\$ cts.	\$ cts.
Vroomanton.....	Ontario.....	66 67	2 50	39 12
Wales.....	Stormont.....	12 23	0 50	.....
Walkerton.....	Bruce.....	1,401 66	35 00	161 32
Wallaceburg.....	Kent.....	232 27	5 50	36 50
Wallacetown.....	Elgin.....	87 97	4 25	82 48
Wardsville.....	Middlesex.....	247 39	6 25	134 63
Warkworth.....	N. rthumberland.....	237 16	6 00	157 91
Warsaw.....	Peterboro'.....	31 56	1 00	27 76
Warwick.....	Lambton.....	84 76	2 75	.....
Waterdown.....	Wentworth.....	161 74	5 00	32 62
Waterford.....	Norfolk.....	265 47	9 00	41 40
Waterloo, Q.....	Shefford.....	1,222 63	31 25	15 94
Waterloo, O.....	Waterloo.....	84 35	2 50	14 75
Watford.....	Lambton.....	531 57	15 00	86 86
Welland.....	Welland.....	1,761 19	47 50	160 54
Welland Port.....	Lincoln.....	24 45	0 50	.....
Wellesley.....	Waterloo.....	118 20	3 50	.....
Wellington.....	Prince Edward.....	102 69	2 25	48 66
Wellington Square.....	Halton.....	227 13	7 00	34 08
West Farnham.....	Missisquoi.....	92 91	2 00	.....
West Flamboro.....	Wentworth.....	117 91	3 50	.....
West Winchester.....	Dundas.....	479 22	10 25	4 87
Weston.....	York.....	301 13	9 75	63 60
Whitby.....	Ontario.....	1,883 85	56 00	161 32
Whitevale.....	Ontario.....	37 56	1 50	34 06
Widder Station.....	Lambton.....	715 51	18 50	116 62
Windsor, O.....	Essex.....	7,763 99	204 00	2,145 75
Wingham.....	Huron.....	226 09	6 25	490 60
Woodbridge.....	York.....	417 16	12 75	114 34
Woodham.....	Perth.....	75 79	2 00	.....
Woodslee.....	Essex.....	53 79	1 25	22 88
Woodstock.....	Oxford.....	2,643 49	75 00	1,016 62
Woodville.....	Victoria.....	791 44	18 00	199 51
Wroxeter.....	Huron.....	550 93	12 50	48 70
Wyoming.....	Lambton.....	330 37	9 00	4 87
Warton.....	Grey.....	4 89	0 25	.....
Wright.....	Ottawa.....	.....	.....	.....
Yamachiche.....	St. Maurice.....	.....	.....	.....
York.....	Haldimand.....	22 28	1 00	7 30
Yorkville.....	York.....	3,567 01	106 00	1,072 01
Zurich.....	Huron.....	75 30	2 50	.....
		558,481 22	15,391 26	154,637 19

D. A. MACDONALD,  
*Postmaster General.*

P. LESUEUR,  
*Chief Superintendent.*

## REPORT No. 10, B.

SHOWING the Amount of Money Orders issued in Ontario and Quebec on Nova Scotia during the year ended 30th June, 1874; the value of such Orders in Dominion Currency; the Commissions received thereon; and the Amount of Money Orders paid in Ontario and Quebec, drawn by Money Order Offices in Nova Scotia.

Money Order Office.	County.	Amount of Orders Issued.	Total Commission Received.	Amount of Orders Paid.
		\$ cts.	\$ cts.	\$ cts.
Aldboro'	Elgin			544 00
Alexandria	Glengarry	245 00	1 40	132 00
Anherstburg	Essex	11 87	0 10	20 00
Angus	Simcoe	12 00	0 10	
Arkona	Lambton			30 00
Arthur	Wellington			467 75
Aurora	York	32 00	0 20	
Aylmer, East	Ottawa			5 00
Barrie	Simcoe	18 00	0 10	
Bath	Addington	16 00	0 15	
Bedford	Missisquoi	12 00	0 10	
Belleville	Hastings	167 20	0 95	67 89
Bowmanville	Durham	3 16	0 05	50 00
Bradford	Simcoe	42 00	0 30	20 00
Brantford	Brant	60 89	0 40	721 89
Brighton	Northumberland			90 00
Brookville	Leeds	126 00	0 75	74 50
Brooklin	Ontario			281 85
Chambly Canton	Chambly	12 00	0 10	
Chatham	Kent	35 00	0 20	86 40
Clifton	Welland	12 00	0 10	
Clinton	Huron	411 82	2 25	
Cobourg	Northumberland	30 00	0 20	
Cornwall	Stormont			8 00
Dundas	Wentworth			325 00
Exeter	Huron	29 00	0 20	
Florence	Lambton	55 00	0 30	
Fort Erie	Welland	422 00	2 30	
Frelighsburg	Missisquoi			20 00
Galt	Waterloo	12 00	0 10	86 46
Gananoque	Leeds	45 00	0 30	5 00
Garafraxa	Wellington	100 00	0 50	
Gaspé Basin	Gaspé	437 15	2 50	
Grafton	Northumberland			15 00
Guelph	Wellington			260 00
Hamilton	Wentworth	348 94	2 05	5,302 61
Ingersoll	Oxford			50 00
Inverness	Megantic	4 00	0 05	
Iroquois	Dundas			40 00
Joliette	Joliette			20 00
Kemptville	Grenville			184 00
Kingston	Frontenac	140 32	0 90	1,066 00
Lachine	Jacques Cartier	65 00	0 50	
Lennoxville	Richmond			20 00
Levis	Levis			15 00
Lindsay	Victoria	20 00	0 10	
London	Middlesex	71 90	0 45	1,343 38
Lucan	Huron	149 20	0 80	
Manilla	Victoria			10 00
Markdale	Grey	20 00	0 10	
Markham	York	12 00	0 10	
Matapedia	Bonaventure	2,775 78	14 66	
Meaford	Grey	50 00	0 30	
Melbourne	Richmond	50 00	0 30	
Mitchell	Perth			48 38
Montmagny	Montmagny			40 00

REPORT No. 10, B.—Showing the Amount of Money Orders issued in Ontario and Quebec on Nova Scotia, during the year ended 30th June, 1874—*Continued.*

Money Order Offices.	County.	Amount of Orders Issued.	Total Commission received.	Amount of Orders Paid.
		\$ cts.	\$ cts.	\$ cts.
Montreal.....	Hochelaga.....	4,317 83	25 05	91,513 20
Morton.....	Leeds.....			28 00
Napanee.....	Lennox.....			19 79
Newmarket.....	York.....			24 00
Niagara.....	Lincoln.....			5 00
Orangeville.....	Wellington.....			50 00
Orillia.....	Simcoe.....			20 00
Oshawa.....	Ontario.....	5 00	0 05	3,748 23
Ottawa.....	Carleton.....	1,939 91	11 35	3,120 19
Owen Sound.....	Grey.....			25 00
Pakenham.....	Lanark.....	12 00	0 10	
Paris.....	Brant.....	148 20	0 90	200 00
Paspebiac.....	Bonaventure.....	483 25	3 05	100 00
Percé.....	Gaspé.....	9 25	0 10	
Peterboro'.....	Peterboro.....	60 00	0 30	25 00
Petrolia.....	Lambton.....	24 00	0 20	14 00
Picton.....	Prince Edward.....			3 00
Point St. Charles.....	Jacques Cartier.....			20 00
Port Burwell.....	Elgin.....	38 00	0 20	20 00
Port Elgin.....	Bruce.....	65 00	0 40	
Port Hope.....	Durham.....			289 97
Port Rowan.....	Norfolk.....	12 00	0 10	
Port Stanley.....	Elgin.....	200 00	1 00	
Quebec.....	Quebec.....	1,754 80	10 00	13,127 15
Richmond, East.....	Richmond.....			10 00
Rimouski.....	Rimouski.....	75 20	0 50	94 50
Rivière du Loup (en bas).....	Temiscouata.....			30 00
St. Catharines.....	Lincoln.....	150 50	1 00	372 65
St. Christophe.....	Arthabasca.....	129 82	0 70	
St. Eustache.....	Two Mountains.....			25 00
St. Hyacinthe.....	St. Hyacinthe.....			308 00
St. Mary's, Blanchard.....	Perth.....	57 00	0 35	40 00
St. Thomas.....	Elgin.....	100 90	0 55	2,500 00
Sarnia.....	Lambton.....	56 00	0 45	53 85
Seaforth.....	Huron.....	12 00	0 10	110 00
Sherbrooke.....	Richmond.....	100 00	0 50	42 00
Singhampton.....	Grey.....			5 00
Smith's Falls.....	Lanark.....	22 00	0 20	
Springford.....	Oxford.....			50 00
Stanstead.....	Stanstead.....			15 44
Stayner.....	Simcoe.....			100 00
Stratford.....	Perth.....	162 00	0 90	
Streetsville.....	Peel.....			42 66
Teeswater.....	Bruce.....			22 00
Thamesford.....	Oxford.....			40 00
Three Rivers.....	St. Maurice.....			7 50
Tilsonburg.....	Oxford.....	10 00	0 05	
Toronto.....	York.....	1,693 04	9 80	6,179 56
Vankleek Hill.....	Prescott.....	200 00	1 00	
Vienna.....	Elgin.....	8 00	0 05	
Walkerton.....	Bruce.....	117 16	0 70	
Wallacetown.....	Elgin.....	30 00	0 20	
Waterloo, Q.....	Shefford.....	25 00	0 25	
Waterloo, O.....	Waterloo.....	111 40	0 60	3 00
Wellesley.....	Waterloo.....	12 00	0 10	
Wilder Station.....	Lambton.....	25 46	0 20	206 75
Windsor.....	Essex.....	193 33	1 15	144 39
Woodstock.....	Oxford.....			143 50
Yorkville.....	York.....	34 00	0 25	
		19,344 42	114 58	134,674 12

P. LESUEUR,  
Chief Superintendent.

D. A. MACDONALD,  
Postmaster-General.

## REPORT No. 10, C.

SHOWING the Amount of Money Orders issued in Ontario and Quebec on Prince Edward Island, during the year ended 30th June, 1874; the value of such Orders in Dominion Currency; the Commissions received thereon; and the Amount of Money Orders paid in Ontario and Quebec, drawn by Money Order Offices in Prince Edward Island.

Money Order Office.	County.	Amount of Orders Issued.		Total Commission Received.		Amount of Orders Paid.	
		\$	cts.	\$	cts.	\$	cts.
Arkona .....	Lambton .....						225 00
Belleville .....	Hastings .....						69 20
Bowmanville .....	Durham .....	233	00	1	30		164 00
Brockville .....	Leeds .....	29	80		20		
Brooklin .....	Ontario .....	20	00		20		5 00
Clinton .....	Huron .....	296	00	1	50		
Dunnville .....	Haldimand .....	45	00		30		
Galt .....	Waterloo .....	115	00		70		
Guelph .....	Wellington .....						5 00
Hamilton .....	Wentworth .....						183 06
Kingston .....	Frontenac .....	32	45		20		
London .....	Middlesex .....						228 81
Matapediac .....	Bonaventure .....	40	00		20		64 00
Montreal .....	Hochelega .....	193	48	1	55		12,398 87
Oshawa .....	Ontario .....						5 00
Ottawa .....	Carleton .....	219	70	1	10		264 57
Paisley .....	Bruce .....	45	00		30		
Paspebiac .....	Bonaventure .....	229	00	1	30		
Pickering .....	Ontario .....	258	00	1	30		
Quebec .....	Quebec .....	1,028	80	5	60		1,789 11
Rondeau .....	Kent .....						100 00
St. Mary's, Blanshard .....	Perth .....						32 25
Stratford .....	Perth .....						25 00
Toronto .....	York .....	240	19	1	35		439 20
Windsor .....	Essex .....						30 00
		3,025	42	17	10		16,028 07

D. A. MACDONALD,  
Postmaster-General.

P. LE SUEUR,  
Chief Superintendent.

## REPORT No. 10, D.

SHOWING the Amount of Money Orders issued in Ontario and Quebec on Newfoundland, during the year ended 30th June, 1874; the value of such Orders in Dominion Currency; the Commissions received thereon; and the Amount of Money Orders paid in Ontario and Quebec, drawn by Money Order Offices in Newfoundland.

Money Order Office.	County.	Amount of Orders Issued.	Total Commission Received.	Amount of Orders Paid.
		\$ cts.	\$ cts.	\$ cts.
Belleville .....	Hastings .....			31 53
Dunham .....	Missisquoi .....	119 71	1 50	.....
Eganville .....	Renfrew .....	5 86	0 25	32 44
Gananoque .....	Leeds .....			12 16
Goderich .....	Huron .....			251 41
Hamilton .....	Wentworth .....	40 36	0 75	4 87
Kingston .....	Frontenac .....	108 46	1 75	163 70
London .....	Middlesex .....	14 26	1 00	0 50
Matapedia .....	Bonaventure .....	63 89	1 50	.....
Montreal .....	Hochelaga .....	1,290 81	19 75	580 64
Orangeville .....	Wellington .....			48 66
Peterboro' .....	Peterboro' .....			37 51
Petrolia .....	Lambton .....	39 12	1 00	.....
Quebec .....	Quebec .....	248 99	3 75	224 55
Renfrew .....	Renfrew .....	97 80	1 00	.....
St. Catharines .....	Lincoln .....	28 65	0 50	87 35
St. Thomas .....	Elgin .....	24 45	0 25	.....
Shakespeare .....	Perth .....	44 01	1 00	.....
Toronto .....	York .....	752 81	10 25	143 59
Windsor .....	Essex .....	34 23	0 75	.....
		2,913 41	45 00	1,618 91

P LE SUEUR,  
Chief Superintendent.

D. A. MACDONALD,  
Postmaster-General.

## REPORT No. 10, E.

SHOWING the Amount of Money Orders issued in Ontario and Quebec on New Brunswick during the year ended 30th June, 1874; the value of such Orders in Dominion Currency; the Commissions received thereon; and the amount of Money Orders paid in Ontario and Quebec, drawn by Money Order Offices in New Brunswick.

Money Order Office.	County.	Amount of Orders Issued.		Total Commission Received		Amount of Orders Paid.	
		\$	cts.	\$	cts.	\$	cts.
Acton Vale.....	Bagot.....	50	84	0	30	.....	.....
Alexandria.....	Glengarry.....	41	00	0	30	.....	386 00
Allenford.....	Bruce.....	.....	.....	.....	.....	.....	4 00
Arkona.....	Lambton.....	.....	.....	.....	.....	.....	110 00
Aylmer, East.....	Ottawa.....	120	00	0	60	.....	56 00
Aylmer, West.....	Elgin.....	42	37	0	25	.....	40 00
Barrie.....	Simcoe.....	.....	.....	.....	.....	.....	50 00
Belleville.....	Hastings.....	.....	.....	.....	.....	.....	179 46
Berthier, (en haut).....	Berthier.....	.....	.....	.....	.....	.....	75 00
Bowmanville.....	Durham.....	25	00	0	20	.....	.....
Bradford.....	Simcoe.....	.....	.....	.....	.....	.....	10 00
Brampton.....	Peel.....	8	90	0	10	.....	.....
Branford.....	Brant.....	34	00	0	25	.....	381 60
Brockville.....	Leeds.....	6	25	0	05	.....	262 50
Brooklin.....	Ontario.....	.....	.....	.....	.....	.....	93 90
Buckingham.....	Ottawa.....	.....	.....	.....	.....	.....	60 00
Canfield.....	Haldimand.....	.....	.....	.....	.....	.....	10 00
Cayuga.....	Haldimand.....	37	30	0	20	.....	76 00
Chatham.....	Kent.....	30	00	0	20	.....	225 70
Chatsworth.....	Grey.....	.....	.....	.....	.....	.....	4 25
Clarksburg.....	Grey.....	.....	.....	.....	.....	.....	155 00
Clifton.....	Welland.....	60	00	0	30	.....	.....
Clinton.....	Huron.....	20	12	0	25	.....	.....
Coaticook.....	Staufead.....	.....	.....	.....	.....	.....	264 60
Cobourg.....	Northumberland.....	.....	.....	.....	.....	.....	95 00
Collingwood.....	Simcoe.....	.....	.....	.....	.....	.....	408 45
Columbus.....	Ontario.....	5	40	0	05	.....	.....
Cornwall.....	Stormont.....	.....	.....	.....	.....	.....	50 00
Corunna.....	Lambton.....	.....	.....	.....	.....	.....	50 00
Coteau Landing.....	Soulanges.....	.....	.....	.....	.....	.....	40 00
Danville.....	Richmond.....	.....	.....	.....	.....	.....	1 00
Dundas.....	Wentworth.....	.....	.....	.....	.....	.....	81 57
Eganville.....	Renfrew.....	4	00	0	05	.....	.....
Fergus.....	Wellington.....	28	00	0	20	.....	.....
Fonthill.....	Welland.....	.....	.....	.....	.....	.....	12 87
Forest.....	Lambton.....	.....	.....	.....	.....	.....	100 00
Galt.....	Waterloo.....	19	90	0	10	.....	135 65
Gananoque.....	Leeds.....	15	00	0	10	.....	96 19
Gaspe Basin.....	Gaspe.....	62	00	0	40	.....	437 97
Georgetown.....	Halton.....	.....	.....	.....	.....	.....	98 00
Goderich.....	Huron.....	69	38	0	40	.....	204 00
Granby.....	Shefford.....	.....	.....	.....	.....	.....	70 00
Grimsby.....	Lincoln.....	.....	.....	.....	.....	.....	20 00
Guelph.....	Wellington.....	104	00	0	55	.....	5,063 22
Hamilton.....	Wentworth.....	38	54	0	25	.....	3,379 93
Hemmingford.....	Huntingdon.....	.....	.....	.....	.....	.....	100 00
Hespeler.....	Waterloo.....	.....	.....	.....	.....	.....	19 00
Ingersoll.....	Oxford.....	.....	.....	.....	.....	.....	145 00
Iroquois.....	Dundas.....	.....	.....	.....	.....	.....	55 00
Jarvis.....	Haldimand.....	.....	.....	.....	.....	.....	50 00
Kincardine.....	Bruce.....	18	90	0	10	.....	.....
Kingston.....	Frontenac.....	57	50	0	30	.....	390 29
Lachine.....	Jacques Cartier.....	.....	.....	.....	.....	.....	295 90



REPORT No. 10, E.—Showing the amount of Money Orders issued in Ontario and Quebec on New Brunswick during the year ended 30th June, 1874. —  
Continued.

Money Order Office.	County.	Amount of Orders Issued.	Total Commission Received.	Amount of Orders Paid.
		\$ cts.	\$ cts.	\$ cts.
Lennoxville	Richmond			503 96
Levis	Levis	222 00	1 20	2 00
Lindsay	Victoria			124 00
London	Middlesex	142 80	1 00	1,843 31
Lotbinière	Lotbinière			50 00
Markham	York			33 00
Martintown	Glengarry			65 00
Matapedia	Bonaventure	6,616 29	36 05	69 26
Meaford	Grey			90 00
Merrickville	Grenville			160 00
Mille Roches	Stormont	4 00	0 05	
Mitchell	Perth	65 00	0 40	
Montmagny	Montmagny			167 00
Montreal	Hochelaga	7,196 56	38 45	162,601 85
Nairn	Middlesex	61 50	0 40	
Napanee	Lennox			20 00
Newcastle	Durham	42 00	0 30	
Newmarket	York			40 00
Niagara	Lincoln			25 00
Oakville	Halton	100 00	0 60	
Ottawa	Carleton	2,374 32	13 20	3,871 78
Orillia	Simcoe			285 00
Oshawa	Ontario	50 00	0 30	5,540 73
Owen Sound	Grey	108 00	0 55	
Paris	Brant	61 50	0 35	66 02
Parkhill	Middlesex	41 00	0 30	
Papebiac	Bonaventure	169 10	1 05	877 56
Penetanguishene	Simcoe			12 09
Percé	Gaspé	27 50	0 25	
Perth	Lanark			55 00
Peterboro'	Peterboro'	6 20	0 10	183 85
Port Burwell	Elgin	132 92	0 75	
Port Dover	Norfolk			3 00
Port Hope	Durham			463 67
Port Rowan	Norfolk	1,123 00	5 80	250 00
Prescott	Grenville	82 00	0 45	56 74
Point Edward	Lambton			15 00
Quebec	Quebec	1,034 91	6 50	150,303 73
Richmond	Richmond			133 86
Richmond Hill	York	64 60	0 40	
Rimouski	Rimouski	750 00	3 80	476 14
Rivière du Loup, (en bas)	Temiscouata			2,988 28
St. Andrew's	Argenteuil	29 00	0 20	
St. Catharines	Lincoln	107 00	0 70	151 11
St. Hyacinthe	St. Hyacinthe	280 00	1 40	14 35
St. Mary's Blanchard	Perth	20 00	0 10	367 83
St. Paul's Bay	Charlevoix	30 00	0 20	
St. Roch	Quebec			1,758 15
St. Thomas	Elgin	100 00	0 60	
Sarnia	Lambton	64 00	0 45	44 00
Sherbrooke	Richmond			127 88
Simcoe	Norfolk			300 00
Smith's Falls	Lanark	231 00	1 20	135 00
Stanford	Arthabaska			85 08
Stayner	Simcoe			60 00
Stirling	Hastings	212 00	1 10	
Stratford	Perth			15 00
Strathroy	Middlesex			21 15
Terrebonne	Terrebonne			74 00

REPORT No. 10, E.—Showing the amount of Money Orders issued in Ontario and Quebec on New Brunswick, during the year ended 30th June, 1874.—  
*Continued.*

Money Order Office.	County.	Amount of Orders Issued.	Total Commission Received.	Amount of Orders Paid.
		\$ cts.	\$ cts.	\$ cts.
Thorold .....	Welland .....	71 00	0 45	127 00
Three Rivers .....	St. Maurice .....	49 70	0 30	1 13
Toronto .....	York .....	2,158 32	12 40	4,285 13
Vankleek Hill .....	Prescott .....			100 63
Wallaceburg .....	Kent .....	73 00	0 40	
Whitby .....	Ontario .....	3 08	0 05	8 46
Wlarton .....	Grey .....	55 00	0 30	
Windsor .....	Essex .....	43 67	0 30	285 00
Wingham .....	Huron .....			40 00
Woodbridge .....	York .....			565 23
Woodstock .....	Oxford .....	150 20	1 00	
Wyoming .....	Lambton .....			30 00
		\$25,595 87	142 10	\$354,406 12

P. LE SUEUR,  
*Chief Superintendent.*

D. A. MACDONALD,  
*Postmaster-General.*

## NOVA SCOTIA.

REPORT No. 10.—Showing the Money Order Offices in operation at any time within the year ended 30th June, 1874, in Nova Scotia; the County wherein each Office is situated; the number and amount of Orders issued and paid in the same; the amount of Commission arising therefrom at each Office respectively; and the proportion allowed as compensation to Postmasters.

Money Order Office.	County.	No. of Orders Issued.	Amount of Orders Issued.	Total Commission Received.	No. of Orders Paid.	Amount of Orders Paid.	Commission allowed Postmasters.
			\$ cts.	\$ cts.		\$ cts.	\$ cts.
Amherst.....	Cumberland.....	253	8,278 46	49 40	402	15,797 40	20 70
Annapolis.....	Annapolis.....	469	12,709 39	77 10	380	18,779 36	31 77
Antigonish.....	Antigonish.....	467	12,915 86	77 60	372	11,514 40	32 29
Arichat.....	Richmond.....	942	45,628 63	248 00	246	11,503 48	114 07
Aylesford.....	Kings.....	106	3,645 82	21 45	46	2,064 37	9 11
Baddeck.....	Victoria.....	313	13,083 90	73 65	205	7,369 88	32 71
Barrington.....	Shelburne.....	489	21,019 92	117 55	121	6,679 69	52 55
Bear River, W. side	Digby.....	114	3,697 11	21 90	72	3,117 24	9 24
Berwick.....	Kings.....	100	4,141 48	23 10	92	3,395 99	10 35
Bridgetown.....	Annapolis.....	569	20,677 93	120 00	288	11,264 40	51 69
Bridgewater.....	Lunenburg.....	542	23,591 53	133 55	166	7,353 22	58 98
Caledonia Corner.	Queens.....	219	8,484 64	49 05	36	1,549 58	21 21
Canning.....	Kings.....	120	3,571 84	20 95	55	2,145 63	8 93
Cape Canso.....	Guysborough.....	181	6,528 13	37 90	74	3,635 37	16 32
Chester.....	Lunenburg.....	123	5,429 87	30 20	59	1,630 73	13 58
Christmas Island..	Cape Breton.....	39	2,769 97	14 50	16	3,778 44	6 92
Cow Bay.....	do.....	764	47,818 05	252 75	51	2,048 80	119 55
Cross Roads.....	Guysborough.....	33	488 66	3 25	21	769 38	3 1
Dartmouth.....	Halifax.....	86	3,465 34	19 15	70	1,672 56	8 66
Digby.....	Digby.....	563	27,479 97	151 40	133	3,622 67	68 70
Five Islands.....	Colchester.....	41	2,334 93	12 55	7	274 87	5 84
Granville Ferry.....	Annapolis.....	121	4,093 56	23 55	42	1,461 38	10 23
Great Village.....	Colchester.....	90	2,223 85	16 70	37	1,357 13	7 07
Guysborough.....	Guysborough.....	667	28,485 03	157 25	158	6,430 37	71 21
Halifax.....	Halifax.....	1,237	65,721 07	362 40	14,725	689,204 95	Nil.
Hantsport.....	Hants.....	206	10,004 26	55 15	27	625 44	25 01
Kentville.....	Kings.....	272	9,306 57	54 15	134	4,489 15	23 26
Laurenctown.....	Annapolis.....	145	6,235 09	35 40	83	3,107 25	15 59
Lingan.....	Cape Breton.....	206	14,758 06	76 75	5	272 69	36 89
Little Glace Bay..	do.....	884	54,352 52	288 50	53	3,412 80	135 88
Liverpool.....	Queens.....	1,865	89,579 35	495 90	300	11,157 07	223 95
Lockeport.....	Shelburne.....	146	4,655 64	28 60	39	1,983 43	11 64
Londonderry.....	Colchester.....	12	275 56	1 60	27	847 41	0 69
Lower Horton.....	Kings.....	39	2,273 09	12 55	19	542 16	5 68
Lunenburg.....	Lunenburg.....	198	7,121 06	42 70	139	5,429 38	17 80
Mabou.....	Inverness.....	286	14,498 64	79 70	102	3,968 30	36 25
Mahone Bay.....	Lunenburg.....	897	57,029 27	301 80	57	3,145 21	142 58
Maitland.....	Hants.....	187	5,343 09	32 50	25	584 12	13 36
Margaree Forks..	Inverness.....	189	7,977 30	44 75	50	2,590 47	19 95
Middleton.....	Annapolis.....	121	5,487 22	30 60	35	878 59	13 72
New Glasgow.....	Pictou.....	431	14,747 15	86 60	330	8,419 41	36 87
Newport.....	Hants.....	72	3,191 84	17 90	32	1,071 35	7 98
Newport Landing.	do.....	26	1,679 56	4 25	3	190 00	1 70
New Ross.....	Lunenburg.....	63	1,169 07	7 35	13	601 58	2 92
North Sydney.....	Cape Breton.....	479	22,283 22	122 50	177	6,649 85	55 72
Oxford.....	Cumberland.....	168	8,931 57	49 05	32	851 17	22 33
Parrsboro'.....	do.....	499	19,143 14	106 95	90	4,466 66	47 86
Pictou.....	Pictou.....	459	15,499 61	90 80	419	17,201 90	38 75
Port Hastings.....	Inverness.....	224	10,312 97	57 45	104	2,980 73	25 78
Port Hawkesbury.	Richmond.....	167	7,073 96	39 90	107	3,766 75	17 68
Port Hood.....	Inverness.....	232	9,524 90	53 75	94	2,561 89	23 81
Port Mulgrave.....	Queens.....	160	6,341 79	36 40	35	1,557 15	15 85
Port Mulgrave.....	Guysborough.....	140	4,479 05	26 80	44	2,023 59	11 20

REPORT No. 10.—Showing the number of Money Orders issued in Nova Scotia during the year ended 30th June, 1874.—*Continued.*

Money Order Office.	County.	No. of Orders Issued.	Amount of Orders Issued.	Total Commission Received.	No. of Orders Paid.	Amount of Orders Paid.	Commission allowed to Postmasters
			\$ cts.	\$ cts.		\$ cts.	\$ cts.
Port Williams	Kings	53	2,294 30	13 10	20	650 03	5 74
Pugwash	Cumberland	148	4,376 40	25 75	75	2,539 18	10 94
River John	Pictou	152	7,049 36	39 05	31	1,233 38	17 63
River Philip	Cumberland	114	4,913 21	27 20	19	578 08	12 28
Sandy Cove	Digby	28	765 40	4 75	9	233 64	1 92
Sheet Harbor	Halifax	88	4,751 98	26 75	10	570 65	11 88
Shelburne	Shelburne	668	35,587 91	194 05	184	11,096 03	88 97
Sherbrook	Guysborough	488	21,450 19	119 75	110	5,155 92	53 62
Shubenacadie	Hants	44	1,594 97	9 50	29	1,158 13	3 99
St. Andrews	Antigonish	49	1,302 35	7 55	14	320 31	3 26
St. Peters	Cape Breton	243	10,253 27	56 65	89	3,990 89	25 63
Stellarton	Pictou	363	14,042 15	80 35	155	4,523 37	35 11
Sydney	Cape Breton	909	33,024 80	191 55	274	10,178 41	82 56
Sydney Mines	do	52	1,611 67	9 55	15	572 19	4 03
Tangier	Halifax	30	1,899 35	10 30	6	88 32	4 75
Tatamagouche	Colchester	104	4,424 08	25 20	42	1,469 26	11 06
Truro	do	484	14,637 42	86 95	767	29,358 91	36 59
Tusket	Yarmouth	87	2,341 12	14 30	8	399 38	5 85
Wallace	Cumberland	287	10,111 40	58 05	60	2,138 32	25 28
Waterville	Kings	52	2,428 59	18 35	4	27 25	8 57
West Bay	Inverness	111	3,633 90	19 75	27	850 77	9 09
West Port	Digby	80	2,639 31	15 35	32	1,511 62	6 60
Weymouth	do	133	3,575 23	21 20	133	6,292 20	8 94
Whycocomagh	Inverness	273	12,577 44	69 95	152	4,538 21	31 44
Wilnot	Annapolis	249	11,324 95	63 25	159	7,549 66	23 31
Windsor	Hants	240	8,351 72	48 60	354	12,746 69	20 88
Wolfville	Kings	188	6,876 41	40 35	200	7,096 55	17 19
Yarmouth	Yarmouth	920	34,539 72	197 55	711	29,464 27	86 35
		24,058	1,054,548 09	5,890 25	24,136	1,056,745 41	2,472 06

D. A. MACDONALD,  
Postmaster-General.

J. H. THORNE,  
Superintendent.

## REPORT No. 10, A.

SHOWING the number of Money Orders issued in Nova Scotia on the United Kingdom, for the year ended 30th June, 1874; the value of such Orders in Dominion Currency; the Commissions received thereon; the number of Money Orders paid in Nova Scotia, drawn by Money Order Offices in the United Kingdom; and the Commission allowed to Postmasters.

Money Order Office.	County.	No. of Orders Issued.	Amount of Orders Issued.	Total Commission Received.	No. of Orders Paid.	Amount of Orders Paid.	Commission Allowed to Postmasters.
			\$ cts.			\$ cts.	\$ cts.
Amherst	Cumberland	23	472 19	12 25	3	60 71	1 33
Annapolis	Annapolis	3	41 32	1 25	13	385 25	1 06
Antigonish	Antigonish	15	256 58	7 00	7	257 92	1 28
Aricat	Richmond	15	581 44	12 50	4	94 89	1 68
Aylesford	Kings	3	83 13	1 75	1	22 51	0 26
Baddeck	Victoria	11	359 23	8 00	2	38 45	0 97
Barrington	Shelburne	2	63 57	1 50	2	43 80	0 26
Bear River, W. S.	Digby	2	25 18	0 75	.....	.....	0 06
Berwick	Kings	3	88 33	2 25	.....	.....	0 22
Bridgetown	Annapolis	10	233 44	5 75	.....	.....	0 53
Bridgewater	Lunenburg	12	279 48	7 25	.....	.....	0 69
Caledonia Corner	Queens	1	2 44	0 25	.....	.....	.....
Chester	Lunenburg	1	19 56	0 50	1	19 47	0 09
Cow Bay	Cape Breton	11	100 55	4 00	.....	.....	0 25
Dartmouth	Halifax	30	363 36	10 75	15	574 01	2 34
Digby	Digby	17	373 66	9 25	17	412 40	1 96
Great Village	Colchester	3	22 57	1 00	.....	.....	0 05
Guysborough	Guysborough	3	110 71	2 50	1	19 47	0 32
Halifax	Halifax	2,406	35,837 88	1,017 50	395	6,027 18	.....
Hantsport	Hants	1	9 78	0 25	.....	.....	0 02
Kentville	Kings	51	1,160 86	27 50	5	102 19	3 15
Laurencetown	Annapolis	3	146 70	3 00	.....	.....	0 36
Lingan	Cape Breton	2	88 02	2 00	.....	.....	0 22
Little Glace Bay	do	15	483 38	10 50	.....	.....	1 20
Liverpool	Queens	38	1,338 59	29 50	9	197 47	3 83
Lockeport	Shelburne	5	182 47	4 25	1	48 66	0 57
Londonderry	Colchester	3	56 85	1 50	.....	.....	0 14
Lunenburg	Lunenburg	9	224 54	5 75	.....	.....	0 56
Mahone Bay	do	3	114 27	2 50	.....	.....	0 28
Maitland	Hants	8	211 17	4 75	.....	.....	0 52
Margaree Forks	Inverness	3	29 10	1 00	.....	.....	0 67
Middleton	Annapolis	2	19 96	0 75	.....	.....	0 05
New Glasgow	Pictou	53	979 21	26 50	4	63 26	2 60
Newport	Hants	1	10 57	0 50	.....	.....	0 02
Newport Landing	do	2	10 26	0 50	.....	.....	0 02
New Ross	Lunenburg	1	5 13	0 25	.....	.....	0 01
North Sydney	Cape Breton	44	1,029 21	25 00	7	210 12	3 09
Parrsboro'	Cumberland	1	48 90	1 00	3	121 65	0 42
Pictou	Pictou	96	2,703 15	63 25	14	454 67	7 89
Port Hastings	Inverness	1	9 78	0 25	.....	.....	0 02
Port Hawkesbury	Richmond	6	51 33	1 50	.....	.....	0 12
Port Mulgrave	Guysborough	1	4 89	0 25	.....	.....	0 01
Pugwash	Cumberland	3	23 33	1 00	1	9 73	0 08
River Philip	do	4	41 56	1 25	.....	.....	0 10
Sheet Harbour	Halifax	2	44 01	1 00	.....	.....	0 11
Shelburne	Shelburne	3	122 25	2 50	1	1 70	0 31
Sherbrook	Guysborough	11	345 63	7 75	.....	.....	0 86
Shubenacadie	Hants	5	146 70	3 25	.....	.....	0 56
St. Andrews	Antigonish	3	116 91	2 75	.....	.....	0 29
St. Peters	Cape Breton	1	40 00	1 00	1	13 80	0 13
Stellarton	Pictou	81	1,190 94	34 00	3	109 74	3 25
Sydney	Cape Breton	51	691 16	20 75	8	173 97	2 16
Sydney Mines	do	11	195 70	4 25	.....	.....	0 49

REPORT No. 10, A—Showing the number of Money Orders issued in Nova Scotia on the United Kingdom, for the year ended 30th June, 1874.—  
*Continued.*

Money Order Office.	County.	No. of Orders Issued.	Amount of Orders Issued.	Total Commission Received.	No. of Orders Paid.	Amount of Orders Paid.	Commission Allowed to Post masters.
			\$ cts.	\$ cts.		\$ cts.	\$ cts.
Tatamagouche.....	Colchester.....	1	7 33	0 25			0 02
Truro.....	do.....	65	1,180 34	30 25	9	216 71	3 49
Wallace.....	Cumberland.....				1	14 60	0 03
Westport.....	Digby.....	6	63 57	2 00	2	88 39	0 30
Whycocomagh.....	Inverness.....	2	50 37	1 25			0 12
Wilmot.....	Annapolis.....	2	7 00	0 50	2	48 67	0 14
Windsor.....	Hants.....	25	517 52	12 75	4	95 40	1 53
Wolfville.....	Kings.....	12	199 80	6 00			0 50
Yarmouth.....	Yarmouth.....	62	1,311 14	34 50	17	373 96	4 21
		3,270	54,528 00	1,406 25	553	10,270 75	57 05

D. A. MACDONALD,  
*Postmaster-General.*

J. H. THORNE,  
*Superintendent.*

## REPORT No. 10, B.

SHOWING the number of Money Orders issued in Nova Scotia, on Ontario and Quebec, for the year ended 30th June, 1874; the value of such Orders in Dominion Currency; the Commissions received thereon; the number of Money Orders paid in Nova Scotia, drawn by Money Order Offices in Ontario and Quebec; and the Commissions allowed to Postmasters.

Money Order Office.	County.	No. of Orders Issued.	Amount of Orders Issued.	Total Commission Received.	No. of Orders Paid.	Amount of Orders Paid.	Commissions Allowed to Postmasters.
			\$ cts.	\$ cts.		\$ cts.	\$ cts.
Amherst	Cumberland	62	2,851 09	15 70	15	675 19	7 13
Annapolis	Annapolis	52	3,043 06	16 35	3	104 05	7 61
Antigonish	Antigonish	76	2,907 26	16 10	13	418 14	7 27
Arichat	Richmond	34	1,197 10	7 15	6	502 00	2 99
Aylesford	Kings	5	204 26	1 15			0 51
Baddeck	Victoria	25	1,348 67	7 15	6	133 00	3 37
Barrington	Shelburne	44	1,958 38	10 95	4	235 00	4 89
Bear River, W. S.	Digby	16	963 40	5 35	1	38 00	2 41
Berwick	Kings	9	524 17	3 00			1 31
Bridgetown	Annapolis	109	6,445 77	35 20	2	33 00	16 11
Bridgewater	Lunenburg	21	732 86	4 45	1	10 00	1 83
Caledonia Corner	Queens	10	307 64	1 80	1	3 25	0 76
Canning	Kings	22	1,145 12	6 10			2 86
Cape Canso	Guysborough	10	180 28	1 20			0 45
Chester	Lunenburg	4	65 10	0 50			0 16
Christmas Island	Cape Breton	2	7 00	0 10			0 02
Cow Bay	do	30	1,378 68	7 65	2	90 00	3 44
Cross Roads	Guysborough	2	15 60	0 15			0 04
Dartmouth	Halifax	26	1,339 30	7 10	3	89 80	3 35
Digby	Digby	54	2,210 12	12 65	8	424 94	5 52
Five Islands	Colchester	2	131 15	0 70			0 33
Granville Ferry	Annapolis	17	785 40	4 40			1 96
Great Village	Colchester	10	475 26	2 80			1 18
Guysborough	Guysborough	28	1,854 60	9 75	1	20 00	4 63
Halifax	Halifax	432	13,451 08	79 35	205	7,248 03	Nil.
Hantsport	Hants	26	1,954 11	10 05			4 88
Kentville	Kings	29	938 49	5 55	4	235 00	2 34
Laurencetown	Annapolis	28	1,909 00	10 20			4 77
Lingan	Cape Breton	56	5,193 82	26 15			12 98
Little Glace Bay	do	14	678 10	3 65	5	330 00	1 69
Liverpool	Queens	124	6,011 82	33 25	33	548 82	15 02
Lockeport	Shelburne	4	110 00	0 60			0 27
Londonderry	Colchester	2	32 00	0 20			0 08
Lower Horton	Kings	1	25 00	0 20			0 06
Lunenburg	Lunenburg	49	3,013 98	16 65			7 53
Mabou	Inverness	9	328 02	1 80	4	174 95	0 82
Mahone Bay	Lunenburg	22	1,220 88	6 40			3 05
Maitland	Hants	13	587 38	3 35	1	26 00	1 47
Margaree Forks	Inverness	10	258 45	1 50			0 64
Middleton	Annapolis	7	420 30	2 25			1 05
New Glasgow	Pictou	156	11,337 84	59 25	21	853 45	28 47
Newport	Hants	6	115 15	0 80			0 28
Newport Landing	do	7	128 13	0 95			0 32
New Ross	Lunenburg	1	3 00	0 05			0 01
North Sydney	Cape Breton	26	750 07	4 40	2	25 51	1 81
Oxford	Cumberland	13	526 54	3 00			1 31
Parrsborough	do	13	807 16	4 30			2 01
Pictou	Pictou	60	2,123 97	12 75	52	2,406 49	5 31
Port Hastings	Inverness	17	975 23	5 15	4	144 03	2 14
Port Hawkesbury	Richmond	8	294 60	1 65			0 74
Port Hood	Inverness	10	563 90	3 10	2	124 00	1 42
Port Medway	Queens	11	721 88	3 90			1 89
Port Mulgrave	Guysborough	6	151 00	0 90			0 38
Port Williams	Kings	7	273 41	1 50	2	45 80	0 68

REPORT No. 10, B.—Showing the number of Money Orders issued in Nova Scotia on Ontario and Quebec, for the year ended 30th June, 1874.—  
*Continued.*

Money Order Office.	County.	No. of Orders Issued.	Amount of Orders Issued.	Total Commission Received.	No. of Orders Paid.	Amount of Orders Paid.	Commission Allowed to Post-masters.
			\$ cts.	\$ cts.		\$ cts.	
Pugwash .....	Cumberland .....	60	4,122 54	22 15			10 31
River John .....	Pictou .....	56	3,362 33	18 30	1	20 00	8 41
River Philip .....	Cumberland .....	4	227 26	1 30			0 57
Sandy Cove .....	Digby .....	1	3 00	0 05			0 01
Sheet Harbour .....	Halifax .....	1	2 00	0 05			
Shelburne .....	Shelburne .....	67	4,689 23	24 65	1	40 00	11 72
Sherbrook .....	Guysborough .....	45	3,306 91	17 15	1	36 00	8 27
Shubenacadie .....	Hants .....	8	612 78	3 15	2	60 00	1 53
St. Andrews .....	Antigonish .....	6	118 03	0 75			0 30
St. Peters .....	Cape Breton .....	15	429 67	2 45			1 07
Stellarton .....	Pictou .....	92	6,840 65	36 25	1	17 90	17 10
Sydney .....	Cape Breton .....	79	3,858 65	21 10	6	210 75	9 65
Sydney Mines .....	do .....	6	67 00	0 55			0 17
Tangier .....	Halifax .....	1	10 00	0 05			0 02
Tatamagouche .....	Colchester .....	32	2,295 20	12 15	3	155 20	5 74
Truro .....	do .....	45	2,553 68	13 95	23	1,074 14	6 38
Tusket .....	Yarmouth .....	6	43 29	0 45			0 11
Wallace .....	Cumberland .....	29	1,975 06	10 70	60	2,138 32	4 94
Waterville .....	Kings .....	10	783 41	4 05			1 96
West Bay .....	Inverness .....	4	240 25	1 30			0 60
West Port .....	Digby .....	1	2 00	0 05			
Weymouth .....	do .....	7	88 79	0 70			0 22
Whybocmagh .....	Inverness .....	8	135 11	0 90	6	152 85	0 34
Wilnot .....	Annapolis .....	49	3,700 21	19 05			9 25
Windsor .....	Hants .....	60	3,384 78	18 60	7	216 15	8 46
Wolfville .....	Kings .....	10	878 89	4 50	1	30 00	2 20
Yarmouth .....	Yarmouth .....	110	2,767 86	17 10	22	919 50	6 92
		2,649	133,480 20	731 75	536	20,009 26	300 07

D. A. MACDONALD,  
*Postmaster-General.*

J. H. THORNE,  
*Superintendent.*



## REPORT No. 10, C.

SHOWING the number of Money Orders issued in Nova Scotia on New Brunswick for the year ended 30th June, 1874; the value of such Orders in Dominion Currency; the Commissions received thereon; the number of Money Orders paid in Nova Scotia, drawn by Money Order Offices in New Brunswick; and the Commissions allowed to Postmasters.

Money Order Office.	County.	No. of Orders Issued.	Amount of Orders Issued.	Total Commissions Received.	No. of Orders Paid.	Amount of Orders Paid.	Commission allowed to Postmasters.
			\$ cts.	\$ cts.		\$ cts.	\$ cts.
Amherst	Cumberland	228	6,668 56	39 80	260	9,121 56	16 67
Annapolis	Annapolis	233	8,090 89	47 95	29	874 45	20 22
Antigonish	Antigonish	43	1,712 41	9 65	54	1,951 31	4 28
Arichat	Richmond	7	260 84	1 50	14	766 57	65
Aylesford	Kings	84	4,116 66	23 00	11	423 74	10 29
Baddeck	Victoria	19	963 31	5 15	22	897 00	2 41
Barrington	Shelburne	71	4,294 56	22 45	5	288 93	10 73
Bear River, W. side	Digby	120	5,138 45	29 05	6	230 05	12 84
Berwick	King's	73	3,257 40	18 20	3	110 00	8 14
Bridgetown	Annapolis	300	15,285 68	83 95	24	1,307 03	38 21
Bridgewater	Lunenburg	74	3,976 90	22 20	3	60 80	9 94
Caledonia Corner	Queen's	55	2,229 73	13 20			5 57
Canning	King's	70	3,229 96	18 15	9	393 20	8 07
Cape Canso	Guysborough	3	160 30	0 90	3	40 00	0 40
Chester	Lunenburg	2	70 50	0 40	1	9 50	0 17
Christmas Island	Cape Breton						
Cow Bay	do	16	1,039 02	6 60	1	20 00	2 60
Cross Roads	Guysborough	2	17 00	0 15			0 04
Dartmouth	Halifax	2	15 00	0 10	9	168 18	0 04
Digby	Digby	417	21,726 10	118 35	43	2,168 14	54 31
Five Islands	Colchester	8	401 73	2 30	1	35 00	1 00
Granville Ferry	Annapolis	68	2,521 92	14 20	15	927 22	6 30
Great Village	Colchester	31	1,317 47	7 15	4	39 82	3 30
Guysborough	Guysborough	25	1,100 59	6 05	16	288 93	2 75
Halifax	Halifax	289	10,335 19	60 45	1,031	143,929 42	
Hantsport	Hants	48	3,250 08	16 95			8 12
Kentville	King's	63	2,568 21	15 25	22	1,013 47	6 42
Laurencetown	Annapolis	91	4,287 60	23 80	5	210 12	10 72
Lingan	Cape Breton	8	399 65	2 15			1 00
Little Glace Bay	do	42	3,073 51	16 40			7 68
Liverpool	Queen's	139	7,394 38	41 00	14	255 98	18 48
Lockeport	Shelburne	14	404 38	2 45			1 01
Londonderry	Colchester	6	225 70	1 30	4	54 70	0 56
Lower Horton	King's	5	276 09	1 50	2	29 00	0 69
Lunenburg	Lunenburg	25	1,467 52	8 35	1	57 24	3 67
Mabou	Inverness	6	248 00	1 55	24	968 53	0 62
Mahone Bay	Lunenburg	47	2,055 23	11 45	3	156 66	5 14
Maitland	Hants	59	2,830 91	15 20	7	376 32	7 07
Margaree Forks	Inverness	3	122 00	0 80			0 30
Middleton	Annapolis	41	2,703 27	14 60	2	45 88	6 76
New Glasgow	Pictou	50	1,607 29	9 90	63	2,759 40	4 02
Newport	Hants	9	340 25	1 85	5	210 13	0 85
Newport Landing	do	9	344 07	2 00			0 86
North Sidney	Cape Breton	20	600 00	3 85	10	537 90	1 65
Oxford	Cumberland	46	1,078 58	6 85	19	606 45	2 69
Parrsboro'	do	229	11,800 29	65 20	12	536 45	29 30
Pictou	Pictou	64	3,227 63	17 50	65	2,343 32	8 27
Port Hastings	Inverness	20	1,041 90	5 50	63	5,138 14	2 60
Port Hawkesbury	Richmond	6	156 87	0 95	2	116 00	39
Port Hood	Inverness	1	10 00	0 05	2	136 30	0 02
Port Medway	Queen's	14	627 72	3 55	1	29 50	1 57
Port Mulgrave	Guysborough	17	869 23	4 75	7	158 00	2 17
Port Williams	King's	14	636 65	3 75	12	627 67	1 59

REPORT No. 10, C.—Showing the number of Money Orders issued in Nova Scotia on New Brunswick, for the year ended 30th June, 1874.—*Continued.*

Money Order Office.	County.	No. of Orders Issued.	Amount of Orders Issued.	Total Commission Received.	No. of Orders Paid.	Amount of Orders Paid.	Commission allowed to Post-masters.
			\$ cts.	\$ cts.		\$ cts.	\$ cts.
Pugwash.....	Cumberland .....	44	1,763 53	10 10	30	896 99	4 00
River John.....	Pictou .....	32	1,201 22	7 00	3	240 00	3 00
River Philip.....	Cumberland .....	15	590 63	3 45	5	250 00	1 47
Sandy Cove.....	Digby .....	16	731 14	4 25	9	657 90	1 82
Sheet Harbor.....	Halifax .....	3	165 00	0 90			0 41
Shelburne.....	Shelburne .....	82	5,084 89	27 40			12 71
Sherbrook.....	Guysborough .....	45	1,963 38	10 95	1	20 00	4 91
Skubenacadie.....	Hants .....	10	621 55	3 15	1	11 00	1 55
St. Andrew's.....	Antigonish .....	3	151 00	0 90	1	17 00	0 38
St. Peter's.....	Cape Breton.....	11	659 67	3 55	7	118 00	1 65
Stellarton.....	Pictou .....	40	1,415 74	8 40	16	398 00	3 54
Sydney.....	Cape Breton.....	56	2,609 30	14 40	11	233 80	6 52
Sydney Mines.....	do .....						
Tangier.....	Halifax .....						
Tatamagouche.....	Colchester .....	10	274 00	1 50	9	229 08	0 68
Truro.....	do .....	87	3,522 80	20 55	106	3,623 54	8 80
Tusket.....	Yarmouth .....	30	750 40	4 30			1 87
Wallace.....	Cumberland .....	24	664 20	3 95	2	21 80	1 66
Waterville.....	Kings .....	12	709 25	3 85			1 77
West Bay.....	Cape Breton .....				1	20 00	
Westport.....	Digby .....	15	755 36	4 05	5	229 38	1 89
Weymouth.....	do .....	73	3,205 94	18 30	6	123 48	8 01
Whycomagh.....	Inverness .....	3	92 72	0 55	39	788 00	0 23
Wilmot.....	Annapolis .....	103	6,356 97	33 75	10	580 42	15 89
Windsor.....	Hants .....	89	3,931 46	22 15	48	2,177 40	9 83
Wolfville.....	King's .....	75	3,465 44	19 30	49	1,968 19	8 66
Yarmouth.....	Yarmouth .....	407	19,737 52	109 70	76	3,336 49	49 34
		4,621	212,059 50	1,184 75	2,344	196,388 48	504 15

D. A. MACDONALD,  
Postmaster-General.

J. H. THORNE,  
Superintendent.

## REPORT No. 10, D.

SHOWING the number of Money Orders issued in Nova Scotia on Newfoundland for the year ended 30th June, 1874; the value of such Orders in Dominion Currency; the Commissions received thereon; the number of Money Orders paid in Nova Scotia drawn by Money Order Offices in Newfoundland; and the Commission allowed to Postmasters.

Money Order Offices.	County.	No. of Orders Issued.	Amount of Orders Issued.	Total Commission Received.	No. of Orders Paid.	Amount of Orders Paid.	Commission allowed to Postmasters
			\$ cts.	\$ cts.		\$ cts.	\$ cts.
Amherst .....	Cumberland .....	1	19 56	25			0 05
Annapolis .....	Annapolis .....	1	39 93	50	1	6 09	0 10
Antigonish .....	Antigonish .....				3	38 28	0 10
Arichat .....	Richmond .....				8	140 64	0 35
Baddeck .....	Victoria .....	1	84 47	1 00	4	52 63	0 34
Cow Bay .....	Cape Breton .....				4	194 52	0 49
Halifax .....	Halifax .....	49	1,187 96	17 50	91	1,669 44	Nil.
Little Glace Bay .....	Cape Breton .....	6	73 73	1 75			0 18
Mabou .....	Inverness .....				1	37 38	0 09
North Sydney .....	Cape Breton .....	1	8 01	0 25	9	433 73	1 11
Parrsboro .....	Cumberland .....				1	12 16	0 03
Pictou .....	Pictou .....	12	237 56	3 50	2	29 63	0 67
Port Hastings .....	Inverness .....	5	123 95	2 00			0 31
Port Hawkesbury .....	Richmond .....	1	26 25	0 50			0 07
Port Mulgrave .....	Guysborough .....	1	60 00	0 75			0 15
Shelburne .....	Shelburne .....	1	20 00	0 25			0 05
Sherbrook .....	Guysborough .....	1	87 51	1 00			0 22
Sydney .....	Cape Breton .....	3	40 75	1 00	3	108 47	0 38
Sydney Mines .....	do .....	4	113 67	1 50			0 29
Truro .....	Colchester .....	1	84 00	1 00	8	356 20	1 10
Windsor .....	Hants .....	2	19 56	0 50			0 05
Yarmouth .....	Yarmouth .....	2	49 99	0 75			0 12
		92	2,276 90	34 00	135	3,079 17	6 25

D. A. MACDONALD,  
Postmaster-General.

J. H. THORNE,  
Superintendent.

## REPORT No. 10, E.

SHOWING the number of Money Orders issued in Nova Scotia on Prince Edward Island for the year ended 30th June, 1874; the value of such Orders in Dominion Currency; the Commissions received thereon; the number of Money Orders paid in Nova Scotia, drawn by Money Order Offices in Prince Edward Island; and the Commissions allowed to Postmasters.

Money Order Office.	County.	No. of Orders Issued.	Amount of Orders Issued.	Total Commission Received.	No. of Orders Paid.	Amount of Orders Paid.	Commission Allowed to Postmasters.
			\$ cts.	\$ cts.		\$ cts.	\$ cts.
Amherst	Cumberland	11	503 50	3 00	2	54 30	1 26
Annapolis	Annapolis	1	9 45	0 10	2	20 95	0 02
Antigonish	Antigonish	5	0 75	0 80	2	12 00	0 19
Arichat	Richmond	19	1,487 06	7 75	7	156 00	3 72
Berwick	Kings	1	7 00	0 05			0 02
Bridgetown	Annapolis				5	210 00	
Bridgewater	Lunenburg	1	15 00	0 10			0 04
Caledonia Corner	Queens	5	179 23	1 10			0 45
Canning	Kings	3	48 42	0 30		15 00	0 12
Cow Bay	Cape Breton	2	64 00	0 40	3	149 40	0 16
Dartmouth	Halifax	6	152 59	1 00	5	308 50	0 38
Granville Ferry	Annapolis	1	30 31	0 20	1	5 45	0 07
Guysborough	Guysborough	3	61 60	0 40			0 15
Halifax	Halifax	53	1,434 63	9 95	132	5,058 59	
Kentville	Kings	1	50 00	0 30			0 13
Laurencetown	Annapolis				2	110 00	
Little Glace Bay	Cape Breton	6	439 70	2 30			1 10
Liverpool	Queens	8	410 12	2 20	3	90 00	1 03
Lower Horton	Kings				1	23 80	
Maitland	Hants	7	190 00	0 01	35		48
Margaree Forks	Inverness	2	106 78	0 60	1	50 00	0 27
New Glasgow	Pictou	7	270 34	1 50	12	557 61	0 68
Newport	Hants	2	115 00	0 60			29
North Sydney	Cape Breton	3	159 99	1 40	1	10 00	0 40
Parrsboro'	Cumberland	160	26 00	0 40			0 15
Pictou	Pictou	11	259 09	2 10	29	1,440 47	0 65
Port Hastings	Inverness	3	138 73	0 90			0 34
Port Hawkesbury	Richmond	3	110 00	0 90	4	276 00	0 28
Port Hood	Inverness	4	215 96	1 30			0 54
Port Medway	Queens				1	20 00	
Port Mulgrave	Guysborough				2	54 51	
Pugwash	Cumberland	3	143 79	0 80	2	115 00	0 36
River John	Pictou	1	31 00	0 20			0 08
River Philip	Cumberland				1	20 00	
Sheet Harbor	Halifax				1	32 00	
Shelburne	Shelburne	8	274 35	1 85			0 63
Sherbrooke	Guysborough	6	137 25	0 95			0 34
Shubenacadie	Hants	5	500 00	0 03	1	100 00	1 25
St. Peters	Cape Breton				2	103 00	
Stellarton	Pictou	6	42 00	0 30	2	79 12	0 10
Sydney	Cape Breton	8	150 63	1 40			0 38
Sydney Mines	do	1	2 00	0 05			
Truro	Colchester	7	344 82	2 30	12	390 37	0 86
Wallace	Cumberland	3	38 00	0 30			0 09
West Bay	Cape Breton	2	73 68	0 50	1	36 00	0 18
Whycocomagh	Inverness	2	57 00	0 50			0 14
Wilmot	Annapolis				1	10 00	
Windsor	Hants	4	50 68	0 40			0 13
Wolfville	Kings				1	49 70	
Yarmouth	Yarmouth	2	70 00	0 40	2	100 85	0 17
		227	8,508 96	53 95	243	9,745 56	17 68

J. H. THORNE,  
intendent.

D. A. MACDONALD,  
Postmaster-General.

NEW BRUNSWICK.

REPORT No. 10.—Showing the Money Order Offices in operation within the Province of New Brunswick at any time during the year ended 30th June, 1874; the County wherein each office is situated; the Number and Amount of Orders Issued and Paid in the same; the Amount of Commission arising therefrom at each office respectively; and the proportion allowed as Compensation to Postmasters.

Money Order Office.	County.	No. of Orders Issued.	Amount of Orders Issued.	Total Commission Received.	No. of Orders Paid.	Amount of Orders Paid.	Commission Allowed to Postmasters.
Andover	Victoria	149	9,182 21	50 40	132	8,936 25	26 71
Baie Verte	Westmoreland	176	8,549 03	47 20	41	1,619 82	33 66
Bathurst	Gloucester	386	19,972 97	108 90	91	4,202 38	145 12
Buctouche	Kent	146	7,202 58	38 90	27	894 58	25 36
Campbellton	Restigouche	279	21,211 31	110 20	10	367 66	153 40
Campobello	Charlotte	23	843 34	5 20	2	10 14	3 29
Canterbury Station	York	139	5,705 73	31 80	7	388 24	18 22
Caraget	Gloucester	38	1,796 20	10 25	14	626 88	29 02
Carleton	St. John	85	3,933 48	21 65	78	1,481 17	12 21
Chatham	Northumberland	876	48,327 55	263 15	138	5,416 92	275 99
Dalhousie	Restigouche	891	70,938 02	365 15	61	3,374 16	336 34
Dorchester	Westmoreland	514	15,512 01	91 85	133	4,663 65	52 02
Edmundston	Victoria	14	760 07	4 30	13	711 19	48 59
Florenceville	Carleton	133	7,588 93	40 40	61	4,748 85	27 98
Fredericton	York	619	27,470 96	154 05	833	31,708 47	.....
Gagetown	Queen's	113	3,849 20	23 40	30	1,259 33	10 26
Grand Falls	Victoria	255	15,909 81	84 90	87	6,460 23	46 18
Hartland	Carleton	7	300 75	1 70	2	200 00	2 76
Harvey	Albert	221	11,081 02	61 05	58	3,532 91	32 22
Harvey Station	York	80	1,424 12	9 00	18	373 84	5 45
Hillsborough	Albert	165	7,739 45	43 00	25	570 92	27 91
Hopewell Cape	do	151	5,602 26	32 15	46	1,256 14	16 83
Indiantown	St. John	162	11,428 10	59 90	24	1,100 47	31 52
Kingston, Kent	Kent	212	11,458 35	61 90	46	1,489 94	52 77
Kingston, Kings	Kings	14	540 50	3 25	7	209 23	1 60
Kouchibouguac	Kent	7	305 38	1 70	1	25 00	0 84
Lepreaux	Charlotte	19	432 41	2 90	.....	.....	1 09
Memramcook	Westmoreland	41	1,458 58	8 30	49	1,525 98	12 24
Moncton	do	739	20,228 86	121 85	362	10,123 66	78 86
Newcastle	Northumberland	543	25,151 29	139 30	138	8,010 42	107 80
Oromocto	Sunbury	20	501 44	3 10	4	138 16	1 91
Ossekeag	Kings	128	2,516 26	18 05	19	558 44	7 83
Petitcodiac	Westmoreland	270	10,552 75	60 15	77	1,556 53	29 72
Richibucto	Kent	244	11,909 51	65 95	113	7,052 03	70 99
Richmond Corner	Carleton	32	1,532 63	8 90	5	139 00	3 95
Sackville	Westmoreland	609	28,744 11	156 95	312	12,584 00	104 43
Salisbury	do	240	5,559 54	34 30	62	1,347 07	18 93
Shediac	do	216	7,225 25	42 45	248	7,690 14	63 98
Sheffield	Sunbury	60	2,798 34	16 10	26	1,473 96	7 13
Springfield	Kings	19	369 12	2 00	5	182 00	1 03
St. Andrews	Charlotte	203	7,259 91	43 05	164	8,318 93	34 49
St. George	do	163	8,449 91	46 85	30	1,374 77	33 36
St. John	St. John	701	29,499 79	168 40	7,412	397,445 70	.....
St. Martin's	do	84	3,306 98	18 95	12	203 49	14 26
St. Stephen	Charlotte	367	10,113 50	62 30	184	6,629 08	33 74
Sussex Vale	Kings	258	8,123 74	48 45	135	5,337 49	46 34
Welsford	do	3	184 79	1 00	8	442 50	0 46
Woodstock	Carleton	1,005	67,234 20	356 10	357	15,526 72	363 11
		11,819	571,806 24	3,147 75	11,707	573,238 94	2,351 90

D. A. MACDONALD,  
Postmaster-General.

JAMES HALE,  
Superintendent.

REPORT No. 10, A.

SHOWING the number of Money Orders issued in New Brunswick on the United Kingdom, during the year ended 30th June, 1874; the value of such Orders in Dominion Currency; the Commissions received thereon; and the number and amount of Money Orders paid in New Brunswick, drawn by Money Order Offices in the United Kingdom.

Money Order Office.	County.	No. of Orders Issued.	Amount of Orders Issued.	Total Commission Received.	No. of Orders Paid.	Amount of Orders Paid.
			\$ cts.	\$ cts.		\$ cts.
Andover .....	Victoria .....	1	2 44	0 25	2	58 39
Baie Verte .....	Westmoreland .....	1	39 99	1 00	2	72 99
Bathurst .....	Gloucester .....	25	695 94	16 00	1	18 49
Campbellton .....	Restigouche .....	34	748 74	18 00	3	85 15
Campobello .....	Charlotte .....	21	347 53	9 75		
Canterbury Station .....	York .....	7	77 26	2 25		
Caraget .....	Gloucester .....	24	762 37	17 00	2	12 16
Carleton .....	St. John .....	15	236 18	6 00		
Chatham .....	Northumberland .....	54	1,143 96	28 50	5	139 85
Dalhousie .....	Restigouche .....	31	1,065 35	23 25	3	63 26
Dorchester .....	Westmoreland .....				5	95 81
Florenceville .....	Carleton .....	4	108 06	2 75		
Fredericton .....	York .....	172	2,521 95	73 00	36	543 73
Gagetown .....	Queens .....	1	9 78	0 25		
Grand Falls .....	Victoria .....	1	4 89	0 25		
Harvey .....	Albert .....	1	24 45	0 50		
Harvey Station .....	York .....	3	95 34	2 25		
Hillsborough .....	Albert .....				4	107 05
Indiantown .....	St. John .....	13	209 34	5 00		
Kingston Kent .....	Kent .....	6	217 59	5 00		
Memramcook .....	Westmoreland .....	6	44 27	1 50		
Moncton .....	do .....	62	1,169 86	30 25	2	18 25
Newcastle .....	Northumberland .....	49	1,008 48	27 00	7	141 06
Osekeag .....	Kings .....	2	97 80	2 00		
Riehibucto .....	Kent .....	19	683 74	15 25	2	45 75
Sackville .....	Westmoreland .....	19	367 64	9 75	5	70 32
Shediac .....	do .....	4	121 20	3 00	5	80 92
St. Andrews .....	Charlotte .....	79	2,262 31	52 50	12	183 88
St. George .....	do .....	65	1,805 58	43 75	1	48 66
St. John .....	St. John .....	1,111	21,290 36	565 50	173	3,637 93
St. Martins .....	do .....	24	600 89	14 75		
St. Stephen .....	Charlotte .....	28	370 39	10 75	3	58 86
Sussex Vale .....	Kings .....	14	221 14	6 00	1	24 33
Woodstock .....	Carleton .....	46	1,080 17	27 25	4	68 11
		1,942	39,434 99	1,020 25	278	5,574 96

D. A. MACDONALD,  
Postmaster-General.

JAMES HALE,  
Superintendent.

## REPORT No. 10, B.

SHOWING the number and amount of Money Orders issued in New Brunswick on Ontario and Quebec, during the year ended 30th June, 1874; the Commission received thereon; and the number and amount of Money Orders paid in New Brunswick, drawn by Money Order Offices in Ontario and Quebec.

Money Order Office.	County.	No. of Orders Issued.	Amount of Orders Issued.	Total Commission Received.	No. of Orders Paid	Amount of Orders Paid.
			\$ cts.	\$ cts.		\$ cts.
Andover.....	Victoria.....	18	1,447 93	7 45	1	20 00
Baie Verte.....	Westmoreland.....	82	4,026 89	22 35	1	5 75
Bathurst.....	Gloucester.....	515	33,241 39	176 00	54	3,232 64
Buctouche.....	Kent.....	45	2,602 32	13 85	.....	.....
Campbellton.....	Restigouche.....	496	33,721 81	180 30	49	2,218 28
Campobello.....	Charlotte.....	3	77 30	0 50	.....	.....
Canterbury Station.....	York.....	25	1,506 41	8 30	.....	.....
Caraget.....	Gloucester.....	114	7,463 67	39 95	2	42
Carleton.....	St. John.....	8	216 42	1 35	9	363 37
Chatham.....	Northumberland.....	717	49,296 17	260 40	23	1,141 90
Dalhousie.....	Restigouche.....	862	56,469 63	300 75	59	4,265 67
Dorchester.....	Westmoreland.....	64	2,926 95	16 30	3	230 00
Edmundston.....	Victoria.....	248	18,683 18	97 50	1	61 00
Florenceville.....	Carleton.....	44	3,422 15	17 75	.....	.....
Fredericton.....	York.....	118	4,174 22	24 00	39	1,437 60
Gagetown.....	Queens.....	7	243 25	1 40	2	36 00
Grand Falls.....	Victoria.....	39	2,512 09	13 15	4	233 00
Hartland.....	Carleton.....	9	805 16	4 10	.....	.....
Harvey.....	Albert.....	30	1,285 12	7 30	1	20 00
Harvey Station.....	York.....	3	179 00	0 95	1	37 80
Hillsborough.....	Albert.....	32	1,879 04	10 00	.....	.....
Hopewell Cape.....	do.....	12	506 50	2 80	1	30 00
Indiantown.....	St. John.....	13	400 60	2 50	1	20 00
Kingston, Kent.....	Kent.....	126	6,927 62	38 40	1	9 65
Kingston, Kings.....	Kings.....	2	4 00	0 10	.....	.....
Memramcook.....	Westmoreland.....	41	3,010 30	16 00	1	10 00
Moncton.....	do.....	109	3,612 88	21 10	18	548 00
Newcastle.....	Northumberland.....	244	11,002 15	62 55	37	2,466 03
Oromocto.....	Sunbury.....	4	171 52	1 00	.....	.....
Orsekeag.....	Kings.....	10	380 65	2 25	.....	.....
Petitcodiac.....	Westmoreland.....	21	803 19	4 55	2	10 00
Richibucto.....	Kent.....	228	13,929 53	74 70	10	518 50
Richmond Corner.....	Richmond Corner.....	1	2 00	0 05	.....	.....
Sackville.....	Westmoreland.....	98	5,172 92	28 75	11	285 90
Salisbury <sup>1</sup> .....	do.....	13	683 60	3 75	.....	.....
Shediac.....	do.....	218	15,656 22	83 30	14	611 50
Sheffield.....	Sunbury.....	5	77 21	0 55	3	28 00
Springfield.....	Kings.....	2	6 14	0 10	.....	.....
St. Andrews.....	Charlotte.....	51	3,113 77	16 75	7	334 57
St. George.....	do.....	39	1,670 76	9 40	2	157 40
St. John.....	St. John.....	423	16,767 93	94 20	178	6,828 90
St. Martins.....	do.....	12	537 69	2 95	.....	.....
St. Stephen.....	Charlotte.....	44	1,023 28	6 65	5	270 00
Sussex Vale.....	Kings.....	117	8,780 94	46 20	1	30 00
Woodstock.....	Carleton.....	460	34,939 74	182 90	14	274 56
		5,772	355,361 24	1,905 15	555	25,777 52

D. A. MACDONALD,  
Postmaster-General.

JAMES HALE,  
Superintendent.

## REPORT No. 10, C.

SHOWING the number and amount of Money Orders issued in New Brunswick on Nova Scotia, during the year ended 30th June, 1874; the Commissions received thereon; and the number and amount of Money Orders paid in New Brunswick, drawn by Money Order Offices in Nova Scotia.

Money Order Office.	County.	No. of Orders Issued.	Amount of Orders Issued	Total Commission Received.	No. of Orders Paid.	Amount of Orders Paid.
			\$ cts.	\$ cts.		\$ cts.
Andover.....	Victoria.....				1	30 00
Baie Verte.....	Westmoreland.....	21	627 01	3 60	6	118 00
Bathurst.....	Gloucester.....	76	4,121 21	22 00	26	871 92
Buctouche.....	Kent.....	7	243 34	1 45	1	5 25
Campbellton.....	Restigouche.....	83	5,560 53	29 40		
Campobello.....	Charlotte.....	2	34 00	0 25		
Caraget.....	Gloucester.....	24	1,575 39	8 40	4	230 79
Carleton.....	St. John.....	21	505 07	3 20	22	508 62
Chatham.....	Northumberland.....	172	10,173 03	55 15	19	1,033 92
Dalhousie.....	Restigouche.....	91	5,870 66	30 95	10	390 05
Dorchester.....	Westmoreland.....	88	2,217 86	13 75	15	493 65
Florenceville.....	Carleton.....	3	76 60	0 40		
Fredericton.....	York.....	61	1,929 77	11 45	80	4,636 98
Gagetown.....	Queens.....				2	99 00
Grand Falls.....	Victoria.....	1	2 00	0 5	1	60 00
Harvey.....	Albert.....	11	502 57	2 85	6	328 60
Harvey Station.....	York.....	14	442 07	2 45		
Hillsborough.....	Albert.....	23	1,184 52	6 30	3	180 00
Hopewell Cape.....	do.....	16	633 08	3 55	4	311 00
Indiantown.....	St. John.....	9	490 17	2 75	4	107 00
Kingston, Kent.....	Kent.....	42	2,410 01	12 70	5	168 00
Kingston, Kings.....	Kings.....	2	103 00	0 60		
Kouchibouguac.....	Kent.....	2	35 44	0 20		
Lepreaux.....	Charlotte.....	1	5 00	0 05		
Memramcook.....	Westmoreland.....	6	359 47	1 90	7	249 91
Moncton.....	do.....	220	5,745 91	34 70	57	2,342 88
Newcastle.....	Northumberland.....	185	5,671 20	32 65	27	1,345 94
Oromocto.....	Sunbury.....	1	100 00	0 50	1	30 00
Ossekeag.....	Kings.....	6	136 79	0 90	2	140 00
Petitcodiac.....	Westmoreland.....	21	459 92	2 60	12	241 45
Richibucto.....	Kent.....	37	1,408 08	7 95	12	463 30
Richmond Corner.....	Carleton.....	2	48 60	0 40		
Sackville.....	Westmoreland.....	191	7,195 58	41 60	152	6,368 32
Salisbury.....	do.....	36	1,320 18	7 90	1	50 00
Shediac.....	do.....	45	2,397 93	13 00	35	1,615 94
Sheffield.....	Sunbury.....				1	46 00
Springfield.....	Kings.....	1	37 00	0 20		
St. Andrews.....	Charlotte.....	28	922 05	5 25	11	525 12
St. George.....	do.....	44	1,378 44	7 95	10	361 46
St. John.....	St. John.....	598	25,188 31	142 25	3,948	183,518 57
St. Martins.....	do.....	18	1,156 02	6 00		
St. Stephens.....	Charlotte.....	68	1,709 04	10 40	51	2,420 45
Sussex Vale.....	Kings.....	29	1,292 83	7 15	26	1,156 13
Woodstock.....	Carleton.....	55	1,824 20	10 60	41	1,044 05
		2,361	97,093 88	545 40	4,603	211,492 30

D. A. MACDONALD,  
Postmaster-General.

JAMES HALE,  
Superintendent.



## REPORT No. 10, D.

SHOWING the number of Money Orders issued in New Brunswick on Newfoundland, during the year ended 30th June, 1874; the value of such Orders in Dominion Currency; the Commissions received thereon, and the number of Money Orders paid in New Brunswick, drawn by Money Order Offices in Newfoundland.

Money Order Office.	County.	No. of Orders Issued.	Amount of Orders Issued.	Total Commissions Received.	No. of Orders Paid.	Amount of Orders Paid.
			\$ cts.	\$ cts.		\$ cts.
Bathurst.....	Gloucester.....				1	60 82
Campobello.....	Charlotte.....	1	20 00	0 25	1	19 65
Carleton.....	St. John.....				2	32 44
Fredericton.....	York.....	1	5 01	0 25	4	94 51
Hillsborough.....	Albert.....	2	24 00	0 50		
Ossekeag.....	Kings.....	1	5 00	0 25		
Sackville.....	Westmoreland.....	2	16 46	0 50	2	152 08
Shediac.....	do.....	1	42 79	0 50	1	9 49
St. Andrews.....	Charlotte.....	2	31 08	0 50		
St. John.....	St. John.....	14	402 73	5 50	7	202 30
		24	547 07	8 25	18	571 29

D. A. MACDONALD,  
*Postmaster-General.*

JAMES HALE,  
*Superintendent.*

## REPORT No. 10, E.

SHOWING the number and amount of Money Orders issued in New Brunswick on Prince Edward Island, during the year ended 30th June, 1874; the Commission received thereon; and the number and amount of Money Orders paid in New Brunswick, drawn by Money Order Offices in Prince Edward Island.

Money Order Office.	County.	No. of Orders Issued.	Amount of Orders Issued.	Total Commission Received.	No. of Orders Paid.	Amount of Orders Paid.
Baie Verte.....	Westmoreland.....	3	\$ cts 152 00	\$ cts. 0 80	8	\$ cts. 672 64
Bathurst.....	Gloucester.....	1	7 22	0 05		
Buctouche.....	Kent.....	1	100 00	0 50	4	310 31
Campbellton.....	Restigouche.....	1	39 00	0 20	2	30 00
Chatham.....	Northumberland.....	8	322 34	2 10	13	1,152 24
Dalhousie.....	Restigouche.....	2	113 00	0 70		
Dorchester.....	Westmoreland.....	3	62 69	0 45	1	11 17
Fredericton.....	York.....	2	40 00	0 30	13	505 13
Grand Falls.....	Victoria.....	1	50 00	0 60		
Harvey.....	Albert.....				2	102 00
Harvey Station.....	York.....	1	100 00	0 90		
Hillsborough.....	Albert.....	4	240 00	1 25		
Indiantown.....	St. John.....	3	84 86	0 55		
Kingston Kent.....	Kent.....	1	100 00	0 50		
Memramcook.....	Westmoreland.....	2	29 00	0 30		
Moncton.....	do.....	48	772 00	5 80	16	755 57
Newcastle.....	Northumberland.....	5	149 00	0 90	2	148 34
Petitcodiac.....	Westmoreland.....	2	31 07	0 25	1	10 00
Richibucto.....	Kent.....	8	433 77	2 30	5	146 38
Sackville.....	Westmoreland.....	6	211 50	1 20	19	1,287 99
Salisbury.....	do.....	1	14 00	0 10	5	423 60
Shediac.....	do.....	3	73 00	0 50	19	861 10
St. Andrews.....	Charlotte.....	4	124 00	0 75		
St. John.....	St. John.....	36	1,240 95	8 45	223	14,669 71
St. Martins.....	do.....	3	97 00	0 60		
St. Stephen.....	Charlotte.....	11	325 30	2 90	1	8 00
Sussex Vale.....	Kings.....	3	100 63	0 60	9	337 76
Woodville.....	Carleton.....	5	103 74	0 75	6	452 47
		168	5,116 07	34 30	349	21,864 41

D. A. MACDONALD,  
Postmaster-General.

JAMES HALE,  
Superintendent.

## PRINCE EDWARD ISLAND.

SHOWING the amount of Money Orders issued and paid in Prince Edward Island and the Commissions received thereon during the year ended 30th June, 1874.

Particulars.	Amount of Orders Issued.	Total Commis- sion Received.	Amount of Orders Paid.
	\$ cts.	\$ cts.	\$ cts.
<i>Charlottetown, Queens.</i>			
Orders on Ontario and Quebec .....	16,237 02	90 80	.....
do New Brunswick .....	21,749 26	118 95	.....
do Nova Scotia .....	10,879 20	64 45	.....
do Newfoundland .....	15 63	0 75	.....
do United Kingdom .....	9,057 34	226 55	.....
Ontario and Quebec Orders paid .....			3,313 42
New Brunswick do .....			4,974 92
Nova Scotia do .....			8,307 97
Newfoundland do .....			744 64
United Kingdom do .....			1,004 59
	57,938 45	501 50	18,345 54

D. A. MACDONALD,  
*Postmaster-General.*

A. A. McDONALD,  
*Postmaster.*

## REPORT No. 11.

SHOWING the Annual Cost of the Money Order System in the Dominion, specifying in detail the Disbursement of Salaries during the year ended 30th June, 1874.

Names.	Particulars.	Amount.
		\$ cts.
P. Le Sueur.....	Twelve months' salary as Chief Superintendent.....	2,400 00
J. H. Thorne.....	do do Superintendent.....	1,800 00
J. Hale.....	do do Superintendent.....	1,800 00
C. W. Jenkins.....	do do 1st Class Clerk.....	1,450 00
J. Brophy.....	do do Senior 2nd Class Clerk.....	1,300 00
F. W. Creighton.....	do do Junior 2nd do.....	980 00
T. B. Smith.....	do do do do.....	920 00
J. McDougall.....	do do do do.....	900 00
R. J. Shaw.....	do do do do.....	750 00
C. J. Higgins.....	do do do do.....	700 00
C. Sangster.....	do do Junior 3rd do.....	600 00
M. K. Dunlevie.....	do do do do.....	600 00
J. F. Wall.....	do do do do.....	550 00
J. C. Bonner.....	Four months' salary do do.....	150 00
J. H. Spenser.....	do do do do.....	133 33
A. W. Wall.....	do do do do.....	133 33
F. W. Mills.....	do do do do.....	133 33
L. W. Travis.....	Twelve months' salary do do.....	300 00
S. S. Thorne.....	do do 4th do.....	480 00
J. S. Hale.....	do do do do.....	380 00
J. C. Bonner.....	243 days as Temporary Clerk.....	364 50
A. W. Wall.....	243 do do.....	364 50
J. H. Spenser.....	243 do do.....	364 50
F. W. Mills.....	243 do do.....	364 50
T. G. Creighton.....	260 do do.....	650 00
C. P. Le Sueur.....	306 do do.....	612 00
A. McGillis.....	132 do do.....	264 00
D. D. McPherson.....	117 do do.....	234 00
Wm. Bristow.....	91 do do.....	182 00
W. J. Barrett.....	15 do do.....	30 00
S. Couron.....	Twelve months' salary as Messenger to Halifax Office.....	500 00
		\$20,389 99

D. A. MACDONALD,  
Postmaster-General.

P. LE SUEUR,  
Chief Superintendent.

## REPORT No. 12.

SHOWING the names of the additional Money Order Offices opened in the Dominion during the year ended 30th June, 1874.

Names.	County.
Adamsville .....	Brome, Q.
Camlachie .....	Lambton, O.
Dillonton .....	Brome, Q.
Muir .....	Middlesex, O.
Point Edward .....	Lambton, O.
Russell .....	Russell, O.
St. Sylvester .....	Lotbinière, Q.
Tweed .....	Hastings, O.
Warton .....	Grey, O.
Yamachiche .....	St. Maurice, Q.
Middleton .....	Annapolis, N. S.
Margaree Forks .....	Inverness, N. S.
St. Andrews .....	Antigonish, N. S.
Lepreaux .....	Charlotte, N. B.
Hartland .....	Carleton, N. B.

## REPORT No. 12.---Continued.

SHOWING the names of the Money Order Offices closed during the year ended 30th June, 1874.

Names.	County.
Georgeville .....	Stanstead, Q.
Indiana .....	Haldimand, O.
Inverhuron .....	Bruce, O.
Kazubazua .....	Ottawa, Q.
Martintown .....	Glengarry, O.
Vroomanton .....	Ontario, O.

D. A. MACDONALD,  
*Postmaster-General.*

P. LE SUEUR,  
*Chief Superintendent.*

## REPORT No. 13.

SHOWING the losses, if any, sustained in conducting the Money Order System in the Dominion, and how incurred.

No losses have been sustained during the year ended 30th June, 1874.

D. A. MACDONALD,  
*Postmaster-General.*

P. LE SUEUR,  
*Chief Superintendent.*

REPORT No. 14.

Copy from the Record of all Offers made for carrying the Mails upon Contracts advertised for Public Competition, in Canada, for the year ended 30th June, 1874.

Service.	Conditions stipulated by Department in Advertising Service.— Proposed duration of Contract.	Date of advertising for Tenders.	Date of reception of Tenders.	Name of Person Tendering.	Residence of Person Residing.	Date of Tender.	Date of receipt of Tenders by P. M. General.	No. of Tender.	Terms proposed in tender.	Amount per annum proposed in Tender.	Observations.
Grant and Russell (13 miles.)	Service twice per week, to commence on 1st Oct. next. Mail to be conveyed on horseback or in a vehicle. Proposed term of contract, four years, with usual reservation in favor of Postmaster General.	July 2 1873.	Aug. 29 1873.	James Andrew.. James Edmunstone..... Henry Fitzpatrick.....	Tp. Cambridge.. do . . . . . do . . . . . Tp. Russell.....	Aug. 25. 1873. do 20. do 20.	Aug. 26. 1873. do 28. do 12.	1 2 3	In conformity with terms of advertisement. do do	100 00 140 00 156 00	No. 1 accepted.
Eganville and Pembroke. (26 miles.)	Service twice per week, to commence on 1st Oct. next. Mail to be conveyed on horseback or in a vehicle. Proposed term of contract, as above.	July 2	Aug. 29	John Dennison.. John Armstrong.	Lake Dere..... Eganville.....	Aug. 23. 1873. do 15.	Aug. 25. 1873. do 16.	1 2	do do	230 00 400 00	No 1 accepted.
North Wakefield and Rupert. (4 miles.)	Service twice per week, to commence on 1st Oct. next. Mail to be conveyed in a vehicle or on horseback. Proposed term of contract, as above.	July	Aug. 29	Joseph Moncreiff	Marham .....	Aug. 26. 1873.	.....	1	do	100 00	Considered too high; afterwards reduced to \$75 and accepted.

Rockingham and Vanbrugh (16 miles)	Service three times per week, to commence on 1st Oct. next, Mail to be conveyed on horse-back or in a vehicle. Proposed term of contract as above.	July	2 Aug. 29	Simon Kelly	Sebastopol.	Aug. 19.	Aug. 22.	1	do	196 00	No. 1 accepted.
				Alexr. Hegles-tin	do	12.	do	15.	2	225 00	
				Marion Quinn	Sebastopol.	do	7.	do	3	275 00	
				John Mahon	Vanbrugh	do	23.	Aug. 25.	4	275 00	
Woodstock and Houlton Me.	Service six times per week, to commence on 1st Aug. 1873. Mail to be conveyed in a suitable vehicle. Proposed term of contract, as above.	July	2 Aug. 21	Augustus	Woodstock	July 18.	Aug. 21.	1	do	400 00	This Tender being considered too high, a contract was entered into with the party tendering at \$300. per an.
Acton Vale and Roxton Falls (6 miles.)	Service six times per week, to commence on 1st Oct., 1873. Mails to be conveyed in a suitable vehicle. Proposed term of contract as above.	July	4 Aug. 1	Abraham Desan-telles	Roxton Falls	July 17.	July 19.	1	do	200 00	This Tender considered too high; afterwards reduced to \$170 a year and accepted at that rate.
Phillipsburg and St. Armand's Station (2 miles.)	Service three times per week, to commence on 1st Oct., 1873. Mail to be conveyed in a suitable vehicle. Proposed term of contract, as above.	July	4 Aug. 1	Augustus Hogle	Phillipsburg	July 21.	July 23.	1	do	185 00	No. 1 accepted.
				F. X. Cadarette	do	do	16.	do	2	200 00	
				Louis Strite	do	do	16.	do	3	200 00	Received late.
Drummondville and Melbourne (24 miles.)	Service six times per week, to commence on 1st Oct., 1873. Mail to be conveyed in mail stages. Proposed term of contract as above.	July	4 Aug. 8	Desiré Cusson	Drummondville.	Aug. 4.	Aug. 6.	1	do	399 00	No. 1 accepted.
				V. Prezeau	L'Avenir	do	1.	do	2	450 00	
				Thomas Skillen	Wheatlands	do	7.	do	3	650 00	
Alderlot and Watertown (2 1/2 miles.)	Service twelve times per week, to commence on 1st Oct., 1873. Mail to be conveyed on horse-back or in a vehicle. Proposed term of contract as above.	July	4 Aug. 15	Jas. Rodertek Abraham Baker	Aldershot. Watertown	Aug. 11.	do	1.	do	210 00 218 00	No. 1 accepted.

Mail Tender Register—Continued.

Service.	Conditions stipulated by Department in Advertising Service : Proposed duration of Contract.	Date of advertising tenders.	Date for reception of tenders.	Name of Persons Tendering.	Residence of Person Tendering.	Date of Tenders	Date of receipt of Tenders by P. M. General.	No. of Tenders.	Terms proposed in Tender.	Amount per annum proposed in Tender.	Observation.
Black Bank and Honeywood. (3 1/2 miles.)	Service once per week, to commence on 1st Oct., 1873. Mail to be conveyed on foot or otherwise. Proposed term of contract four years, with usual reservation in favor of Postmaster General.	1873. July 4	1873. Aug. 15	James Newell... William Rush... Wm. Dinamore... John Radford...	Township Mullmur... do... do... Black Bank...	1873. Aug. 8 do do do do	1873. Aug. 12 do do do do	1 2 3 4	1 In conformity with terms of advertisement.	\$ cts. 25 00 26 00 30 50 31 20	No. 1 accepted.
Brampton and Huttonsville (4 miles.)	Service three times per week, to commence on 1st Oct., 1873. Mail to be conveyed on horseback or in a vehicle. Proposed term of contract as above.	July 4	Aug. 15	Nathaniel Elliott... James Quennell...	Springbrook... Huttonsville...	Aug. 11 do	..... .....	1 2	do	99 00 140 00	No. 1 accepted.
Bobcaygeon and Peterboro' (22 miles.)	Service six times per week, to commence on 1st Oct., 1873. Mail to be conveyed in a wagon or steamboat. Proposed term of contract as above.	July 4	Aug. 15	Hen. Thompson... Elijah Bottum...	Bobcaygeon... do...	Aug. 13 do	..... .....	1 2	do	300 00 500 00	No. 1 withdrawn, and No. 2 accepted.
Bracebridge and Port Carling.	Service twice per week, to commence on close of navigation, 1873. Mail to be conveyed on foot or otherwise. Proposed term of contract as above.	July 4	Aug. 15	Robert Giles... Benj. H. Johnston...	Port Carling... do...	Aug. 2 do	Aug. 6 do	1 2	do	\$3 a trip 3.50 per trip.	Contract renewed with former Contractor.



Berlin and West Montrose. (13 miles.)	Service six times per week to commence on 1st Oct., 1873. Mail to be conveyed in a vehicle. Proposed term of contract as above.	July	4 Aug. 15	Jacob Zuber... Peter Henderson... George Morrell... Jacob Rider... Stephen Smith... Benjamin B. Bemis... Philander S. Kibourne... Adam Koch...	West Montrose, Winterbourne... Woolwich... do... do... Bloomingdale... Winterbourne... Berlin...	Aug. 28 July 2 Aug. 6 July 4 do 23 do 28 Aug. 6 July 24 Aug. 1	8 Aug. 10 1 2 3 4 5 6 7 8	do	450 00 465 00 470 00 500 00 550 00 537 00 626 00 1,000 00	No. 1 accepted.
Chepstow and Dunkeld. (4 miles.)	Service three times per week, to commence on 1st Oct., 1873. Mail to be conveyed on horse-back or otherwise. Proposed term of contract as above.	July	4 Aug. 15	William Hennessey... Michael McNab.	Chepstow	Aug. 4	1 2	do	88 00 110 00	No. 1 accepted.
Greemore and Lavender. (7 miles.)	Service twice per week, to commence on 1st Oct., 1873. Mail to be conveyed on horse-back or in a vehicle. Proposed term of contract as above.	July	4 Aug. 15	Israel B. Martin.	Lavender	Aug. 11	1	do	100 00	No. 1 accepted.
Clarksburgh and Heathcote. (5 miles.)	Service three times per week, to commence on 1st Oct., 1873. Mail to be conveyed on horse-back or in a vehicle. Proposed term of contract as above.	July	4 Aug. 15	P. F. Le Roy... George Hendry... John Wright... John Green	Clarksburgh... Collingwood	Aug. 4 do 4 do 1 do 2	1 2 3 4	do	95 00 128 00 139 00 140 00	No. 1, considered unsatisfactory, No. 2 accepted.
Edmonton and Mayfield. (3 miles.)	Service three times per week, to commence on 1st Oct., 1873. Mail to be conveyed on foot or otherwise. Proposed term of contract four above.	July	4 Aug. 15	William Townsend	Edmonton	Aug. 11	1	do	65 00	No. 1 accepted.
Elmvale and Penetanguishene. (5 miles.)	Service twice per week, to commence on 1st Oct., 1873. Mail to be conveyed on horse-back or in a vehicle. Proposed term of contract as above.	July	4 Aug. 15	Wm. Harvey	Flos	Sept. 4	1	do	83 20	Received late and accepted for one year.

Mail Tender Register—Continued.

Service.	Conditions stipulated by Department in Advertising Service.—Proposed duration of Contract.	Date of Advertising for Tenders.	Date for reception of Tenders.	Name of person Tendering.	Residence of person Tendering.	Date of Tender.	Date of receipt by P. G. General.	No. of Tenders.	Terms proposed in Tender.	Amount per annum proposed in Tender.	Observation.
Feversham and Maxwell. (4 miles.)	Service six times per week, to commence on 1st Oct., 1873. Mail to be conveyed on horse-back or in a vehicle. Proposed term of contract four years, with usual reservation in favor of Postmaster General.	1873. July 4	1873. Aug. 15	(Geo. Tempest... John Bates... John Hudson...	Tp. Osprey... Feversham... Osprey .....	Aug. 13 Aug. 29 Aug. 9	1873. Aug. 15 do 21 do 2	1 2 3	In conformity with terms of advertisement.	\$ cts. 84 00 95 00 135 00	No. 1 unsatisfactory. No. 2 accepted.
Glamis and Pinkerton and W. G. & B. R. Station. (2 miles.)	Service six times per week, to commence on 1st Oct., 1873. Mail to be conveyed on horse-back or in a vehicle. Proposed term of contract as above.	July 4	Aug. 15	W. G. McCormick... J. H. DeMont... Wm. Gorman...	Pinkerton... do... Tp. Greenock...	Aug. 11 July 28	..... ..... .....	1 2 3	do	245 00 252 00 255 00	No. 1 accepted.
Hillsdale and Medonte. (9 miles.)	Service twice per week, to commence on 1st October, 1873. Mail to be conveyed on horse-back or in vehicle. Proposed term of contract as above.	July 4	Aug. 15	Thomas Craig... Alexander Hill...	Tp. Medonte... Hillsdale.....	Aug. 9 Sept 5	Aug. 12 do 6	1 2	do	150 00 130 00	Considered excessive. No 2 accepted.
King and Noblet n. (8 miles.)	Service six times per week, to commence on 1st Oct., 1873. Mail to be conveyed on horse-back or in a vehicle. Proposed term of contract as above.	July 4	Aug. 15	Nelson Wellard... Herbert Watson... Thomas Harris... John Weller....	Nobleton... King... do... Nobleton .....	Sept. 12 do 11 do 12 July 30	..... ..... ..... .....	1 2 3 4	do	270 00 275 00 275 00 270 00	No. 1 accepted.
LaFontaine and Penetanguishene. (8 miles.)	Service once per week, to commence on the 1st Oct., 1873. Mail to be conveyed on horse-back or otherwise. Proposed term of contract as above.	July 4	Aug. 15	Pierre Brasseur.	Penetanguishene	Aug. 16	Aug. 19	1	do	100 00	Reduced to \$65, and accepted.

Lindsay and Midland R. Station. (4 miles.)	Service twenty-four times per week, to commence on 1st Oct., 1873. Mail to be conveyed in a vehicle. Proposed term of contract as above.	Aug. 15	B. Guongale. W. A. Jewett.	Lindsay do	July 30	1 2	do	195 00 20 cts. pr double trip.	No. 1 accepted.
Linwood and St. Jacobs. (12 miles.)	Service six times per week, to commence 1st Oct., 1873. Mail to be conveyed in a vehicle. Proposed term of contract as above.	4 Aug. 15	James Scott Henry Markle John Playford David Petch. William Hawk. W. W. Williams Wm. H. Crooks. J. R. Williams.	Linwood Hawkesville Walesley do do Linwood Tp. Walesley Linwood.	Aug. 8 do 6 do 11 July 28 Aug. 2 do 11 do 6 do 12	10 11 2 3 4 5 6 7 8	do	340 00 344 00 345 00 350 00 360 00 385 00 385 00 500 00	No. 1 and 2 not satisfactory, No. 3 accepted.
Mono Mills and Station. (9 miles.)	Service six times per week, to commence 1st Oct., 1873. Mail to be conveyed in a vehicle. Proposed term of contract as above.	4 Aug. 15	Thomas Lloyd John Scott Thomas Scott John Hassard John Henry.	Caledon Caledon East Tp. Albion Caledon East Mono Mills.	Aug. 2 do 13 do 12 do 13 do 14	1 2 3 4 5	do	398 00 400 00 435 00 460 00 500 00	No. 1 accepted. Received late.
Mulmur Fern. (7 miles.)	Service three times per week, to commence on 1st Oct., 1873. Mail to be conveyed on horse-back or in a vehicle. Proposed term of contract as above.	4 Aug. 15	Robt Gallagher. Thomas Jennings David Paisley William Paisley Robert Campbell.	Mulmur do Mansfield. do do	Aug. 4 do 5 do 8 do 7 July 21 do 23	6 1 2 3 4 5	do	85 00 89 50 89 50 99 75 89 00	No. 1 accepted. Received late.
Norland and Shedden. (5 miles.)	Service three times per week, to commence on 1st Oct., 1873. Mail to be conveyed on horse-back or in a vehicle. Proposed term of contract as above.	4 Aug. 15	John Griffin Stephen Wessells	Norland do	Aug. .... do ....	1 2	do	138 00 155 00	No. 1 accepted.
Richmond Hill and North'm Ry. Station. (3 1/2 miles.)	Service twelve times per week, to commence on 1st Oct., 1873. Mail to be conveyed in a vehicle. Proposed term of contract as above.	4 Aug. 15	John Palmer, jr. Simon Proctor John Nelie	Richmond Hill do do	Aug. 12 do 9 do 9	13 1 2 3	do	0 29 p. double trip. 0 40 p. double trip. 0 50 p. double trip.	No. 1 accepted.

Mail Tender Register—Continued.

Service.	Conditions stipulated by Department in Advertising Service.—Proposed duration of Contract.	Date of Advertising for Tenders.	Date for reception of Tenders.	Name of Person Tendering.	Residence of Person Tendering.	Date of Tender.	Date of receipt of Tender by P.M. General.	No. of Tender.	Terms proposed in Tender.	Amount per an- proposed Tender.	Observations.
Rosedale and Shedden. (12 miles.)	Service three times per week, to commence on 1st Oct., 1873. Mail to be conveyed on horse-back or in a vehicle. Proposed term of contract four years, with usual reservation in favor of Postmaster General.	1873 July 4	1873 Aug. 15	Moses McNeil.	Tp. Fenelon.	July 28	.....	1	In conformity with terms of advertisement.	\$ 160 00	No. 1 accepted.
Grand Narrows and Upper Settlement, River Dennis. (38 miles.)	Service twice per week, to commence on 1st Sept., 1873. Mail to be conveyed by horse and waggon. Proposed term of contract as above.	July 9	Aug. 15	Malcolm McNeil Malcolm McLean Kenneth McKenzie Mich. McDonald J. S. McNeil Donald Walker.	Grand Narrows. River Dennis. do Up'r Settlement River Dennis. Grand Narrows. McKinnons Harbor.	July 28 Aug. 6 July 31 Aug. 8 Aug. 6 July 22	Aug. 21 Aug. 15 Aug. 11 Aug. 9 Aug. 9 July 30	1 2 3 4 5 6	do do do do do do	232 00 238 00 240 00 300 00 400 00 450 00	No. 1 accepted.
Pubnico Beach and Pubnico Harbor. (15 miles.)	Service three times per week, to commence 1st October, 1873. Mail to be conveyed by horse and waggon. Proposed terms of contract as above.	July 14	Aug. 15	J. McCormisky Alex. Watson L. F. Brennan Robert Wilson Peter Amiro.	Pubnico Beach. Barrington Wood Harbour. Pubnico Beach. Pubnico.	Aug. 11 do 11 do 9 do 2 do 4	Aug. 14 do 14 do 15 do 7 do 7	1 2 3 4 5	do	200 00 219 00 238 00 240 00 325 00	No. 1 unsatisfactory. No. 2 accepted.

<p>Nine Mile River &amp; Shubenacadie. (40 miles round trip.)</p>	<p>Service once per week, to commence on 1st October, 1873. Mail to be conveyed by horse and wagon. Proposed term of contract as above.</p>	<p>July 14 Aug. 15 Arch. Densmore G. W. Walker. John Anslie....</p>	<p>Shubenacadie... do North Sakm....</p>	<p>Aug. 13 Aug. 15 1 do 14 do 15 2 do 13 do 15 3</p>	<p>104 00 119 00 120 00</p>	<p>No. 1 accepted.</p>
<p>Judique and Upper Settlement River Dennis (15 miles.)</p>	<p>Service once per week, to commence on 1st Oct, 1873. Mail to be conveyed by horse and wagon. Proposed term of contract, as above.</p>	<p>July 16 Aug. 15 M. McDonald. Angus McDonald M. McAskill....</p>	<p>River Dennis... Judique... River Dennis....</p>	<p>Aug. 6 Aug. 9 1 do 6 Aug. 13 2 do 4 Aug. 13 3</p>	<p>80 00 84 00 90 00</p>	<p>No. 1 accepted.</p>
<p>Baddeck, P. O. and Boom. (22 miles.)</p>	<p>Service twice per week, to commence on 1st Oct, 1873. Mail to be conveyed by horse and wagon. Proposed term of contract as above.</p>	<p>July 7 Aug. 22 Murdoch McDonald. Norman Matheson Murdock Morri- son Alex. McNeil. Peter S. McLean Michael McNeil</p>	<p>Boom... South S. Little Narrows... Washabuck... do do</p>	<p>Aug. 8 Aug. 15 1 do 18 do 22 2 do 18 do 27 3 do 20 do 23 4 do 8 do 13 5 do 29 do 16 6</p>	<p>270 00 300 00 400 00 440 00 750 00 770 00</p>	<p>No. 1 accepted.</p>
<p>Great Village and Five Islands. (30 miles.)</p>	<p>Service six times per week, to commence 1st October, 1873. Mail to be conveyed by horse and wagon. Proposed term of contract as above.</p>	<p>July 17 Aug. 22 John G. Peppard John Mill James Gourley. D. M. Kent. J. Brodiek W. Brodiek W. McDorman. D. Spencer Robt. Morrison Robt. J. Atken R. S. Cummings S. G. Dickey and J. B. Campbell Daniel Giddens. Robt. Jamieson.</p>	<p>Great Village... Economy... Great Village... do do Five Islands... Great Village... do do Economy... Five Islands... Great Village... Bass River... Fortapique... Economy...</p>	<p>Aug. 16 Aug. 22 1 do 19 do 22 2 do 16 do 22 3 do 21 do 22 4 do 19 do 21 5 do 1 do 7 6 do 18 do 19 7 do 19 do 22 8 do 21 do 22 9 do 19 do 21 10 do 12 do 22 11 do 13 do 18 12 do 20 do 21 13 do 20 do 22 14</p>	<p>690 00 700 00 749 00 776 00 796 00 900 00 900 00 930 00 939 00 999 00 1,000 00 1,095 00 1,473 00 1,600 00</p>	<p>No. 1 accepted.</p>
<p>Bear River (west side) P. O., and Deep Brook. (5 miles.)</p>	<p>Service twelve times per week, to commence 1st October, 1873. Mail to be conveyed by horse and wagon. Proposed term of contract as above.</p>	<p>July 21 Sept. 5 J. M. Hanshawe Wm. Reardon G. C. Harris</p>	<p>Bear River... Clements... Bear River....</p>	<p>Sept. 2 Sept. 4 1 do 21 do 5 2 do 2 do 4 3</p>	<p>224 00 300 00 325 00</p>	<p>No. 1 accepted.</p>

Mail Tender Register—Continued.

Service.	Conditions stipulated by Department in Advertising Service.—Proposed duration of Contract.	Date of Advertising for Tenders.	Date for Reception of Tenders.	Name of Person Tendering.	Residence of Person Tendering.	Date of Tender.	Date of receipt of Tender by P. M. General.	No. of Tenders.	Terms proposed in Tender.	Amount per annum proposed in Tender.	Observations.
Elmsdale and Nine Mile River. (8 miles.)	Service once per week, to commence on 1st October, 1873. Mail to be conveyed on horse-back or by horse and waggon. Proposed term of contract four years, with usual reservation in favor of P. M. General.	1873. Sept. 20	1873. Sept. 30	Wm. Gardiner... And. Horne... Daniel Adams... J. McKenzie...	Elmsdale... Nine Mile River Elmsdale... Enfield...	Sept. 30 do 29 do 30 do 29	Sept. 30 do 30 Oct. 1 Sept. 30	1 1 2 4	In conformity with terms of advertisement.	\$ cts. 47 50 52 00 55 00 120 00	No. 1 accepted.
East Bay and Christmas Island. (50 miles round trip.)	Service twice per week, to commence on 1st November, 1873. Mail to be conveyed by horse and waggon. Proposed term of contract as above.	July 29	Oct. 3	R. A. McDonald Wm. Chisholm John McIsaac Joseph Gillies R. McMullan... J. P. McKinnon...	East Bay... do... do... do... Sydney... East Bay, (North side)...	Sept. 20 do 24 do 4 do 20 do 27 do 24	Sept. 25 do 30 do 10 do 30 Oct. 1 do	1 1 3 4 5 6	do	390 00 410 00 412 00 420 00 520 00 640 00	No. 1 accepted.
Leitches Creek and Sydney. (13 miles.)	Service twice per week, to commence on 1st November, 1873. Mail to be conveyed by horse and waggon. Proposed term of contract as above.	July 31	Oct. 3	Jno O'Callaghan John Tobin... Robt. Martin...	Sydney... Cashcath... Sydney...	Sept. 30 Aug. 18 Sept. 29	Oct. 3 Sept. 10 Oct. 2	1 2 3	do	100 00 104 00 150 00	No. 1 accepted.
Annapolis and Digby. (20 miles.)	Service six times per week, to commence 1st Oct., 1873. Mails to be conveyed by waggon and pair of horses. Proposed terms as above, for one year.	July 15	Oct. 15	Edwin Gates...	Annapolis...	Aug. 12	Aug. 15	1	One year.	800 00	No. 1 accepted.
Waterloo and G. T. Ry. Station. (5 miles.)	Service twenty-four times per week, to commence on 1st Oct., 1873. Mail to be conveyed in a vehicle. Proposed term of contract as above.	July 4	Aug. 15	Thomas Tilt...	Waterloo...	Aug. 13	.....	..	do	0 75 p. double trip.	Considered too high. Arrangement made with Mr. D. E. Bowman, at \$425 a year.

Combermere and Purdy. (6 miles.)	Service once per week, to commence on 1st Oct. 1873. Mail to be conveyed on horseback or in a vehicle. Proposed term of contract as above.	July 26	Sept. 5 Joseph Pettill...	.....	.....	.....	1	do	80 00	Considered excessive. Arrangements made for both services with Wm. Murphy at \$220 a year.
Combermere and Rockingham. (8 miles.)	Service three times per week, to commence on the 1st October, 1873. Mail to be conveyed in a vehicle or on horseback. Proposed term of contract as above.	July 26	Sept. 15. Joseph Belli ...	.....	.....	.....	1	do	80 00	
Bhbrook and Stoney Creek. (19 miles.)	Service three times per week, to commence on the 1st October, 1873. Mail to be conveyed in one-horse vehicle. Proposed term of contract as above.	Aug. 1	Sept. 12. Levi Neal ..... Alexander Case, Binbrook..... Geo. Slingerland John Ling.....	Sept. 8..... Sept. 6..... ..... Aug. 13.....	Stoney Creek..... Binbrook..... Stoney Creek..... do	.....	1 2 3 4	do	193 00 195 00 195 00 200 00	No. 1 accepted.
Carrobrook and Farquhar. (11 miles.)	Service six times per week, to commence on 1st January, 1874. Mail to be conveyed in a vehicle. Proposed term of contract as above.	Aug. 1	Sept. 12. Wm. Carpenter. Robert Monteith David Oughton. Wm. Browne...	Aug. 29. Sept. 1. Sept. 8..... Sept. 1..... Sept. 11.....	Carrobrook..... Tp. Usborne..... Tp. Logan..... Carrobrook.....	.....	1 2 3 4	do	263 00 294 00 400 00 550 00	No. 1 accepted.
Old Montrose and Wheatley. (4 miles.)	Service twice per week, to commence on 1st January, 1874. Mail to be conveyed on horseback or otherwise. Proposed term of contract as above.	Aug. 1	Sept. 12. G. W. Mallot ..	Sept. 3. ....	Romney.....	.....	1	do	50 00	Accepted.
Sombra and Wilkesport. (8 miles.)	Service three times per week, to commence on 1st January, 1874. Mail to be conveyed in a vehicle. Proposed term of contract as above.	Aug. 1	Sept. 12. Wm. Kimball ..	Sept. 8. ....	Tp. Sombra.....	.....	1	do	145 00	Accepted.
Sarnia and Port Lambton. (23 miles.)	Service six times per week, to commence on 1st January, 1874. Mail to be conveyed in a vehicle. Proposed term of contract as above.	Aug. 1	Sept. 12. Wm. D. Regan. John Miller .... Samuel Brown. John McDonald David Maran ... Reuben Palmer.	Sept. 8..... Sept. 10..... ..... Sept. 8..... Sept. 9..... Sept. 3.....	Tp. Sarnia ..... do ..... do ..... do ..... Port Lambton..... Sarnia.....	.....	1 2 3 4 5 6	do	800 00 849 00 850 00 890 00 900 00 924 00	No. 1 accepted.

Mail Tender Register—Continued.

Service.	Conditions stipulated by Department in Advertising Service:— Proposed duration of contract.	Date of Advertising for Tenders.	Date for reception of Tenders.	Name of Person Tendering.	Residence of Person Tendering.	Date of Tender.	Date of receipt of Tenders by P.M. General.	No. of Tender.	Terms proposed in Tender.	Amount per annum proposed in Tender.	Observations.
Aylmer and Grovesend. (10 miles.)	Service three times per week, to commence on 1st January, 1874. Mail to be conveyed in a vehicle. Proposed term of contract four years, with usual reservation in favor of Postmaster General.	1873 Aug. 1.	1873 Sept. 12.	Wm. Bothwell.	Grovesend....	1873 Sept. 12.	1873 .....	1	In conformity with terms of advertisement.	\$ cts. 200 00	Received late. A contract entered into with George Bates at \$156 a year.
Hagersville and Springvale. (5 miles.)	Service twice per week, to commence on the 1st Jan., 1874. Mail to be conveyed on horseback. Proposed term of contract as above.	Aug. 1	Sept. 12	Joseph Anderson.	Tp. Walpole....	Sept. 3	.....	1	do	\$ cts. 80 00	Considered excessive. A contract entered into with Chas. Hagar, at \$45 00.
Balderson and Playfair. (6 miles.)	Service three times per week, to commence on the 1st Jan., 1874. Mail to be conveyed on horseback or in a vehicle. Proposed term of contract as above.	Aug. 29	Oct. 10	Wm. Smith....	Tp. Bathurst....	.....	Oct. 6	1	do	155 00	Reduced to \$125. and accepted.
Noel and Shennessie. (25 miles.)	Service once per week, to commence on 1st Oct., 1873. Mail to be conveyed horse and waggon. Proposed terms as above for one year.	Aug. 2	Aug. 22	Richard Stalling, Alex. C. O'Brien, Jas. A. O'Brien.	Noel do do	Aug. 21 do 20 do 14	Aug. 23 do 23 do 21	1 2 3	do	175 00 196 00 220 00	Too late. do No. 3 accepted.
Cressy and Picton. (19 miles.)	Service three times per week, to commence on 1st Jan., 1874. Mail to be conveyed on horseback or in a vehicle. Proposed term of contract as above.	Aug. 29	Oct. 10	Anson W. Brown, Geo. A. Harrison, Jno. M. Demike, James Sloan....	Co. Prince Edw. Tp. S. Marysburg do do	Sept. 13 do 25 Oct. 1 Sept. 27	Sept. 14 ..... ..... .....	1 2 3 4	do	199 00 200 00 234 00 237 00	No. 1 accepted.



Kingsford and Marysville. (7½ miles.)	Service three times per week, to commence on 1st Jan., 1874. Mail to be conveyed in a vehicle. Proposed term of contract as above.	Aug. 29/ Oct. 10	Wm. McMurray Richard Jones Francis West....	Tyendinaga..... Kingsford..... Lonsdale.....	Sept. 15/Sept. 16 Oct. 2..... do 7.....	do	125 00 150 00 220 00	No. 1 accepted.
L'Original and Steam boat Wharf. (¼ mile.)	Service twelve times per week, to commence on 1st Jan., 1874. Mail to be conveyed on foot or otherwise. Proposed term of contract as above.	Aug. 29/ Oct. 10	Thos. W. Lee Wilfred Labelle.	L'Original..... do.....	Oct. 8/ Oct. 9 Sept. 28.....	do	39 00 50 00	No. 1 accepted.
Maynooth and Monteaagle Valley. (12 miles.)	Service once per week, to commence on 1st Jan., 1874. Mail to be conveyed on horseback or otherwise. Proposed term of contract as above.	Aug. 29/ Oct. 10	Joseph Lees.... Gustaf Roy.....	Tp. Monteaagle. do	Oct. 6/ Oct. 12 do 11/ Nov. 23	do	125 00 90 00	Considered excessive. A contract entered into for four years with Mr. Phillip Green at \$80 per annum.
Milford and Point Tra- vese. (12 miles.)	Service once per week, to commence on 1st Jan., 1874. Mail to be conveyed on horseback or in a vehicle. Proposed term of contract as above.	Aug. 29/ Oct. 10	Jacob Vanduson	S. Marysburgh..	Oct. 6.....	do	64 50	Accepted.
Pakenham and U. C. Rail- way Station. (¼ mile.)	Service as required to commence on 1st January, 1874. Mail to be conveyed by hand or otherwise. Proposed term of contract as above.	Aug. 29/ Oct. 10	Wm. Ellis..... J. B. Wickware. Jno. Lowe.....	Pakenham..... do..... do.....	Oct. 9..... do 2/ Oct. 3 do 7.....	do	per trip 0 08 0 10 141 85 a year.	No. 1 accepted.
Faudash and Peterboro'. (59 miles.)	Service once per week, to commence on 1st January, 1874. Mail to be conveyed in a vehicle. Proposed term of contract as above.	Aug. 29/ Oct. 10	Thos. Eastland.	Peterboro'.....	Oct. 2.....	do	364 00	Accepted.
Lieu- ry and McGilivray (8 miles.)	Service three times per week, to commence on 1st Jan., 1874. Mail to be conveyed on horseback or otherwise.	Sept. 2/ Aug. 2	Moses Coates... Thomas Morley. Donald Erskine. Rich. Waistale.. Lieu- ry.....	Ireland..... Tp. McGilivray do do do	Sept. 17..... do 1..... do 16..... do 16.....	do	80 00 80 00 114 00 200 00	No. 1 reduced to \$74.50 and accepted.

Mail Tender Register—Continued.

Service.	Conditions stipulated by Department in Advertising Service.—Proposed duration of Contract.	Date of Advertising for Tender.	Date for Reception of Tenders.	Name of Person Tendering.	Residence of Person Tendering.	Date of Tender.	Date of Receipt by P. M. General.	No. of Tender.	Terms Proposed in Tender.	Amount per Annum proposed in Tender.	Observations.
Maberly and Perth. (21 miles.)	Service once or twice per week, to commence on 1st January, 1874. Mail to be conveyed on horseback or in a vehicle. Proposed term of contract four years, with usual reservation in favour of Postmaster General.	1873. Sept. 12	1873. Oct. 24	James Allan	Perth	1873. Oct. 23	1873. Oct. 24	1	do	\$ cts. 120 once per week \$200 for a semi-weekly service.	No. 1 accepted
Addington Forks and Keppoch. (7½ miles.)	Service once per week, commence 1st November, 1873. Mail to be conveyed on horseback or by horse and wagon. Proposed term of contract, as above.	1873. Sept. 17	1873. Oct. 10	Duncan Campbell Hugh Cameron. Donald McDonald. Rodk. McDonald	Addington Forks do do do	Oct. 6 do do do	Oct. 6 do do do	1 2 3 4	do	37 00 40 00 40 00 48 00	No. 1 accepted.
Gagetown and Narrows.	Service three times per week, to commence on 15th Dec., 1873. Mail to be conveyed in a suitable vehicle. Proposed term of contract as above.	1873. Sept. 18	1873. Nov. 3	Elgin E. Mott. Edw. E. Dewar. Donald Mott. W. E. Ferris. Wm. Wilson. Geo. F. Nevers. Jas. W. Chase. Wm. A. White. Geo. W. Titus.	Whites Cove. Cambridge. Whites Cove Cambridge do do do do do	Oct. 27 do do do Nov. 1 do do do do	Nov. 3 do do do do do do do do	1 2 3 4 5 6 7 8 9	do	323 00 327 00 348 00 348 00 348 00 349 00 375 00 390 00 445 00 450 00	No. 1 accepted.
Coles Island and Narrows	Service three times per week, to commence on 15th Dec., 1873. Mail to be conveyed in a suitable vehicle. Proposed term of contract as above.	1873. Sept. 18	1873. Nov. 3	M. M. Dykeman Isaac A. Warden C. H. Hamm Butler Thorne. H. A. Perry. W. Kincaide W. A. Cody M. B. Perry A. C. Worden. Willett Worden.	Johnston do do do do do do do do do	Oct. 14 do do do do do do do do do	Nov. 3 do do do do do do do do do	1 2 3 4 5 6 7 8 9 10	180 00 190 00 199 75 200 00 229 00 238 00 239 00 250 00 254 00 320 00	No. 1 accepted.	

Narrows and Wickham.	Service three times per week, to commence on 15th Dec., 1873. Mail to be conveyed in a suitable vehicle. Proposed term of contract as above.	Sept. 18 Nov.	3 Chas. E. Hamr. Johnston. Thomas Foster. Wickham. B. H. Akerley. do W. B. Barnes. do J. G. McKin. Johnston. M. M. Dykeman do M. S. Coy. do C. G. White. do J. R. Belys. do	Oct. do 22 do 22 do 29 do 22 do 22 do 14 do 27 do 27 do 23 do	20 Nov.	3 1 3 2 3 3 3 4 3 5 3 6 3 7 3 8 3 9	230 88 248 00 290 00 294 45 311 00 312 00 312 00 350 00 375 00	No. 1 accepted.
Narrows and Upper Gaspeaux.	Service three times per week, to commence 15th Dec., 1873. Mail to be conveyed in a suitable vehicle. Proposed term of contract as above.	Sept. 18 Nov.	3 Jas. A. S. Mott. St. John. Thos. P. Upton. Sheffield. Amos Mott. Cambridge. Donald Mott. do Isaac Ferris. do Chas. G. White. Johnston. Chas. D. Burpee. Chipman. Jno. W. Ferris. Waterborough. Isaac C. Burpee. Chipman. T. H. Brauscombe. Waterborough. A. D. McLean. Cambridge.	Oct. do 29 do 26 do 18 do 23 do 27 do 29 do 21 do 8 do 28 do 27 do	28 Nov.	3 1 3 2 3 3 3 4 3 5 3 6 3 7 3 8 3 9 3 10 3 11	710 00 720 00 750 00 790 00 800 00 800 00 846 00 900 00 1000 00 1600 00	No. 1 accepted.
Belleville Village and St. Hilaire Station (1 mile.)	Service as required to commence on 1st January, 1874. Mail to be conveyed on foot or otherwise. Proposed term of contract as above.	Sept. 26 Nov.	7 Pierre Authier. St. Hilaire. Evareste Goulet. do	Oct. do 28 do	28 Oct.	1 1 1 2	100 00 115 00	No. 1 accepted.
Colliery Vale and New Glasgow. (5 miles.)	Service three times per week, to commence 1st Nov., 1873. Mail to be conveyed on horse-back or by horse and wagon. Proposed term of contract as above.	4 Oct.	24 F. McDonald. Marsh. A. McDonald. do J. McDonald. New Glasgow. S. McDonald. Marsh.	Oct. do 21 do 21 do 23 do 22 do	21 Oct.	23 1 23 2 24 3 24 4	76 44 80 00 85 00 156 00	No. 1 accepted.
Renous Bridge and Renous River.	Service three times per week, to commence 15th Nov., 1873. Mail to be conveyed in a suitable vehicle. Proposed term of contract as above.	7 Oct.	31 Michl. Hayes. Renous River.	Oct. do 20 do	20 Oct.	31 1	85 00	This Tender not accepted. An arrangement made with the party tendering for a weekly service at \$40 per annum.

Mail Tender Register—Continued.

Service.	Conditions stipulated by Department in Advertising Service.—Proposed duration of Contract.	Date of Advertising for Tenders.	Date for Reception of Tenders.	Name of Person Tendering.	Residence of Person Tendering.	Date of Tender.	Date of Receipt of Tender by P. M. General.	No. of Tender.	Terms Proposed in Tender.	Amount per Annum proposed in Tender.	Observations.
Matapedia and Runnymede. (12 miles.)	Service once per week, to commence on 1st Jan., 1874. Mail to be conveyed on horseback or in a vehicle. Proposed term of contract four years, with usual reservation in favor of Postmaster General.	1873. Oct. 10	1873. Nov. 21	Daniel Lawlor... John Lawlor....	Matapedia..... do .....	1873. Oct. 28	1873. Nov. 14	1 2	In conformity with terms of advertisement.	\$ cts. 70 00 70 00	No. 1 withdrawn, and No. 2 accepted.
Danville and Kingsley Falls (7 miles).	Service twice per week, to commence on 1st January, 1874. Mail to be conveyed on horseback or in a vehicle. Proposed term of contract as above.	Oct. 10	Nov. 21	Smith Leith.... S. M. Gilman..	Kingsley Falls... do .....	Nov 6 do 11	..... .....	1 2	do do	70 00 75 00	No. 1 accepted.
Beaver River Corner and Lake George &c. (7½ miles).	Service once per week, to commence on 1st Jan., 1874. Mail to be conveyed by horse and waggon. Proposed terms as above.	Oct. 23	Nov. 28	W. S. Raymond Ira Porter..... F. C. Perry....	Beaver River... Richmond..... Beaver River...	Nov. 26 Oct. 23 Nov. 21	Nov. 28 do 1 do 25	1 2 3	do do	57 00 60 00 60 00	No. 1 accepted.
Chester and Windsor. (38 miles).	Service twice per week, to commence 1st Jan., 1874. Mails to be conveyed by horse and waggon. Proposed terms as above.	Oct. 22	Nov. 28	W. A. Daniel... C. A. Braen... John A. Webber Jesh. Vaughan. John A. Webber P. S. Burnham.	Chester..... do .....	Nov. 25 do 24 do 22 do 26 Oct. 22 Nov. 23	Nov. 27 do 27 do 27 do 28 do 7 do 27	1 2 3 4 5 6	do	300 00 370 00 375 00 400 00 480 00 800 00	No. 1 accepted.

Coverly and Latona.	Service twice per week, to commence on 1st January, 1874. Mail to be conveyed on horse-back or in a vehicle. Proposed term of contract as above.	Oct. 24 Dec.	5 Allan Grant ..... Tp. Bentinok James Brandis .. do J. G. McDonald .. Tp. Sullivan	Nov. 29 Dec. do 26 do 28	4 1 2 3	do	180 00 190 00 200 00	No. 1 accepted.
Newmarket & Railway Station. (3 mile).	Service twenty-four times per week, to commence on the 1st Jan., 1874. Mail to be conveyed in a vehicle. Proposed term of contract as above.	Oct. 24 Dec.	5 Jos. Bogert..... James Wilson .. Newmarket	Dec. 3	1 2	do	120 00 130 00	No. 1 accepted.
Sonya and Port Perry. (10 miles).	Service three times per week, to commence on the 1st January, 1874. Mail to be conveyed in a vehicle. Proposed term of contract as above.	Oct. 24 Dec.	5 Jesse Ireland ..... John Sornberger .. Tp. Brock. Ira Johnston .. Tp. Reach Thos. Wakeford .. Sonya M. C. Tanner .. Tp. Brock. J. H. Fraser .. do A. C. Coryell .. do	Nov. 26 Dec. Nov. 26 Nov. 25 do 19 Nov. 22	1 2 3 4 5 6 7	do	150 00 156 00 170 00 180 00 200 00 200 00 234 00	No. 1 accepted.
Mount Albert and Sharon. (7 miles).	Service six times per week, to commence on the 1st January, 1874. Mail to be conveyed in a vehicle. Proposed term of contract as above.	Oct. 24 Dec.	5 Jos. Cook ..... Andrew Clifford .. Mount Albert. H. A. Wells .. Tp. Sullivan	Nov. 3 Dec. Dec. 2 Nov. 19 Nov. 22	1 2 3	do	200 00 239 00 240 00	No. 1 unsatisfactory. No. 2 accepted.
Bloomingsdale and Freiburg (24 miles).	Service six times week, to commence on the 1st Jan., 1874. Mail to be conveyed in a vehicle. Proposed term of contract as above.	Oct. 24 Dec.	5 Ferd. Rombach.. Tp. Waterloo	Dec. 1 Dec.	4 1	do	170 00	Considered excessive; afterwards reduced to \$138 and accepted at that rate.
Waldemar and Emily Stn. (3 miles.)	Service six times per week, to commence on 1st Jan., 1874. Mail to be conveyed in a vehicle. Proposed term of contract, as above.	Oct. 24 Dec.	5 David Jenkins .. Waldemar..... Robert Hicks .. Tp. Amaranth	Nov. 29 Dec. Dec. 1 do	3 1 4 2	o	156 00 175 00	No. 1 afterwards reduced to \$80 and accepted.

Mail Tender Register—Continued.

Service.	Conditions stipulated by Department in Advertising Service:—Proposed duration of Contract.	Date of Advertising for Tenders.	Date of Reception of Tenders.	Name of Person Tendering.	Residence of Persons Tendering.	Date of Tender.	Date of receipt by P.M. General.	No. of Tenders.	Terms Proposed in Tender.	Amount per annum proposed in Tender.	Observations.
Dunville and Port Dover. (35 miles.)	Service six times per week, to commence on 1st April, 1874. Mail to be conveyed in a vehicle. Proposed term of contract, four years, with usual reservation in favor of Postmaster General.	1873. Oct. 31	1873. Dec. 12	Good'n Sparling, Thomas Earl, T. P. Webb, Ephraim Evans, L. B. Folmsbee, A. A. Pursell, Hiram Fairchild	Dunville, Nantooke, Dunville, Tp. Walpole, Port Dover, Simcoe, Port Dover	1873. Dec. 2, 5, 9, 2, 9, 8, do	1873. Dec. 7, 11, do, do, do, do, 11	1, 2, 3, 4, 5, 6, 7	In conformity with terms of advertisement. 1000 00 1150 00 1200 00 1200 00 1325 00 1600 00 1800 00	cta	No. 1 accepted.
Dundas and Millgrove. (6 miles.)	Service twice per week, to commence on 1st April, 1874. Mail to be conveyed on horse-back or otherwise. Proposed terms of contract as above.	Oct. 31	Dec. 12	Joseph Lewis, Robert Halliday	Millgrove, do	Dec. 9, Nov. 31	do, do	1, 2	No. 1 not in accordance with terms of advertisement. No. 2 reduced to \$75 and accepted.	75 00 100 00	
Port Dover and Simcoe. (9 miles.)	Service six times per week, to commence on 1st April, 1874. Mail to be conveyed in a vehicle. Proposed terms of contract, as above.	Oct. 31	Dec. 12	L. B. Folmsbee, Patrick McCoy, William Craig, Wm. C. Burleigh, A. A. Pursell	Port Dover, Simcoe, Port Dover, do, Simcoe	Dec. 9, Nov. 22, Dec. 8, 2, do	Dec. 11, Dec. 11, do, do, do	1, 2, 3, 4, 5	do	325 00 375 00 375 00 395 00 400 00	No. 1 accepted.
Lynedoch and Oakland. (50 miles.)	Service six times per week, to commence on 1st April, 1874. Mail to be conveyed in a vehicle. Proposed term of contract, as above.	Oct. 31	Dec. 12	George Wood, Arch'd Robinson, Alex. Looks, Robert Power, Robert Secord	Walsingham, do, do, Fredksburg, Oakland	Dec. 6, do, do, do, do	Dec. 16, do, do, do, do	1, 2, 3, 4, 5	do	730 00 740 00 780 00 950 00 1100 00	No. 1 accepted.

Delhi and Ronson, (7 miles.)	Service three times per week to commence on 1st April, 1874. Mail to be conveyed in a vehicle. Proposed term of contract, as above.	Oct. 31	Dec. 12	J. Lambert, J. B. Curtis, Fredericksburg.	Dec. 6, Dec. 11, Dec. 11	1, 2	do	140 00 160 00	No. 1 accepted.
Lambton and St. François (36 miles.)	Service three times per week, to commence on the 1st April, 1874. Mail to be conveyed in a vehicle. Proposed term of contract as above.	Oct. 27	Dec. 19	André Bernier, Benjamin Bégin, Hubert Langlois, Louis Pomerleau, Alex. Pomerleau, Zepherin Bureau, Hubert Langlois, Hilaire Poulin, Joseph Boutin, Lambton.	Dec. 6, Dec. 10, Dec. 19, Dec. 9, Dec. 13, Dec. 10, Dec. 12, Dec. 4, Dec. 9, Nov. 26, Nov. 18, Dec. 13, Dec. 17, Nov. 10, Lambton.	1, 2, 3, 4, 5, 6, 7, 8, 9	do	398 00 400 00 468 00 475 00 480 00 480 00 490 00 500 00 650 00	No action taken. Service re-advertised.
Becancour and Ste. Gertrude (10½ miles.)	Service three times per week, to commence on the 1st April, 1874. Mail to be conveyed in a vehicle. Proposed term of contract as above.	Oct. 27	Dec. 19	Charles Leblanc, Ste. Gertrude.	Dec. 13.	1	do	150 00	Accepted.
Champlain and Vincennes (5 miles.)	Service three times per week, to commence on 1st April, 1874. Mail to be conveyed on horse-back or vehicle. Proposed term of contract as above.	Oct. 27	Dec. 19	M. Desureau, St. Luc.	Nov. 22.	1	do	60 00	Accepted.
Hamilton and StoneyCreek (7 miles.)	Service six times per week, to commence on the 1st April, 1874. Mail to be conveyed in a vehicle. Proposed term of contract as above.	Oct. 31	Dec. 12	J. Springstead, Levi Neal, A. G. Jones, Geo. Slingerland, William Hearn, Stoney Creek, Saltfleet, Stoney Creek, do, do, Hamilton.	Dec. 8, do, Dec. 6, do, Dec. 8.	1, 2, 3, 4, 5	do	169 00 237 00 249 00 250 00 300 00	No. 1 accepted.
Brantford and Ohsweken (12 miles.)	Service three times per week, to commence on 1st April, 1874. Mail to be conveyed in a vehicle. Proposed term of contract as above.	Oct. 31	Dec. 12	Joseph Bourne, Charles Hobson, George Martin, Brantford, do, do.	Dec. 3, Dec. 8, Dec. 11, Dec. 12.	1, 2, 3	do	298 00 312 00 315 00	No. 1 accepted.

Mail Tender Register—Continued.

Service.	Conditions stipulated by Department in Advertising Service.— Proposed duration of Contract.	Date of Advertising for Tenders.	Date of Reception of Tenders.	Name of Person Tendering.	Residence of Person Tendering.	Date of Tender.	Date of receipt of Tender by P.M. General.	No. of Tender.	Terms proposed in Tender.	Amount per annum proposed in Tender.	Observations.
Belgrave and Marnoch. (3 miles.)	Service twice per week, to commence on the 1st April, 1874. Mail to be conveyed on horse-back or otherwise. Proposed term of contract, four years, with usual reservation in favor of Postmaster-General.	1873. Oct. 31.	1873. Dec. 12.	Peter Porterfield Wm. Thompson.	Marnoch..... Tp. Marnoch....	Dec. 6. Dec. 8.	..... .....	1 2	1 In conformity with terms of advertisement.	\$ cts. 50 00 60 00	No. 1 considered excessive. Afterwards reduced to \$40, and accepted.
Copleston and Petrolia. (1½ miles.)	Service once per week, to commence on the 1st April, 1874. Mail to be conveyed on horse-back or otherwise. Proposed term of contract as above.	Oct. 31.	Dec. 12.	Wm. C. Allan.	Copleston.....	Dec. 10.	.....	1	do	50 00	No. 1 withdrawn. Contract made with N. Henroid at \$50 for one year.
Clinton and Porter's Hill. (6 miles.)	Service three times per week, to commence on 1st April, 1874. Mail to be conveyed on horse back or in a vehicle. Proposed term of contract as above.	Oct. 31.	Dec. 12.	Alex. Jordan...	Clinton.....	Dec. 3.	.....	1	do	139 00	No. 1 accepted.
Constance and Harlock. (14 miles.)	Service three times per week, to commence on 1st April, 1874. Mail to be conveyed on horse-back or in a vehicle. Proposed term of contract as above.	Oct. 31.	Dec. 12.	Thomas Neeland	Hallett.....	Dec. 2.	.....	1	do	148 00	No. 1 accepted.
Constance and Seaforth. (6 miles.)	Service six times per week, to commence on 1st April, 1874. Mail to be conveyed in a vehicle. Proposed term of contract of above.	Oct. 31.	Dec. 12.	Thomas Bell... James Stanley..	Seaforth..... Tp. Hallett....	Dec. 10. Dec. 8.	..... .....	1 2	do	300 00 309 00	Considered excessive, an arrangement made for a tri-weekly service for one year, at \$150 a year.

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Advocate Har- hour & Three Sisters. (10 miles.)	Service three times per week, to commence on 1st Jan., 1874. Mails to be conveyed by horse and waggon. Proposed terms as above.	Nov. 14/Dec. 12	James Ward Timothy Kelly Samael Morris	Advocate Har- hour do do	2/Dec. 11 8 do 11 2 9 do 11 3	1 do	276 00 286 00 300 00	No. 1 accepted.
Digby & Yar- mouth..... (72 miles.)	Service six times per week, to commence on 1st Jan., 1874. Mail to be conveyed by coach drawn by two horses. Proposed term of contract as above.	Nov. 13/Dec. 12	Davison & Rogers Geo. S. Stalling L. A. Barnaby	Yarmouth Digby Halifax	Dec. 8 6 do 12 12 do 12 3	1 do	3,000 00 3,500 00 4,000 00	No. 1 accepted.
Farrsboro' and Partridge Is- land. (2 miles.)	Service three times per week, to commence on 1st Jan., 1874. Mail to be conveyed on foot horseback, or by horse and waggon. Proposed term of contract as above.	Nov. 13/Dec. 12	Isaac Wason Martin Gavin J. Gilbert, junr. T. J. Seaman David J. Taylor	Partridge Island Farrsboro' do do do do	Dec. 8 5 do 10 10 do 10 2 9 do 10 3 8 do 10 4 8 do 11 5	1 do	30 00 48 00 50 00 70 00 100 00	No. 1 accepted.
Mt. Uniacke & Rawdon. (14 miles.)	Service twice per week, to com- mence on 1st January, 1874. Mail to be conveyed by horse and waggon. Proposed term of contract as above.	Nov. 17/Dec. 19	John McLean Wm. C. Casey John Casey W. E. Dill	Rawdon	Dec. 18 15 do 18 15 do 18 3 17 do 19 4	1 do	134 00 148 00 150 00 190 00	No. 1 accepted.
Brookfield and Pleasant Ri- ver. (8 miles.)	Service three times per week, to commence on 1st Jan., 1874. Mails to be conveyed by horse and waggon. Proposed term of contract as above.	Nov. 17/Dec. 19	W. J. Waterman Wm. Hendry	Pleasant River Brookfield	Dec. 8 6 do 12 12 do 12 2	1 do	150 00 155 00	No. 1 accepted.
Enfield & Old- ham. (3 1/2 miles.)	Service three times per week, to commence on 1st Jan., 1874. Mails to be conveyed on foot, horseback, or by horse and waggon. Proposed term of contract as above.	Dec. 9/Dec. 20	H. F. Donaldson	Enfield	Dec. 20 22 1	1 do	60 00	No. 1 accepted.

Mail Tender Register—Continued.

Service.	Conditions stipulated by Department in Advertising Service:—Proposed duration of Contract.	Date of Advertising for Tenders.	Date for Reception of Tenders.	Name of Person Tendering.	Residence of Person Tendering.	Date of Tender.	Date of Receipt of Tender by P. M. General.	No. of Tender.	Terms proposed in Tender.	Amount per annum proposed in Tender.	Observations.
Kingston P.O. and Street Letter Boxes	Service, 1st Jan., 1874. Mail to be conveyed in a vehicle. Proposed term of contract four years, with usual reservation in favor of Postmaster General	1873 Nov. 24	1874 Dec. 5	Edwin Martin James Linton A. Floody W. D. Graves Henry Martin Lewis Hanson Thomas Lawson S. S. Phippen John Maloney John Reid Wm. Brewster George Kemp Wm. Wilson Wm. O'Reilly	Kingston do do do do do do do do do do do do do	1873 Nov. 18 do 24 Dec. 1 Nov. 24 do 24 do 14 Dec. 5 do 1 Nov. 29 Dec. 5 do 3 do 1 do 5 Nov. 25	1873 ..... ..... ..... ..... ..... ..... ..... ..... Dec. 7 do 10 do 4 do 11 do 12 do 13 ..... .....	1 2 3 4 5 6 7 8 9 10 11 12 13 14	1 In conformity with terms of advertisement. do do do do do do do do do do do do do	\$ cts. 235 00 295 00 300 00 370 00 384 00 400 00 400 00 447 00 456 00 469 00 470 00 600 00 600 00 800 00	Nos. 1, 2 & 3, unsatisfactory, No 4 accepted.
Maynooth and Thonet. (36 miles).	Service twice a week to commence on 1st April, 1874. Mail to be conveyed in a vehicle. Proposed term of contract as above.	Nov. 28	9 Jan.	Michael Moran George Barager Evan Cameron	Maynooth Tp. McClure Madoc	Dec. 26 do 31 1874. Jan. 8	Jan. 3 do 3 do 9	1 2 3	do do do	590 00 650 00 675 00	No. 1 accepted.
Wooler and Trenton. (9 miles).	Service three times a week, to commence on 1st April, 1874. Mail to be conveyed on horse-back or in a vehicle. Proposed term of contract as above.	Nov. 28	9 Jan.	Henry Sharp John Smith	Tp. Ross Wooler	Dec. 30 1874. Jan. 7	Jan. 8 .....	1 2	do do	130 00 150 00	No. 1 accepted.
Ste. Flore and Shawenegan. (12 miles).	Service once per week, to commence on 1st January, 1874. Mail to be conveyed on horse-back or in a vehicle. Proposed term of contract as above.	Dec. 4	22 Dec.	Joseph Gelineas Pierre Belerine J. G. Delauniers	Shawenegan Tp. Ste. Flore Shawenegan	Dec. 18 do 19 do 17	Dec. 23 do 23 do 20	1 2 3	do do do	48 00 50 00 100 00	Nos. 1 and 2 received late. Arrangements made with Th. Mayhew at \$36.

		Dec. 12	Jan. 23	John J. Abrams	Harrowsmith	1874.	Jan. 19	.....	1	do	800 00	Accepted for one year.
Harrowsmith and Kingston (16 miles.)	Service six times a week, to commence on 1st April, 1874. Mail to be conveyed in a vehicle. Proposed term of contract as above.											
Elizabethville and Port Hope. (15 miles.)	Service six times per week, to commence on 1st April, 1874. Mail to be conveyed in a vehicle. Proposed term of contract, as above.	Dec. 19	Jan. 30	John Harcourt. James Coekall...	Port Hope..... do .....		Jan. 29	do 24	1	do	520 00 600 00	Considered excessive. Service re-advised.
Liverpool and Milton. (2½ miles.)	Service six times per week, to commence 1st April, 1874. Mail to be conveyed in a vehicle. Proposed term of contract, as above.	Dec. 19	Feb. 29	Alex. Ford..... F. F. Brown..... Patrick Butler.....	Milton..... do .....		Mar. 5	do 12	3	do	200 00 240 00 300 00	No. 1 accepted.
Stallarton and Westville. (3½ miles.)	Service six times per week, to commence on 1st April, 1874. Mail to be conveyed on foot or on horseback. Proposed term of contract, as above.	Dec. 19	Feb. 27	Donald McIntosh David Monroe... John Cameron... Jas. A. Marshall Geo. McKenzie. John McNeil... Alex. M. Fraser.	Westville..... do .....		Mar. 2	do 13	1	do	194 00 228 00 234 00 299 00 300 00 300 00 320 00	No. 1 accepted.
Sidney Mines and Little Bras d'Or and Boularderie. (26 miles.)	Service three times per week, to commence on 1st April, 1874. Mail to be conveyed in a vehicle. Proposed term of contract, as above.	Dec. 19	Feb. 27	Hector Corbett... Kenneth R. McKenzie..... Kenneth McKenzie..... do .....	Boularderie..... do .....		Mar. 14	do 1	1	do	400 00 500 06 550 00 590 00	No. 1 accepted.

Mail Tender Register—Continued.

Service.	Conditions stipulated by Department in Advertising Service:—Proposed duration of Contract.	Date of Advertising for Tenders.	Date for Reception of Tenders.	Name of Person Tendering.	Residence of Person Tendering.	Date of Tender.	Date of receipt of Tender by P.M. General.	No. of Tender.	Terms proposed in Tender.	Amount per annum proposed in Tender.	Observations.
Lambton and St. Francois Beauce. (36 miles.)	Service six times per week to commence on 1st April, 1874. Mail to be conveyed in a vehicle. Proposed term of contract four years, with usual reservation in favor of Postmaster General.	1873. Dec. 24	1874. Feb. 6	M. D. Bernier, Andrew Bernier, Joseph Caron, Alex. Pomerleau, Henry Bouldin, Zepherin Bureau, Magloire Fel-leaux.	St. Francois, de Lambton, St. Francois, St. Victor de Tring, Tp. St. Ephrem, Lambton, St. Ephrem de Tring.	1874. Jan. 28 do 31 do 21 do 31 do 26 do 9	1874. Feb. 6 do 5 do 6 do 4 do 30 do 13	1 2 3 4 5 6	In conformity with terms of advertisement.	\$ 698 00 780 00 800 00 825 00 900 00 900 00	Nos. 1, 2 and 3 unsatisfactory. No. 4 accepted.
Craig's Road Station and Leeds.	Service six times per week to commence on 1st April, 1874. Mail to be conveyed in a vehicle. Proposed term of contract, as above.	Dec. 31	Feb. 13	N. Bellegarde, J. B. Demerses, Nazaire Frechette.	do, St. Sylvester, Craig's Rd. St'n.	1873. Dec. 23 1874. Feb. 6 do 6	1873. Dec. 25 1874. Feb. 4 1873. Dec. 25 1874. Jan. 31 1873. Dec. 25 1874. Jan. 31 1873. Dec. 27	7 8 9 10 11 12	do	900 00 950 00 950 00 980 00 1200 00 1590 00	No action taken on these tenders.
Albion and Ry. Station. (4 mile.)	Service twenty four times per week, to commence on 1st April, 1874. Mail to be conveyed in a vehicle. Proposed term of contract, as above.	1874. Jan. 2	Feb. 13	Robert H. Booth, Robert Elliot.	Albion, do	Feb. 4 do	Feb. 9 do 13	1 2	do	50 00 78 00	No. 1 accepted.

Ameliasburg and Belleville	Service three times per week, to commence on 1st April, 1874. Mail to be conveyed in a vehicle. Proposed term of contract, as above.	Jan. 16	Feb. 27	Robert Pennock, Tp. Ameliasburg..... Geo. J. Coulard, do Geo. Carnegie, do Samuel Moon..... Abraham Phillips John Rose..... Ameliasburg..... Francis Naton, do Richard B. Hudson..... Belleville.....	Feb. 24 do 17 do 16 do 18 Jan. 27 do 4 Feb. 25 do 5 do 24 do 6 do 20 do 7 do 26 do 27 do 8	1 2 3 4 5 6 7 8	do	238 00 240 00 249 00 250 00 250 00 283 00 249 00 400 00	No. 1 accepted.
Riverston and Kenilworth.	Service six times per week, to commence on 1st April, 1874. Mail to be carried in a vehicle. Proposed term of contract as above.	Jan. 2	Feb. 13	Thos. Dougherty Alex. Allan..... John Fisher..... Tp. Arthur Riverston..... Kenilworth.....	Feb. 11 do 6 do 11 do 10 do ..	1 2 3	In conformity with terms of Advt.	70 00 120 00 120 00	No. 1 unsatisfactory. No. 2 accepted at reduced rate.
Bloomington and Freiburg (2½ miles.)	Service six times per week, to commence 1st April, 1874. Mail to be conveyed on foot or in a vehicle. Proposed term of contract as above.	Jan. 16	Feb. 27	F. Rombach..... Wm. Brendle..... Bloomington.....	Feb. 23 do 7 do 17	1 2	do	138 00 140 00	No. 1 accepted.
Pinedale and Wick (4 miles.)	Service twice per week, to commence on 1st April 1874. Mail to be conveyed on foot or otherwise. Proposed term of contract as above.	Jan. 16	Feb. 27	Wm. Patterson, Pinedale..... John Sainberger, Brook..... Charles Will..... Pinedale.....	Feb. 14 do 23 do 26 do 24 do 24	1 2 3	do	45 00 60 00 60 00	No. 1 accepted.
Catalone and Little Lorraine (12 miles.)	Service twice and once per week, to commence on 1st April, 1874. Mail to be conveyed on horseback or otherwise. Proposed term of contract as above.	Jan. 16	Mar. 6	Robert Martin..... Hugh Morrison..... J. G. Kavanagh N. McDonald..... Wm. H. Martin Sidney..... Mira River..... Sidney..... Catalone Sidney.....	Feb. 24 do 23 do 16 Mar. 2 Feb. 20	1 2 3 4 5	do	156 00 179 00 180 00 200 00 600 00	No. 1 accepted.



Appley and Railway Station (½ mile).	Service six times per week, to commence 1st April, 1874. Mail to be conveyed in a vehicle. Proposed term of contract as above.	Jan. 23 Mar. 6 James Prescott. Appleyby .....	Mar. 2 Mar. 4 Mar. 2	Mar. 7 1 Mar. 4 Mar. 3	do do do	78 00	Accepted.
Alma and Railway Station. (½ mile).	Service twelve times per week, to commence on the 1st April, 1874. Mail to be conveyed in a vehicle. Proposed term of contract as above.	Jan. 23 Mar. 6 James Johnston Charles Milne John C. Steele.	Mar. 4 Mar. 3 do do	Mar. 7 1 Mar. 4 Mar. 3	do do do	58 00 69 00 68 00	No. 1 accepted.
Goldstone and Railway Station. (1½ miles).	Service six times per week, to commence on 1st April, 1874. Mail to be conveyed in a vehicle or otherwise. Proposed term of contract as above.	Jan. 23 Mar. 6 John Gibbons S. Peel .....	Mar. 6 Mar. 9	Mar. 9 1	do	32 cts. per double trip	No. 1 accepted.
Keswick and Rosch's Pt. (3 miles).	Service six times per week, to commence on 1st May, 1874. Mail to be conveyed on foot or otherwise. Proposed term of contract as above.	Jan. 23 Mar. 6 George Baker William Earl Rosch's Point N. Gwillimbury.	Mar. 6 Mar. 6 do	Mar. 9 1 Mar. 6 do 9 2	do do	100 00 200 00	No. 1 accepted.
Palmerston and Railway Station. (½ mile).	Service twelve times per week, to commence on 1st April, 1874. Mail to be conveyed in a vehicle. Proposed term of contract as above.	Jan. 23 Mar. 6 Richd. Johnstone William Hayes Palmerston do	Mar. 3 Mar. 28	..... 1 ..... 2	do do	100 00 30½ cts. a trip.	No. 1 accepted.
Holland Landing and Railway Station. (½ mile).	Service twenty four times per week, to commence on the 1st April, 1874. Mail to be conveyed in a vehicle. Proposed term of contract as above.	Jan. 23 Mar. 6 Thomas Kays Richard Gray Samuel Ford Holland Landing do do	Feb. 26 Mar. 16 do do	Mar. 4 1 Mar. 16 do 2 2 Mar. 18 do 3 3	do do do	per trip. 0 6 0 7 100 00	No. 1 accepted.
Albion and Palgrave. (14 miles.)	Service three times per week, to commence on the 1st April, 1874. Mail to be conveyed in a vehicle. Proposed term of contract as above.	Jan. 23 Mar. 6 Geo. Taylor Robert Elliott John Wolfe William Hitchin W. C. Rodehouse Tp. Albion do Mt. Wolfe Tp. Albion do	Mar. 4 Mar. 4 do do do do	Mar. 4 1 Mar. 4 do 2 2 Mar. 4 do 4 4 Mar. 4 do 4 5	do	250 00 275 00 280 00 295 00 298 00	No. 1 accepted.

Mail Tender Register—Continued.

Service.	Conditions stipulated by Department in Advertising Service.— Proposed duration of contract.	Date of advertising for tenders.	Date for Reception of tenders.	Name of Person Tendering.	Residence of Person Tendering.	Date of Tender.	Date of Receipt by P. M. General.	No. of Tenders.	Terms proposed in Tender.	Amount per annum proposed in Tender.	Observations.
Cairngorm and Strathtroy. (9 miles.)	Service twice per week to commence on the 1st April, 1874. The Mail to be conveyed on horseback. Proposed terms of contract four years, with usual reservation in favor of Postmaster General.	1874. Jan. 30.	1874. Mar. 13.	Francis Brown.	Cairngorm .....	1874. Mar. 5.	1874. Mar. 8.	1	In conformity with terms of advertisement.	85 00 cts.	Accepted.
Bright and Walmer. (5 miles.)	Service twice per week, to commence on 1st July, 1874. Mail to be conveyed on horseback or otherwise. Proposed term of contract as above.	Jan. 30.	Mar. 13.	David Bunting.	Walmer .....	Feb. 19.	Feb. 28.	1	do	75 00	Afterwards reduced to \$30 and accepted.
Bayfield and Seaford. (15 miles.)	Service six times per week to commence on the 1st July, 1874. Mail to be conveyed in a vehicle.	Jan. 30.	Mar. 13.	Thomas Johnson John Johnson ..	Walton..... Bayfield.....	Mar. 2 do 2	Mar. 6 do 6	1 2	do	747 00 649 00	These Tenders considered excessive; a contract entered into with A. W. Polly, at \$450 a year.
Chatham and Wallaceburgh. (17 miles.)	Service six times per week, to commence on the 1st July, 1874. The Mail to be conveyed in a vehicle. Proposed term of contract as above.	Jan. 30.	Mar. 13.	Parker Hodges Thomas Kinney William Judson W. H. Mann... Alex. McDougall	Wallaceburgh... Cunagh..... Wallaceburgh ...	Feb. 27 Mar. 11 do 10 do 5 Feb. 10	Mar. 2 do 13 do 13 do 6 do	1 2 3 4 5	do	450 00 625 00 700 00 1000 00	No. 1 accepted.
Harriston and Wroxeter. (16 miles.)	Service six times per week, to commence on the 1st July, 1874. Mail to be conveyed in a vehicle. Proposed term of contract as above.	Jan. 30.	Mar. 13.	John Goffton....	Wroxeter....	Mar. 12.	Mar. 14.	1	do	375 0	Accepted.



Lynedoch and Silver Hill. (4 miles.)	Service twice per week, to commence 1st April, 1874. Mail to be conveyed on horseback or otherwise. Proposed term of contract as above.	Jan. 30	Mrs. Mary Smith James Earl H. C. Gifford	Charlottetown Norfolk Charlottetown	Mar. 6 do 25 do 25 Feb. 19	10 6 2 3	do do For a tri-weeklyser-vice.	58 00 75 00 100 00	Accepted.
Oakwood and Port Hoover (8 miles.)	Service six times per week, to commence on the 1st April, 1874. Mail to be conveyed on horseback or in a vehicle. Proposed term of contract as above.	Jan. 30	David Honch Alexander Clark Wm. Heathcote Wm. Jackson Jos. Thornhill	Oakwood Mariposa Oakwood Little Britain Lindsay	Mar. 9 do 7 do 6 do 2 do 2	11 2 3 4 5	do	279 00 279 75 294 00 400 00 450 00	No. 1 accepted.
Petersburgh & Roseville. (12 miles.)	Service six times per week, to commence on 1st April, 1874. Mail to be conveyed on horseback or in a vehicle. Proposed term of contract as above.	Jan. 30	Geo. Lederman John W. Weber Geo. Lederman C. W. Johnston John Perrin	New Dundee do do Waterloo Roseville	Mar. 14 do 5 do 5 do 4 do 10	17 2 3 4 5	do	415 00 419 00 450 00 500 00 535 00	No. 1 unsatisfactory. No. 2 accepted.
Minnie and River Hebert (7 miles.)	Service three times per week, to commence on the 1st July, 1874. Mail to be conveyed in a vehicle. Proposed term of contract as above.	Jan. 30	Hazen Smith John Coates	Minnie River Hebert	Feb. 20 do 24	25 2	do	150 00 \$98, tri-weekly.	No. 2 accepted.
Russell and Gloucester Station. (24 miles.)	Service six times per week, to commence on the 1st April, 1874. Mail to be conveyed in a vehicle. Proposed term of contract as above.	Feb. 11	John Carson Robert Young Robert Young	Ty. Osgoode Russell do	Mar. 9 do 19 do 10	12 1 3	do	600 00 650 00 700 00	No. 1 accepted conditionally.
Albert Bridge and Mira Gut. (7 miles.)	Service once per week, to commence on the 1st July, 1874. Mail to be conveyed in a vehicle. Proposed term of contract as above.	Feb. 13	Robert Martin Thos. Bourke Elias Horne	Sidney Albert Bridge Sidney	Mar. 10 do 10 do 11	21 21 21	do	50 00 52 00 80 00	No. 1 accepted.

Mail Tender Register—Continued.

Service.	Conditions stipulated by Department in Advertising Service:— Proposed duration of Contract.	Date of Advertising for Tenders.	Date of Reception of Tenders.	Name of Person Tendering.	Residence of Person Tendering.	Date of Tender.	Date of receipt of Tender by P.M. General.	No. of Tender.	Terms proposed in Tender.	Amount per annum proposed in Tender.	Observations.
Antigonish and Sherbrooke. (40 miles.)	Service three times per week, to commence on the 1st July, 1874. Mail to be conveyed in a vehicle. Proposed term of contract four years with usual reservation in favor of Postmaster General.	1874. Feb. 13	1874. Mar. 27	Rod. McDonald, John A. Jordan, John M. Ames, John Bishop, Hugh Gordon, L. A. Stewart, John Gillis, Angus Cameron.	Antigonish St. Marys Antigonish do St. Marys Sherbrooke Winelharbor Sherbrooke	1874. Mar. 16 Feb. 28 Mar. 14 do 17 do 24 do 10 do 19 do 21 do 25 do 21	1874. Mar. 23 do 25 do 25 do 24 do 19 do 21 do 25 do 21	1 2 3 4 5 6 7 8	In conformity with terms of advertisement.	\$ cts. 549 00 570 00 600 00 624 00 650 00 655 00 800 00 900 00	No. 1 accepted.
Baddeck and Bonharderie. (12 miles.)	Service twice per week to commence on 1st July, 1874. Mail to be conveyed in a vehicle. Proposed term of contract as above.	Feb. 13	Mar. 27	Philip Fraser, K. Mathewson, D. McLean.	Big Harbour do Boddoe	Feb. 24 Mar. 17 do 4	Mar. 12 do 28 do 14	1 2 3	do	190 00 250 00 300 00	No. 1 accepted.
Aylesford and Morden. (9 miles.)	Service twice per week to commence on the 1st July, 1874. Mail to be conveyed in a vehicle. Proposed term of contract as above.	Feb. 13	Mar. 27	W. J. Balcom, Isaac Foster.	Aylesford do	Mar. 20 do 20	Mar. 20 do 26	1 2	do	67 50 85 50	No. 1 accepted.
Barney's River and Upper Settlement Barney's River. (8 miles.)	Service once per week, to commence on the 1st July, 1874. Mail to be carried on horse-back or in a vehicle. Proposed term of contract as above.	Feb. 13	Mar. 27	Peter Campbell, Andrew Ross, J. Sutherland, Alex. McDonald, S. Bannerman, Jno. McDonald.	Barney's River. do do do do do	Mar. 20 do 18 do 17 do 21 do 17 do 14	Mar. 26 do 26 do 24 do 30 do 26 do 25	1 2 3 4 5 6	do	32 00 36 00 36 00 37 50 40 00 45 00	No. 1 accepted. Received late.
Big Brook and Upper Settlement River Dennis. (11 miles.)	Service once per week, to commence on the 1st July, 1874. Mail to be conveyed in a vehicle. Proposed term of contract as above.	Feb. 13	Mar. 27	John McLean, John Cumming, John Cumming.	River Dennis. do do	do 19 do 16 do 14	do 19 Mar. 20 do 26	1 2 3	do	39 00 48 00 56 00	No. 1 accepted.

Boom and Whycoomah. (16 miles.)	Service once per week, to commence on the 1st July, 1874. Mail to be conveyed on horseback. Proposed term of contract as above.	Feb. 13 Mar. 27	Jno. McDonald H. McDougall D. Livingston D. H. Kennedy L. Dougal John Campbell Hugh Campbell L. McDougall D. McLeod	Whycoomah do do do Boom Whycoomah Boom Grant Whycoomah do	Feb. 20 Mar. 19 do 19 do 20 do 20 do 25 do 25 do 23 do 16 do 9 do 2 do 16 do 19 do 10	Mar. 7 do 30 do 20 do 3 do 4 do 5 do 6 do 7 do 23 do 7 do 2 do 10 do 1 do 1	do	64 00 70 00 72 00 80 00 80 00 80 00 89 00 100 00 90 00 78 00	No. 1 accepted.
Bridgetown and Lawrencetown. (9 miles.)	Service once per week, to commence on the 1st July, 1874. Mail to be conveyed in a vehicle. Proposed term of contract as above.	Feb. 13 Mar. 27	A. McKinna	Bridgetown	do	Mar. 25	do	80 00	Accepted.
Canada Creek and Water-ville. (9 miles.)	Service twice per week, to commence on 1st July, 1874. Mail to be conveyed in vehicle. Proposed term of contract as above.	Feb. 13 Mar. 27	Hiram A. Boler John Smith Leander Sweet J. S. Woodworth Eliakim Typper Henry Mahar	Cornwallis Canada Creek Cornwallis Cornwallis Waterville Munich	Mar. 7 do 17 do 17 do 24 do 18 do 16	Mar. 19 do 19 do 24 do 24 do 26 do 21	do	74 00 90 00 100 00 100 00 104 00 130 00	No. 1 accepted.
Cognacun River and Kennetcook. (5 miles.)	Service once per week, to commence on 1st July, 1874. Mail to be conveyed in a vehicle. Proposed term of contract as above.	Feb. 13 Mar. 27	Archd. Sandford James Reynolds	Cognacun do	Mar. 20 do 4	Mar. 28 do 14	do	13 00 15 00	No. 1 accepted.
Dartmouth and South-East Passage. (7 miles.)	Service once per week, to commence on 1st July, 1874. Mail to be conveyed in a vehicle. Proposed term of contract as above.	Feb. 13 Mar. 27	Donald A. Shiers Henry Isnor Elias Orne	South E. Passage Dartmouth do	Mar. 20 do 8 do 16	Mar. 26 do 11 do 23	do	56 00 100 00 135 00	No. 1 accepted.
Eastern Harbor and Pleasant Bay. (20 miles.)	Service once per week, to commence on 1st July, 1874. Mail to be conveyed in a vehicle. Proposed term of contract as above.	Feb. 13 Mar. 27	John McFarlane	Cheticamp	Mar. 4	Mar. 14	do	140 00	Accepted.

Mail Tender Register—Continued.

Service.	Conditions stipulated by Department in Advertising Service.—Proposed duration of Contract.	Date of Advertising for Tenders.	Date for Reception of Tenders.	Name of Person Tendering.	Residence of Person Tendering.	Date of Tender.	Date of receipt of Tender by P.M. of Tender.	No. of Tender.	Terms proposed in Tender.	Amount per annum proposed in Tender.	Observations.
English town and Monroe's Point. (4 miles.)	Service once per week, to commence on 1st July, 1874. Mail to be conveyed in a vehicle. Proposed term of contract four years, with usual reservation in favor of Postmaster General	1874. Feb. 13	1874. Mar. 27	Malcolm Monroe Donald McAnlay Donald McAnlay	St. Annes Englishtown do	1874. Mar. 7 do 10 do 4	1874. Mar. 23 do 23 do 17	1 2 3	In conformity with terms of advertisement.	\$ cts. 14 00 20 00 20 00	No. 1 accepted.
Five Islands and Laurence Factory. (22 miles.)	Service once per week, to commence on the 1st July, 1874. Mail to be conveyed in a vehicle. Proposed term of contract as above.	Feb. 13	Mar. 27	W. B. Harrison E. L. Harrison John Dolson Charles Roney Mathew Lodge John W. Corbet.	Southampton do West Brooke Southampton Maccan Five Islands	Mar. 9 do 9 do 11 do 12 do 14	..... Mar. 27 do 25 do 15 do 25 do 12	1 2 3 4 5 6		70 80 87 50 90 00 97 70 99 00 100 00	No. 1 accepted.
Glengarry Station and Glengarry Station. (28 miles.)	Service twice per week, to commence on 1st July, 1874. Mail to be conveyed in a vehicle. Proposed term of contract as above.	Feb. 13	Mar. 27	Daniel Fraser Daniel Thompson	Glengarry do	Mar. 23 do 2	Mar. 28 do 28	1 2	do	225 00 250 00	Accepted.
Guysboro' and Torbay. (29 miles.)	Service twice per week, to commence on 1st July, 1873. Mail to be conveyed in a vehicle. Proposed term of contract as above.	Feb. 13	Mar. 27	James E. Hart C. R. Dickey	Guysboro' do	Mar. 12 do 18	Mar. 26 do 26	1 2	do	258 00 270 00	No. 1 accepted.

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Halifax and Sambro. (20 miles.)	Service once per week, to commence 1st July, 1874. Mail to be conveyed in a vehicle. Proposed term of contract as above.	Feb. 13	Mar. 27	Jacob Marriott John Marriott Thomas Neville do	Halifax Pennant Halifax do	Mar. 13 do 18 do 9 do 9 do 16	19 26 26 3 16 4	0	120 00 150 00 160 00 160 00	No. 1 accepted.
Hunt' Point and Liver-pool. (8 miles.)	Service twice per week, commence 1st July, 1874. Mail to be conveyed in a vehicle. Proposed term of contract as above.	Feb. 13	Mar. 27	William Innes Evan West	Hunts Point White Point	Mar. 16 do 16 do 23 do 23	1 2	do	118 00 120 00	No. 1 accepted.
Morrison and Waterville. (21 miles.)	Service once per week, to commence on 1st July, 1874. Mail to be conveyed in a vehicle. Proposed term of contract as above.	Feb. 13	Mar. 27	Jason Forsyth Elkin Tupper Foster Parish	Waterville do do	Mar. 22 do 19 do 3 do 10 do 3	28 26 2 10 3	do	49 70 65 00 67 75	No. 1 accepted.
Newport and Landing. (8½ miles.)	Service six times per week, to commence on the 1st July, 1874. Mail to be conveyed in a vehicle. Proposed term of contract as above.	Feb. 13	Mar. 27	John E. Mosher Ira Simpson	Newport do	Mar. 21 do 17 do 26 do 2	28 26 2	do	270 00 450 00	No. 1 accepted.
Pictou and West River Station. (22 miles.)	Service three times per week, to commence on the 1st July, 1874. Mail to be conveyed in a vehicle. Proposed term of contract as above.	Feb. 13	Mar. 27	Thos. Anderson James Blair	Pictou Tatamagouche	Mar. 18 do 24 do 24	24 2	do	388 00 387 50	No. 1 accepted.
Port Hood and Port Hood Island. (1½ miles.)	Service twice per week to commence on 1st July, 1874. Mail to be conveyed in a vehicle. Proposed term of contract as above.	Feb. 13	Mar. 27	Richard Smith John Smith August McIsaac	Port Hope Island do do	Mar. 12 do 11 do 4 do 14 do 14 do 3	20 14 2 14 3	do	15 60 30 60 40 00	No. 1 accepted.

Mail Tender Register—Continued.

Service.	Conditions stipulated by Department in Advertising Service:—Proposed duration of Contract.	Date of Advertising for Tender.	Date for reception of Tender.	Name of person Tendering.	Residence of person Tendering.	Date of Tender.	Date of receipt by P.M. General.	No. of Tender.	Terms proposed in Tender.	Amount per annum proposed in Tender.	Observations.
		1874.	1874.			1874.	1874.			\$ cts.	
Port Royal and West Arichat.	Service three times a week, to commence 1st July, 1874. Mail to be conveyed in a vehicle or on horseback. Proposed term of contract four years, with usual reservation in favor of Postmaster General.	Feb'y 13	Mar. 27	George Lafford S.P. Leblanc...	Arichat do	Mar. 13 do 3	Mar. 24 do 18	1	In conformity with advertisement.	100 00 125 00	No. 1 accepted.
Rockville and Yarmouth. (48 miles.)	Service twice per week, to commence on 1st July, 1874. Mail to be conveyed in a vehicle. Proposed term of contract, as above.	Feb'y 13	Mar. 27	Jacob Hasfield Wm. Pinkney Wilson Haley.	Yarmouth do	Mar. 9 do 7 do 19	Mar. 24 do 16 do 3	1 2 3	do	105 00 110 00 140 00	No. 1 accepted.
Sheet Harbor and Upper Musquodoboit. (26 miles.)	Service once per week, to commence on 1st July, 1875. Mail to be conveyed in a vehicle. Proposed term of contract as above.	Feb'y 13	Mar. 27	Peter Murray Joseph Tays F.W. Henry Geo. H. Parker.	Upper Musquodoboit Shubenacadie Upper Musquodoboit do	Mar. 11 do 18 do 9 do 16 do 16	Mar. 19 do 4 do 16 do 23	1 2 3 4	do	196 00 205 00 294 00 400 00	No. 1 accepted.
Tatamagouche and Wentworth Stn.	Service six times per week, to commence on 1st July, 1874. Mail to be conveyed in a vehicle. Proposed term of contract, as above.	Feb'y 13	Mar. 27	David Purdy Amos Purdy Fred'k Monroe Alex. A. Monroe B. Blair Alex. Mathewson John E. Davis.	Wentworth do do New Annan Tatamagouche do Wentworth	Mar. 19 do 19 do 21 do 21 do 19 do 19 do 9	Mar. 26 do 1 do 3 do 4 do 5 do 6 do 7	1 1 2 3 4 5 6 7	do	286 00 440 00 500 00 550 00 740 00 750 00 800 00	No. 1 withdrawn. No. 2 accepted.

	Tracadie	Edward Cote	Tracadie	Mar.	1	do	30 00	Accepted.
Tracadie and Usher (6 miles.)	Service once per week, to commence on 1st July, 1874. Mail to be conveyed on foot or on horseback. Proposed term of contract as above.	Mar. 13	Mar. 27	Edward Cote	Mar. 17	do	128 00 156 00	No. 1 accepted.
West River and Westville.	Service three times per week, to commence on 1st July, 1874. Mail to be conveyed in a vehicle. Proposed term of contract as above.	Feb. 13	Mar. 27	Wm. Monroe Hugh R. Monroe	Mar. 26 do 25	do		
Perth and Westport. (22 miles.)	Service twice per week, to commence on the 1st May, 1874. Mail to be conveyed in a vehicle. Proposed term of contract as above.	Feb. 13	Mar. 27	F. A. Cameron John Russell W. C. Pinkerton	Mar. 18 do 6	do	245 00 250 00 350 00	No. 1 accepted.
Bridgewater and Shelburne. (67 miles.)	Service six times per week, to commence on the 1st July, 1874. Mail to be conveyed in a two-horse vehicle. Proposed term of contract as above.	Feb. 13	Mar. 27	Benj. Blair C. Appleton Andrew King	Apr. 2 Mar. 18 do 6	do	2,640 00 4,000 00 4,000 00	No. 1 accepted.
Halifax and Shelburne, including between Lunenburg and Lunenburg and Bridgewater (157 miles.)	Service six times per week, to commence on the 1st July, 1874. Mail to be conveyed in a two-horse vehicle. Proposed term of contract as above.	Feb. 13	Mar. 27	James King T. & C. Lavers W. A. Headlam Benj. Blair Andrew King G. W. McMahon H. A. Archibald H. Kilcup Andrew King Calvin Appleton	Apr. 18 do 23 do 30 do 26 do 21 do 18 do 21 Mar. 13 Apr. 21 do 21	do	5,670 00 6,175 00 6,440 00 7,640 00 8,200 00 8,900 00 9,000 00 9,000 00 10,000 00 10,650 00	Separate Tenders accepted for Halifax and Bridgewater and Shelburne.
Halifax and Bridgewater including Branch routes. (90 miles.)	Service six times per week, to commence on the 1st July, 1874. Mail to be conveyed in a two-horse vehicle. Proposed term of contract as above.	Feb. 13	Mar. 27	T. & C. Lavers W. H. Headlam G. Burkett and Wignan Wm. McIntyre Andrew King G. W. McMahon H. Kilcup	Apr. 23 do 30 do 4 do 18 do 21 do 13 do 17	do	2,600 00 3,640 00 3,900 00 4,200 00 4,200 00 4,500 00 5,000 00	No. 1 accepted.

Mail Tender Register—Continued.

Service.	Conditions stipulated by Department in Advertising Service:— Proposed duration of contract.	Date of Advertising for Tenders.	Date of Reception of Tenders.	Name of Person Tendering.	Residence of Person Tendering.	Date of Tender.	Date of receipt of Tenders by P. M. General.	No. of Tenders.	Terms Proposed in Tender.	Amount proposed in Tender.	Observations.
Shelburne and Yarmouth. (67 miles.)	Service six times per week, to commence on the 1st July, 1874. Mail to be conveyed in a two-horse vehicle. Proposed term of contract four years, with usual reservation in favor of Postmaster General.	1874. Feb. 13	1874. Mar. 27	Oscar Davison. A. Watson and J. Muir.....	Yarmouth..... do..... Shelburne.....	1874. Mar. 17 do do	1874. do 23 do 25 do 25	1 2 3	In conformity with terms of advertisement.	\$ cts. 1,900 00 2,400 00 2,500 00	No. 1 accepted.
Fox River and Ste. Anne des Monts. (107 miles.)	Service once per week, to commence on the 1st June, 1874. Mail to be conveyed in a vehicle. Proposed term of contract as above.	Feb. 19	April 17	Jean C. Lepage. Jean B. Menault. E. Vachon & Co. R. Magdelaine..	Ste. Anne des Monts..... do..... do.....	Mar. 28 do 26 do 12	April 7 do 28 do 28	1 2 3	do	950 00 1,400 00 1,475 00	No. 1 accepted.
Gemley and Parham. (37 miles.)	Service once per week, to commence on 1st May, 1874. Mail to be conveyed in a vehicle. Proposed term of contract as above.	Feb. 20	April 3	Samuel E. Sanderson. John C. Vernalstone. John A. Griffiths	Tp. Olden..... do..... do.....	Mar. 30 do 31 do 31	April 3 do 3 do 3	1 2 3	do	312 00 348 00 412 00	No. 1 accepted.
Harrowsmith and Parham. (22 miles.)	Service three times per week, to commence on the 1st May, 1874. Mail to be conveyed in a vehicle. Proposed term of contract as above.	Feb. 20	April 3	Jefferson Wallsworth. Leinster Clark. Charles W. Day. Thomas Dowker. Jesse Taylor. Daniel Wood. Samuel Prescott. Wm. E. Spike..	Tp. Portland..... Harrowsmith..... Portland..... do..... do..... do..... do..... do.....	Mar. 28 do 25 do 27 do 28 do 23 do 18 do 24 do 26	April 6 Mar. 28 do 30 do 31 do 25 do 25 do 20 do 28	1 2 3 4 5 6 7 8	do	345 00 465 00 470 00 500 00 600 00 600 00 700 00 490 00	No. 1 accepted.



Location	Service Description	Start Date	Contractor	Route	Start Date	End Date	Amount	Notes
Archibald Settlement and Riv. Louison (3 miles.)	Service once per week, to commence on the 1st May, 1874. Mail to be conveyed in a vehicle. Proposed term of contract as above.	Feb. 27	James Black, R. Archibald, Alexander Millar	River Louison, Archibald S., River Louison.	April 1	April 8	24 00 25 00 14 00	No. 1 accepted. Late.
Brockville and Westport. (44 miles.)	Service six times per week, to commence on 1st July, 1874. Mail to be conveyed in a vehicle. Proposed term of contract as above.	Feb. 27	James Allan, Wm. Lambert, Ezra H. Halladay, Zephaniah Sexton, John Wesley, Andrew B. Car-negie, Henry Mott, Robert Connor, Andrew B. Car-negie, H. Hugh McGill, William Ennis, Ennis & Connors	Pertth, Soperton, Brockville, Elgin, Newboro', Delta, do, Brockville, Delta, Brockville, Phillipsville, Bastard.	April 10	April 10	748 00 900 00 995 00 998 00 1000 00 1050 00 1075 00 1100 00 1200 00 1275 00 1250 00	No. 1 accepted.
L'Original and River Raisin (41 miles.)	Service six times per week, to commence on the 1st June, 1874. Mail to be conveyed in a vehicle. Proposed term of contract as above.	Feb. 27	D. & A. McPhee, John McDonald, A. I. McDonald, A. D. Kennedy, Alex. McRae, Martin Costello, D. A. McDonald, Thos. Murray	Alexandria, Lochiel, Alexandria, do, do, do, Lancaster, L'Original, Alexandria, Tp. Longueuil.	April 10	April 10	790 00 947 00 980 00 1000 00 1080 00 1145 00 1195 00 1200 00 1200 00	Service re-advised.
Green Valley Corners and Monroe Mills (6 1/2 miles.)	Service three times per week, to commence on 1st July, 1874. Mail to be conveyed in a vehicle. Proposed term of contract, as above.	Feb. 27	Malcolm Monroe	Monroe's Mills.	April 3	April 10	125 00	Accepted.
Bowmanville and Tyrone. (7 miles.)	Service six times per week, to commence on 1st July, 1874. Mail to be conveyed on horse-back or in a vehicle. Proposed term of contract, as above.	Mar. 13	John Nichols, Clinton Gifford, W. H. Rogers, Francis David.	Tyrone, do, Emmiskillen, Bowmanville.	April 21	April 23	139 00 275 00 300 00 300 00	No. 1 accepted.

Mail Tender Register—Continued.

Service.	Conditions stipulated by Department in Advertising Service:—Proposed duration of Contract.	Date of Advertising for Tenders.	Date of Reception of Tenders.	Name of Person Tendering.	Residence of Person Tendering.	Date of Tender.	Date of receipt by P. M. General.	No. of Tender.	Term proposed in Tender.	Amount per annum proposed in Tender.	Observations.
King and Philip (8 miles.)	Service six times per week, to commence on 1st July, 1874. Mail to be conveyed on horse-back or in a vehicle. Proposed term of contract four years, with usual reservation in favor of Postmaster General.	1874. Mar. 13	1874. April 24	P. McKenna. John Weller. John Phillips. H. Watson.	Nobleton do do do	1874. April 20 do 20 do 20 do 18	1874. April 22 do 22 do 22 do 22	1 2 3 4	In conformity with terms of advertisement.	255 00 274 00 275 00 299 00	No. 1 accepted.
River and Philip (26 miles.)	Service three times per week, to commence on 1st July, 1874. Mail to be conveyed on horse-back or in a vehicle. Proposed term of contract as above.	Mar. 18	May 3	Wm. B. Armstrong	Mills Village	April 7	May 6	1		590 00	Considered excessive. An arrangement made with J. H. Schuman, at \$229.
Fox River and Grand Greve (20 miles.)	Service three times per week, to commence on 1st July, 1874. Mail to be conveyed in a vehicle. Proposed term of contract as above.	Mar. 20	May 15	Alfred Paradis. Chas. Paquette. Frederick Gagne	Fox River do do	April 25 do 9 do 15	April 30 do 20 May 5	1 2 3	do	260 00 280 00 400 00	No. 1 accepted.
Belleville and Bridgewater (30 miles.)	Service six times per week, to commence on 1st July, 1874. Mail to be conveyed in a vehicle. Proposed term of contract as above.	Mar. 20	May 1	Wm. B. Wemp. John G. Turner	Bridgewater Belleville	April 15 do 29	April 27 do 30	1 2	do	550 00 600 00	No. 1 accepted.

Allandale and Painswick (3½ miles.)	Service three times per week, to commence on 1st July, 1874. Mail to be conveyed on foot or otherwise. Proposed term of contract as above.	Mar. 20	May	1	Wm. Keel..... T. H. Hewson... Jno. P. Haggart, W. H. Crosby..	Painswick..... do do Innisfil..... Barrie.....	April 28 do 16 do 21 do 13 do 21	April 30 do 21 do 21 do 21 do 21	do	90 00 100 00 100 00 312 00	No. 1 accepted.
Camden East and Napanee (9½ miles.)	Service six times per week, to commence on 1st July, 1874. Mail to be conveyed in a vehicle. Proposed term of contract as above.	Mar. 20	May	1	Edward Hinch... H. Finkle..... M. H. Vanosten	Camden East... Newburgh... Camden East...	April 27 do 20 do 22	April 29 do 22 do 24	do	130 00 144 00 400 00	No. 1 accepted.
Camden East & Tamworth (13 miles.)	Service six times per week to commence on 1st July, 1874. Mail to be conveyed in a vehicle. Proposed term of contract as above.	Mar. 20	May	1	Henry Finkle...	Newburgh.....	April 22	April 23	do	300 00	No. 1 accepted.
Keene & Peterboro. (12 miles.)	Service six times per week, to commence on 1st July, 1874. Mail to be conveyed in a vehicle. Proposed term of contract as above.	Mar. 20	May	1	Martin Keenly... John Gall..... Thos. Nelson... John McLochlin	Keene..... do do do	April 9 do 24 do 27 do 15	April 11 do 27 do 27 do 15	do	335 00 488 00 496 00 500 00	No. 1 accepted.
East Jeddore & East Jeddore. (23 miles round trip.)	Service once per week, to commence on 1st July, 1874. Mail to be conveyed in a vehicle. Proposed term of contract as above.	Mar. 20	May	1	Daniel Webster	East Jeddore...	April 15	April 29	do	78 00	No. 1 accepted.
Fort Garry and Lower Fort Garry. (19 miles.)	Service twice per week, to commence on 1st July, 1874. Mail to be conveyed on horse-back or in a vehicle. Proposed term of contract as above.	Mar. 20	May	8	Alex. Polson... Robert Monroe... Jno. Hugh Gunn George Taft... Wm. F. Alloway do	Kildonan..... do do do do do	April 10 do 25 do 21 do 16 do 11	..... ..... May 5 April 30 do 27	do	400 00 400 00 450 00 450 00 750 00 1400 00	No. 1 accepted.
Portneuf and St. Bazile. (7 miles.)	Service three times per week, to commence on the 1st July, 1874. Mail to be conveyed in a vehicle. Proposed term of contract as above.	Mar. 20	May	15	Victor LeClere... Gabriel Jobin... E. Frenette... Pierre Laberge..	St. Bazile... do do do	April 30 do 28 do 30 do 27	May 7 do 6 do 7 April 7	do	71 00 96 00 100 00 112 00	No. 1 accepted.

Mail Tender Register—Continued.

Service.	Conditions stipulated by Department in Advertising Service.— Proposed duration of contract.	Date of Advertising for Tenders.	Date of Reception of Tenders.	Name of Person Tendering.	Residence of Person Tendering.	Date of Tender.	Date of receipt of Tenders by P. M. General.	No. of Tenders.	Terms proposed in Tender.	Amount per annum proposed in Tender.	Observations.
St. Anbert and Vaillancourt (31 miles.)	Service once per week, to commence 1st July, 1874. Mail to be conveyed in a vehicle. Proposed term of contract four years, with usual reservation in favor of Postmaster General.	1873 Mar. 20	1873 May 15	Clement Bois... W. F. Vaillancourt... P. Costouge...	St. Jean... Vaillancourt... St. Pamphile...	1873 Mar. 11 May 1 do	1873 ..... 7 3	1 2 3	In conformity with terms of advertisement.	\$ cts. 158 00 208 00 100 00	No. 1 accepted. No. 3 received too late.
St. Severin and St. Sylvester East. (11 miles.)	Service once per week, to commence on 1st July, 1874. Mail to be conveyed on horse-back or in a vehicle. Proposed term of contract as above.	Mar. 20	15 May	Jean Lessard... Wm Jas. Tyson François Nadeau Damase Ferland	St. Sylvester... St. Severin... do do	Mar. 31 April 30 do do	April 3 May 8 April 24 .....	1 2 3 4	do	50 00 60 00 100 00 100 00	No. 1 accepted.
Ardree and Orillia. (5 miles.)	Service twice per week, to commence on the 1st July, 1874. Mail to be conveyed on horse-back or in a vehicle. Proposed term of contract as above.	Mar. 27	8 May	William Blair	Ardree	May 5	May 6	1	do	96 00	Afterwards reduced to \$84 and accepted.
Acton and Knatchbull (5 miles.)	Service twice per week, to commence on the 1st July, 1874. Mail to be conveyed on horse-back or in a vehicle. Proposed term of contract as above.	Mar. 27	8 May	William Reed	Nassagwiweya	May 5	May 8	1	do	98 00	Afterwards reduced to \$75 and accepted.

Bowmanville and Cessarea (19 miles.)	Service six times per week, to commence on 1st July, 1874. Mail to be conveyed in a vehicle. Proposed term of contract four above.	Mar. 27, May	8	Alex. McFeeters Thomas Shaw Wm. Glover Wm. Rogers	Bowmanville do do Tp. Darlington.	May 5 April 27 May 2 do 5	8 1 5 2 5 3 6 4	do	519 00 548 00 594 00 840 00	No. 1 accepted.
Enniskillen & Haydon. (1 mile.)	Service six times per week, to commence on 1st July, 1874. Mail to be conveyed on foot otherwise. Proposed term of contract as above.	Mar. 27, May	8	Wm. Rogers Thomas Shaw	Tp. Darlington. Bowmanville	May 5 April 27	8 1 5 2	do	70 00 139 00	No. 1 accepted. Subsequently withdrawn. Contact made with Andrew McFeeters, at \$100.
Downeyville and Omence (5½ miles.)	Service three times per week, to commence on 1st July, 1874. Mail to be conveyed in a vehicle. Proposed term of contract as above.	Mar. 27, May	8	Michael Tracey M. Donoghue Bart. Downey	Downeyville Emily Downeyville	April 28 do 18 May 1	30 1 22 2 ..... 3	do	75 00 90 00 95 00	No. 1 accepted.
Port Perry and Scoug. (7½ miles.)	Service twice per week, to commence on 1st July, 1874. Mail to be conveyed on horse-back or in a vehicle. Proposed term of contract as above.	Mar. 27, May	8	Saml. Waksford Hugh McOwell John Pickney Moses McKimlay	Scoug do do do	May 7 April 29 May 5 do 7	9 1 39 2 5 3 8 4	do	80 00 85 00 100 00 100 00	No. 1 accepted.
L'Original and River Raisin (41 miles.)	Service six times per week, to commence on 1st June, 1874. Mail to be conveyed in a vehicle. Proposed term of contract as above.	April 10, May	12	Arch. McDonell Angus Kennedy Angus McDonald D. McMillan Edward McRae Neil McGillis Alex. McRae D. & A. McPhee D. A. McDonald Wilfred LaBelle Martin Costello	Alexandria do do do Lancaster do do do Alexandria do L'Original do	May 8 do 7 do 6 do 9 do 11 do 11 do 9 do 8 do 8 April 23 do 11	9 1 9 2 9 3 11 4 11 5 11 6 9 7 9 8 9 9 13 10	do	600 00 700 00 850 00 950 00 1050 00 1150 00 1150 00 1300 00 1600 00 1195 00	Nos. 1 2 3 and 4 withdrawn. No. 5 accepted.

Mail Tender Register—Continued.

Service.	Conditions stipulated by Department in Advertising Service:— Proposed duration of Contract.	Date of Advertising for Tenders.	Date for reception of Tenders.	Name of Person Tendering.	Residence of Person Tendering.	Date of Tender.	Date of receipt of Tender by P. M. General.	No. of Tender.	Terms proposed in Tender.	Amount per annum proposed in Tender.	Observations.
		1874	1874							\$ cts.	
Bridge water and Mills Village, via Broad Cove. (35 miles.)	Three times per week, to commence on the 1st July, 1874. Mail to be conveyed in a vehicle. Proposed term of contract, as above, four years, with usual reservation in favor of Postmaster General.	April 11	May 15	Burkett & Wyman Z. Armstrong & Son J. W. Mack Jonas B. Parker Geo. E. Starratt	Bridgewater	May 8	May 13	1	In conformity with terms of advertisement.	595 00	No. 1 accepted.
Fort Erie and Canada Southern Railway. (1 mile.)	Service twelve times per week, to commence on 1st July, '74. Mail to be conveyed by hand or otherwise. Proposed term of contract as above.	April 20	June 5	George Lewis	Fort Erie	June 2	June 4	1	do	200 00	This Tender not set aside upon, service having become unnecessary.
Amherstburgh and Canada Southern Railway. (1 mile.)	Service twelve times per week, to commence on 1st July, '74. Mail to be conveyed in a vehicle. Proposed term of contract as above.	April 24	June 5	Alex. Wilcox John W. Carney	Amherstburgh	June 2	June 5	1	do	0 30 a trip, 0 75 a trip.	No. 1 accepted.

Charing Cross and Canada Southern Railway. (1 mile.)	April 24 June	5 Arthur Payne	Charing Cross...	May	5 May 11 1	62 60	Accepted.
Service twelve times per week, to commence on 1st July, '74. Mail to be conveyed by hand or otherwise. Proposed term of contract as above.							
Duart and Canada Southern Railway. (1/2 mile.)	April 24 June	5 Robert Robinson James Leitch...	Duart .....	June	1 June 5 2	75 00 100 00	No. 1 accepted.
Service twelve times per week, to commence on 1st July, '74. Mail to be conveyed by hand or otherwise. Proposed term of contract as above.							
Essex Centre and Gesto. (6 miles.)	April 24 June	5 W. F. Marlow..	Gesto .....	May	28 June 3 1	150 00	Reduced to \$104 and accepted.
Service twice per week, to commence on the 1st October, 1874. Mail to be conveyed on horseback. Proposed term of contract as above.							
Iona and Canada Southern Railway. (1 1/2 miles.)	April 24 June	5 Edwin Roach. John Decou .. Daniel Pinnee ..	Iona .....	May	28 May 28 1 do 28 do 28 2 do 15 do 18 3	124 00 44 a trip. 46 a trip.	No. 1 accepted.
Service six or twelve times per week, to commence on the 1st July, 1874. Mail to be conveyed in a vehicle. Proposed term of contract as above.							
Indiana & Canada Southern Railway. (1 mile.)	April 24 June	5 Morris Shipway Thos. W. Oxley Wm. Murdock ..	Indiana .....	May	30 June 2 1 June 1 do 3 2 May 14 do 6 3	188 a trip. 29 a trip. 149 00	No. 1 accepted.
Service twelve times per week, to commence on the 1st July, 1874. Mail to be conveyed in a vehicle. Proposed term of contract as above.							
Higate and Canada Southern. (2 miles.)	April 24 June	5 David Teutzel .. Michael Hall ..	Higate .....	May	28 June 1 1 do 28 do 1 2	70 00 98 00	No. 1 accepted.
Service six or twelve times per week, to commence on the 1st July, 1874. Mail to be conveyed in a vehicle. Proposed term of contract as above.							

Mail Tender Register—Continued.

Service.	Conditions stipulated by Department in Advertising Service : Proposed duration of Contract	Date of advertising tenders.	Date for reception of tenders.	Name of Persons Tendering.	Residence of Person Tendering.	Date of Tenders	Date of receipt of Tenders by P. M. General.	No. of Tenders.	Terms proposed in Tender.	Amount per annum proposed in Tender.	Observations.
Hagarville, Hamilton & Lake Erie and Canada Southern. (\$ mile.)	Service twelve times per week, to commence on the 1st July, 1874. Mail to be conveyed by hand or otherwise. Proposed term of contract four years, with usual reservation in favor of Postmaster General.	1873. April 24	1873. June 8	John Trotter	Hagarville.....	1873. May 29	1873. June 21	1	do	\$ cts. 140 00	Accepted.
Hawtrej and Canadian Southern Railway. (\$ mile.)	Service six or twelve times per week, to commence on the 1st July, 1874. Mail to be conveyed by hand. Proposed term of contract as above.	April 24	5 June	J. M. Carden	Hawtrej.....	May 29	June 21	1	do	95 00	Accepted.
Hullville and Hamilton & Lake Erie Railway. (\$ mile.)	Service twelve times per week, to commence on the 1st July, 1874. Mail to be conveyed by hand. Proposed term of contract as above.	April 24	5 June	William Ryan	Hullville.....	June 3	June 5	1	do	60 00	Accepted.
Hamilton and Lake Erie Railway Station & Great Western Railway Station. (1 mile.)	Service six times per week, to commence on the 1st July, 1874. Mail to be conveyed in a vehicle. Proposed term of contract as above.	April 24	5 June	J. H. H. Moltram John A. Davis Thos. Hunter A. H. Cummings Joseph Reed C. Armstrong	Hamilton..... do do do do do do	May 16 April 28 May 13 do 26 do 18	..... ..... May 19 do 21 do 21	1 2 3 4 5 6	do	299 00 600 00 299 50 600 00 1 50 per trip. 615 68	No. 1 accepted.



Hamilton and Lake Erie Railway Station & Great Western Air Line and Jarvis.	Service twelve times per week, to commence on the 1st July, 1874. Mail to be conveyed by hand or otherwise. Proposed term of contract as above.	April 24	June 5	Edward Lea.....	Jarvis.....	May 27	May 30	1	do	200 00	Accepted.
Levis and Rivers. (92 miles.)	Service six times per week, to commence on the 1st July, 1874. Mail to be conveyed in a covered vehicle. Proposed term of contract as above.	April 14	May 29	Joe. Roleau..... Maxime Lemay..... T. Monpas.....	Levis..... St. Pierreles Becquets..... Genilly..... Ledererville.....	May 15 do April 8 May 18 do 15	May 15 do May 21 do 19	1 2 3 4 5	do	3,500 00 3,500 00 4,000 00 4,498 00 6,000 00	These tenders considered excessive. Arrangement made with Maxime Lemay at \$3,398 a year.
Oneida and Hamilton & Lake Erie Railway Station. (4 mile.)	Service twelve times per week, to commence on the 1st July, 1874. Mail to be conveyed by hand or otherwise. Proposed term of contract as above.	April 24	June 5	Wm. Glen..... Joseph Ball.....	Oneida..... Tp. Oneida.....	June do	June 5 do 4	1 2	do	110 00 120 00	No. 1 accepted.
Orwell & Canada Southern Railway.	Service six or twelve times per week, to commence on the 1st July, 1874. Mail to be conveyed by hand or otherwise. Proposed term of contract as above.	April 24	June 5	Mary C. Knight..... M. Millard.....	Kingsmill..... Orwell.....	June May	June 5 do 3	1 2	do	120 00 150 00	No. 1 accepted.
Ridgetown and Canada Southern R'y. (1 mile.)	Service twelve times per week, to commence on 1st July, 1874. Mail to be conveyed in a vehicle. Proposed term of contract as above.	April 24	June 5	C. J. Splascheet..... Abner Saunders..... John Law.....	Ridgetown..... Iona..... Ridgetown.....	May 19 June 2 May 7	..... ..... .....	1 2 3	do	80 00 125 20 313 00	No. 1 with drawn. No. 2 accepted.
Puxton and Canada Southern R'y. (1 1/2 mile.)	Service six times per week, to commence on 1st July, 1874. Mail to be carried by hand or otherwise. Proposed term of contract as above.	April 24	June 5	James Gilheely.	Tp. Raleigh.....	May 5	May 13	1	do	0 50 a trip.	Considered excessive, service accordingly not put into operation.
Renton Station and Hamilton and Lake Erie Railway. (3 mves.)	Service six or twelve times per week, to commence 1st July, 1874. Mail to be conveyed by hand. Proposed term of contract as above.	April 24	June 5	Thos. Wilkinson	Renton Station.	May 30	June 3	1	do	0 10 a trip.	Accepted.

Mail Tender Register—Continued.

Service.	Conditions stipulated by Department in Advertising Service:— Proposed duration of contract.	Date of advertising for tenders.	Date for Reception of tenders.	Name of Person Tendering.	Residence of Person Tendering.	Date of Tender.	Date of Receipt of Tender by P. M. General.	No. of Tender.	Terms proposed in Tender.	Amount per annum proposed in Tender.	Observations.
Rodney and Canada Southern Ry. (30 rods.)	Service twelve times per week, to commence on 1st July, 1874. Mail to be conveyed by hand. Proposed term of contract four years, with usual reservation in favor of Postmaster General.	1874, April 24	1874, June 5	E. D. Humphrey	Rodney	1874, June 2	18 74, June 6	1	In conformity with terms of advertisement.	45 00 cts.	Accepted.
St. Thomas and Canada Southern Railway.	Service twelve times per week, to commence on 1st July, 1874. Mail to be conveyed by Passenger or other conveyance Proposed term of contract as above.	April 24	June 5	M. A. Boughnas J. S. Barnes J. W. Hannan	St. Thomas do do	May 30 do 28 June 3	..... ..... .....	1 2 3	do	125 00 0 25 a trip. 0 50 per double trip.	No. 1 accepted.
Seneca and Hamilton and Lake Erie Railway. (4 mile.)	Service twelve times per week, to commence on 1st July, 1874. Mail to be conveyed by hand or otherwise. Proposed term of contract as above.	April 24	June 5	Alex. Rolstein Peter Young	Caledonia do	May 28 do 29	May 30 June 9	1 2	do	96 23 234 00 or 37½ per trip.	No. 1 withdrawn. Arrangement made with Mr. Peter Young at 22½ cts. per double trip.
Stevensville and Canada Southern Ry. (4 mile.)	Service six or twelve times per week, to commence on 1st July, 1874. Mail to be conveyed by hand. Proposed term of contract as above.	April 24	June 5	W. T. House	Stevensville	May 18	June 5	1	do	60 00	Accepted.
Springfield and Canada Southern Railway. (4 mile.)	Service twelve times per week, to commence on 1st July, 1874. Mail to be conveyed by hand. Proposed term of contract as above.	April 24	June 5	John Dynes Jas. McIntosh	Springfield Tp. Matahidge	May 23 do 13	June 3 May 27	1 2	do	120 00 125 00	No. 1 accepted.

Tilsonburgh and Canada Southern Railway. (1 1/4 mile.)	Service twelve times per week, to commence on 1st July, 1874. Mail to be conveyed in a vehicle. Proposed term of contract as above.	April 24 June	5 B. L. Coultis Alex. Corran J. Ostrander...	Tilsonburgh do do	June 2 13 June 4 23 June 4 23 May 30 3	do	295 00 300 00 350 00	No. 1 reduced to \$225, and accepted.
Villanova and Canada Southern Railway. (3 mile.)	Service six or twelve times per week, to commence on the 1st July, 1874. Mail to be conveyed in a vehicle. Proposed term of contract as above.	April 24 June	5 Robert Buck J. K. Middaugh	Tp. Townsend Tilberry	May 21 do 30	do	75 00 40 cts. 2 trips per day.	No. 1 accepted.
Wallacetown and Canada Southern Railway. (2 1/2 miles.)	Service six or twelve times per week, to commence on the 1st July, 1874. Mail to be conveyed in a vehicle. Proposed term of contract as above.	April 24 June	5 Colin McGregor Donald A. Gunn	Wallacetown do	May 18 June 1 June 4 2	do	23 00 140 00	No. 1 accepted.
Waterford and Canada Southern Railway. (4 mile.)	Service twelve times per week, to commence on the 1st July, 1874. Mail to be conveyed by hand. Proposed term of contract as above.	April 24 June	5 David Willson	Waterford	June 1	do	125 00	Accepted.
Welland and Canada Southern Railway. (1 1/4 miles.)	Service twelve times per week, to commence on the 1st July, 1874. Mail to be conveyed in a vehicle. Proposed term of contract as above.	April 24 June	5 J. V. Strawn Joseph H. Disher George H. Burgat	Welland do do	June 2 June 2 June 3	do	0 24 a trip. 0 24 a trip. 0 32 a trip. 21 cts. per double trip.	These tenders considered excessive. Arrangement made with Mr. J. H. Disher at 21 cts. per double trip.
West Lorne and Canada Southern Railway. (4 1/2 mile.)	Service twelve times per week, to commence on the 1st July, 1874. Mail to be conveyed in a vehicle. Proposed term of contract as above.	April 24 June	5 Colin Gillies	West Lorne	May 21	do	78 00 or 12 1/2 per trip.	Accepted.

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Mail Tender Register—Continued.

Service.	Conditions stipulated by Department in Advertising Service.—Proposed duration of Contract.	Date of Advertising tenders.	Date for Reception of tenders.	Name of Person Tendering.	Residence of Person Tendering.	Date of Tender.	Date of receipt of Tender by P.M. General.	No. of Tender.	Terms proposed in Tender.	Amount per annum proposed in Tender.	Observations.
		1873.	1874.			1874.	1874.			\$ cts.	
Woodlee and Canada Southern Rail way. (4 mile.)	Service twelve times per week, to commence on 1st July, 74. Mail to be conveyed by hand. Proposed term of contract, four years, with usual reservation in favour of Postmaster General.	April 24	June 5	W. S. Lindsay. John Chambers.	Woodlee..... Tp. Maidstone..	June 1 May 4	June 3 May 7	3 2	In conformity with terms of advertisement.	100 00 122 07	No. 1 accepted.
Egansville and Renfrew. (27 miles.)	Service six times per week, to commence on the 1st August, 1874. Mail to be conveyed in a vehicle. Proposed term of contract as above.	April 24	June 5	Charles McNiece Charles W. Borland..... Michael Furlong Alex. Jamieson. Michael Furlong Wm. Mills..... Patrick Kelly....	Egansville.... do .....	May 18 22 27 8 27 22	May 25 28 20 23 25	1 2 3 4 5 6	do	400 00 447 00 574 00 598 00 975 00 1200 00	No. 1 accepted.
Centralia and Crediton. (6 miles.)	Service six times per week, to commence on 1st July, 1874. Mail to be conveyed in a vehicle. Proposed term of contract as above.	April 24	June 19	Alex. Calder....	London.....	June 16	June 18	1	do	200 00	Accepted.

Seneca & Will ow Grove ... (4 miles.)	Service three times per week, to commence on 1st July, 1874. Mail to be conveyed in a vehicle. Proposed term of contract as above.	April 24 June 19	Hugh Stewart... Able Young... James Wilson... Oneida..... do..... Caledonia.....	June do 13 do 18 do 20	8 June 10 do 16 2 do 20 3	do	125 00 No. 1 reduced to 136 50 \$83 and accepted 200 00
Simcoe & Great Western Railway Sta- tion. (1 mile.)	Service twelve times per week, to commence on the 1st July, 1874. Mail to be conveyed by passenger or other vehicle. Proposed term of contract as above.	April 24 June 19	Elias Crast..... H. Hall..... J. F. Chadwick Asa A. Pursell... A. Y. Polly..... Simcoe..... do..... do..... do..... do.....	June 12 June 13 do 2 do 4 do 2 do 8 do 16 do 16 do 17 do 24	1 June 13 do 4 2 do 8 4 do 16 3 do 24 5	do	0 31 No. 1 accepted. per trip. 234 00 255 00 250 40 0 50 per trip.
New Glasgow and Wood burie. (15 miles.)	Service twice per week, to com- mence on 1st August, 1874. Mail to be carried in a vehicle above.	April 24 June 26	A. T. Reed... J. W. McDonald... Peter Grant... J. D. McQueen... James Small... Little Harbor... do..... do..... do.....	June 11 June 17 May 9 May 15 June 3.....16 4 do 8 June 20 4 do 2 do 20 5	1 June 17 2 May 15 3 4 5	do	80 00 No. 1 accepted. 86 00 93 00 96 00 109 00
Oromocto and Wassiss R.R. Station. (5 miles.)	Service once per day between Oromocto and Wassiss, and once per week between Oro- mocto and Geary, to com- mence on the 1st July, 1874. Mail to be conveyed in a vehicle. Proposed term of contract as above.	April 28 June 12	George Knox... Wm. G. Knox... Frederick Smith... Sam A. Neves... L. McLean... James Holden... J. W. Currier... Sam E. Neves... Jas S. White... F. W. McPherson Oromocto..... do..... Lincoln, N.B... Burton Geary... do..... do..... do..... do..... do..... do..... do..... do.....	June 5 June 11 May 30 June 6 June 6 June 11 do 1 do 6 do 6 do 11 do 6 do 11 do 8.....7 May 11 May 15 June 6 June 10 May 21 do 11	1 June 11 2 June 6 3 June 11 4 do 6 5 do 11 6 do 11 7 do 8 8 May 15 9 June 10 10 do 11 11 do 11	do	230 00 No. 1 accepted. 270 00 297 00 298 00 307 00 315 00 339 00 347 00 350 00 397 00
Antigonish & Glenelg, (20 miles.)	Service three times per week, to commence on the 1st July, 1874. Mail to be conveyed in a vehicle. Proposed term of contract as above.	April 30 June 12	Hugh Gordon... G. W. Macatall... R. Sinclair... John McGrath... D. McDonald... R. M. McDonald... Jno A. Jordan... John McEamus... Mat. Archibald... Glenelg..... St. Mary's... Upper Cross R... do..... Antigonish... do..... do..... do..... do..... do..... do..... do.....	May 24 June 4 do 26 do 2 do 25 do 5 June 1 June 5 May 23 do 5 June 1 do 3 May 14 do 2 do 20 do 7 do 23 do 8 do 23 do 9	1 June 4 2 do 2 3 do 5 4 do 5 5 do 5 6 do 3 7 do 2 8 do 7 9 do 8 10 do 9	do	320 00 No. 1 accepted. 354 00 378 00 398 00 490 00 498 00 540 00 560 00 750 00

Mail Tender Register—Continued.

Service.	Conditions stipulated by Department in Advertising Service: Proposed duration of Contract	Date of advertising tenders.	Date for reception of tenders.	Name of Person Tendering.	Residence of Person Tendering.	Date of Tender.	Date of receipt of Tender by P. M. General.	No. of Tender.	Terms proposed in Tender.	Amount per annum proposed	Observations.
		1873.	1873.			1873.	1873.			\$ cts.	
Edgely and Northern Railway. (2 miles.)	Service twice per week, to commence on 1st July, 1874. Mail to be conveyed in a vehicle. Proposed term of contract four years, with usual reservation in favor of Postmaster General	May 1	June 12	Thomas Sawdon. Jesse Smith.	Edgely do	May 27 June 8	May 30 June 10	1 2	In conformity with terms of advertisement.	50 00 80 00	No. 1 accepted.
Grandigne and Poiriers and Bourgeois. (4 miles.)	Service three times per week, to commence on 1st July, 1874. Mail to be conveyed in a vehicle. Proposed term of contract as above.	May 1	June 12	Fiddle Legère. Thos. Babinéau.	Grandigne do	May 18 do 12	May 27 do 20	1 2	do	32 00 60 00	Accepted.
Osaca and Port Hope.	Service three times per week, to commence on 1st July, 1874. Mail to be conveyed in a vehicle. Proposed term of contract as above.	May 1	June 12	W. T. Rowland. do	Osaca do	June 2 do	June 5 do	1 2	do	3 times, 325 00 daily, 700 00	No action taken on these tenders. Service provided for under Elizabethville and Port Hope Contract.
Orangeville and Toronto Grey and Bruce Railway Station. (2 miles.)	Service thirty times per week, to commence on 1st July, 1874. Mail to be conveyed in a vehicle. Proposed term of contract as above.	May 1	June 12	John Paisly. W. J. Middleton	Orangeville do	June 12 do 12	June 15 do 15	1 2	do	190 00 198 00	Accepted.
North Wakefield and Ottawa. (26 miles.)	Service six times per week, to commence on the 1st June, 1874. Mail to be conveyed in a Passenger stage. Proposed term of contract as above.	May 22	May 23	Robert Hasty. Seth Cates. William Brookes William Millar	Ottawa Wakefield Low Wakefield	May 18 do 20 do 21 do 16	May 21 do 23 do 21	1 2 3 4	do	400 00 650 00 1,000 00 1,440 00	Accepted.

<p>Creek and Shepody Road (9 miles.)</p>	<p>Service once per week, to commence on 1st July, 1874. Mail to be conveyed in a vehicle. Proposed term of contract as above.</p>	<p>May 11 June 12 J. McLaughlin . Harman Point.</p>	<p>May 19 .....</p>	<p>1</p>	<p>do</p>	<p>60 00 Considered excessive. Arrangement made with Mr. M. Prescott at \$40 a year.</p>
<p>Levis and Quebec. (1 mile.)</p>	<p>Service twelve times per week, to commence on 1st October, 1874. Mail to be conveyed on foot or by steamboat in summer, in winter by canoe or steamboat. Proposed term of contract as above.</p>	<p>May 14 June 26 H. Marin..... Levis.....</p>	<p>June 16 June 23</p>	<p>1</p>	<p>do</p>	<p>300 00 Accepted.</p>
<p>Bezeaucour and St. Grégoire R. R. Station. (9 miles.)</p>	<p>Service six times per week, to commence on the 1st October, 1874. Mail to be conveyed in a vehicle. Proposed term of contract as above.</p>	<p>May, 14 June, 26 Stanisl. Charron. St. Grégoire.....</p>	<p>June 25 June 25</p>	<p>1</p>	<p>do</p>	<p>1 a trip or \$315 a year. Reduced to \$300 a year and accepted.</p>
<p>Clairvaux and St. Paul's Bay. (9 miles.)</p>	<p>Service once per week to commence on the 1st October, 1874. Mail to be conveyed in a vehicle. Proposed term of contract as above.</p>	<p>May, 14 June, 26 J. Guay..... Eueh. Gauthier.</p>	<p>June 21 do 20</p>	<p>1 2</p>	<p>do do</p>	<p>40 00 Accepted. 49 00</p>
<p>Inverness and New Ireland. (17 miles.)</p>	<p>Service three times per week, to commence on the 1st October, 1874. Mail to be conveyed in a vehicle. Proposed term of contract as above.</p>	<p>May, 14 June, 26 Ira Baily Hall.. Maple Grove....</p>	<p>June 23 June 24</p>	<p>1</p>	<p>do</p>	<p>260 00 Accepted.</p>
<p>La Bate and Nicolet. (9 miles.)</p>	<p>Service six times per week to commence on the 1st October, 1874. Mail to be conveyed in a vehicle. Proposed term of contract as above.</p>	<p>May, 14 June, 26 Tiph. Vigneau. David Rochelle.</p>	<p>June 25 May 31</p>	<p>1 2</p>	<p>do do</p>	<p>200 00 No. 1 accepted. 225 00</p>

Mail Tender Register—Continued.

Service.	Conditions stipulated by Department in Advertising Service.—Proposed duration of contract.	Date of advertising tenders.	Date for Reception of tenders.	Name of Person Tendering.	Residence of Person Tendering.	Date of Tender.	Date of Receipt of Tender by P. M. General.	No. of Tender.	Terms proposed in Tender.	Amount per annum proposed in Tender.	Observations.
La Petite Rivière, St. François and St. Paul's Bay. (16 miles.)	Service three times per week, to commence on the 1st October, 1874. Mail to be conveyed in a vehicle. Proposed term of contract four years with usual reservation in favor of Postmaster General.	1874. May, 14	1874. June, 26	Petre Bouchard. Wlfr. Tremblay.	St. François.... St. Paul's Bay..	June 15 do 1	1874. June 19 do 6	1	In conformity with terms of advertisement.	\$ cts. 90 00 128 00	No. 1 accepted.
St. Maple Grove and Sault Ste. Marie. (11½ miles.)	Service three times per week, to commence on the 1st October, 1874. Mail to be conveyed in a vehicle. Proposed term of contract as above.	May, 14	June, 26	Michael Hurley. Thomas Hurley.	Wolfeston..... do .....	June 18 do 20	June 25 do 24	1 2	do	155 00 165 00	No. 1 accepted.
St. Raphael and Railway Station. (6 miles.)	Service six times per week, to commence on the 1st October, 1874. Mail to be conveyed in a vehicle. Proposed term of contract as above.	May, 14	June 26	Charles Bernard. M. Morin..... Damase Blais... Cyprien Gagnon. Joseph Bolduc..	St. Raphael.... do do do	July 16 do 22	..... 8..... 25..... do 22..... do 22.....	1 2 3 4 5	do	72 00 140 00 160 00 200 00 220 00	No. 1 accepted.
Lawrencetown and Canaan Road. (31 miles round trip.)	Service twice per week to commence on 1st August, 1874. Mail to be conveyed in a vehicle. Proposed term of contract as above.	May 15	June 26	P. N. Sanders. Judson Balcom. Joun. Woodbury. Samuel Find... Edw. M. Beals.	Lawrencetown. do do Wilmot..... Lawrencetown. do	June 22 do 4	June 26 do 16	1 2 3 4 5	do	140 00 143 00 169 00 230 00 250 00	No. 1 accepted.



Berwick and Railway station. (3 1/2 miles.)	Service twelve times per week to commence on 1st October, 1874. Mail to be conveyed in a vehicle. Proposed term of contract four above.	May 15 June 26	John Parker. ... Berwick. ....	June 19 June 26	1	do	120 00	Reduced to \$100 and accepted.
Baddeck and Upper Settlement Middle River. (16 miles.)	Service once per week to commence on the 1st October, 1874. Mail to be conveyed in a vehicle. Proposed term of contract as above.	May 15 June 26	Doug. Robinson Rod. Ross... Donald McLean.	June 19 June 27 do June 18 June 27 do June 20 June 27	1 2 3	do	93 00 140 00 140 00	No. 1 accepted.
Buckleys and Kentville. (31 miles.)	Service three times per week to commence on 1st October, 1874. Mail to be conveyed in a vehicle. Proposed term of contract as above.	May 15 June 26	M. Kilgman.	June 22 June 27	1	do	300 00	Accepted.
Bridgetown and Railway station. (4 miles.)	Service three times per week to commence on 1st October, 1874. Mail to be conveyed in a vehicle. Proposed term of contract as above.	May 15 June 26	Fred. Crosskill.	June 20	1	do	50 00	Accepted.
Baileys Brook and Summerville. (5 miles.)	Service once per week to commence on 1st October, 1874. Mail to be conveyed on horseback. Proposed term of contract as above.	May 15 June 26	H. McGillivray.	June 16 June 23	1	do	40 00	Accepted.
Jeddore and Pleasant Point. (4 miles.)	Service once per week to commence on 1st October, 1874. Mail to be conveyed on foot. Proposed term of contract as above.	May 15 June 26	Charles Mosler.	June 23 July 23	1	do	16 00	Accepted.

Mail Tender Register—Continued.

Service.	Conditions stipulated by Department in Advertising Service:—Proposed duration of Contract.	Date of Advertising for Tenders.	Date for reception of Tenders.	Name of Person Tendering.	Residence of Person Tendering.	Date of Tender.	Date of Receipt by P. M. General.	No. of Tender.	Terms Proposed in Tender.	Amount per annum proposed in Tender.	Observations.
Middleton and Railway Station. (4 mile.)	Service twelve times per week to commence the 1st Oct., 1874. Mail to be conveyed on foot. Proposed term of contract, four years with usual reservation in favor of Postmaster General.	1874 May, 16	1874 June 26	Albert Beales....	Middleton.....	1874 June 23	1874	1	In conformity with terms of advertisement.	\$, viz. 75 00	Reduced to \$60 and accepted.
Mount Denison and Railway Station. (60 rods.)	Service six times per week to commence on 1st Oct., 1874. Mail to be conveyed on foot. Proposed term of contract as above.	May 15	June 26	Mrs. Jas. Shaw.	Mt. Denison..	June 1	June 25	1	do	30 00	Accepted.
Newport and Railway Station. (5 miles.)	Service six times per week, to commence on 1st Oct., 1874. Mail to be conveyed in a vehicle. Proposed term of contract as above.	May 15	June 26	Chs. Chambers. Hugh Jenkins. John T. Burgess. Jos. Chambers. Geo. A. Currie. David Hunter..	Newport..... Windsor..... Newport..... do..... do..... do.....	June 16 do 8 do 8 do 13 do 24 do 24 do 27 do 28	June 16 do 8 do 8 do 24 do 24 do 27 do 28	1 2 2 3 4 5 6	do	218 00 220 00 225 00 265 00 285 00 299 00	No. 1 accepted.
St. John and Intercolonial & W. E. ex. Railway Stations via Carleton. (4 m. & 1 m.)	Service twice per day to commence on 1st August, 1874. Mail to be conveyed in a vehicle. Proposed term of contract as above.	May 22	July 3	George Dow... E. Flagler... E. L. Daniel... J. H. Cumberland. Wm. H. Olive... Thomas Keefly... Boyle & Ryan... E. H. Steeves... David Goshall..	St. John..... do..... do..... do..... do..... do..... do..... do..... do.....	June 22 do 23 do 27 do 8 do 27 do 29 do 29 do 24 do 6	June 22 do 23 do 27 do 2 do 3 do 6 do 7 do 8 do 9 do 16	1 2 3 4 5 6 7 8 9 10	do	500 00 500 00 575 00 600 00 700 00 750 00 800 00 1878 00 600 00	Nos. 1, 2, 3, 4, unsatisfactory. No. 5 accepted.

<p>St. John and Several Street Let- ter Boxes in the City of St. John and Town of Portland. (<math>\frac{1}{2}</math> mile.)</p>	<p>Services twelve times per week to commence on 1st August, 1874. Mail to be conveyed in a vehicle. Proposed term of contract as above.</p>	<p>May 22 July</p>	<p>3 F. L. Daniel... W. Cumberland... George Dow... John Keatly... John Keatly... Wm. H. Olive... Boyle &amp; Ryan... Thomas Elliot... E. W. Flagler... David Connell... E. H. Steeves...</p>	<p>St. John... do do do do do do do do do do</p>	<p>June 27 July do 22 do do 29 do do 8 do do 30 do do 27 do do 23 do do 6 June 16 do 24 July 3</p>	<p>2 1 2 2 2 2 3 3 3 4 3 5 2 6 3 7 3 8 3 9</p>	<p>do</p>	<p>250 00 300 00 350 00 400 00 450 00 500 00 600 00 600 00 600 00</p>	<p>No. 1 accepted.</p>
<p>St. John and Carleton. (<math>\frac{1}{4}</math> mile.)</p>	<p>Service twelve times per week, to commence on 1st August, 1874. Mail to be conveyed in a vehicle. Proposed term of contract as above.</p>	<p>May 22 July</p>	<p>3 George Dow... John Keatly... Boyle &amp; Ryan... E. W. Flagler... David Connell... Jno. McLoughlin... W. H. Olive... Thomas Elliot... Daniel &amp; Cum- berland... Elisha Steeves...</p>	<p>St. John... do do do do do do do do do do</p>	<p>June 22 do 29 do 29 do 23 July 2 do 16 do 16 do 8 do do 27 do do 27 do do 24 do</p>	<p>1 1 2 2 2 2 2 4 5 5 6 6 3 7 2 8 3 9 3 10</p>	<p>do</p>	<p>70 00 90 00 100 00 100 00 130 00 139 00 180 00 200 00 300 00 500 00</p>	<p>No. 1 accepted.</p>
<p>St. John and Indian town. (2 miles.)</p>	<p>Service twelve times per week, to commence on 1st August, 1874. Mail to be conveyed in a vehicle. Proposed term of contract as above.</p>	<p>May 22 July</p>	<p>3 Daniel &amp; Cum- berland... George Dow... Wm. Olive... John Keatly... Boyle &amp; Ryan... E. Flagler... David Connell... Thomas Elliot... Elisha Steeves...</p>	<p>St. John... do do do do do do do do do</p>	<p>June 27 July do 22 do do 8 do do 29 do do 23 do do 6 June 16 do 27 July 2 do 24 do</p>	<p>2 1 2 2 3 3 4 4 5 5 6 6 7 7 8 8 3 9</p>	<p>do</p>	<p>75 00 100 00 100 00 135 00 150 00 150 00 180 00 200 00 600 00</p>	<p>No. 1 accepted.</p>
<p>St. John and Millidgeville (<math>\frac{1}{4}</math> miles)</p>	<p>Service twice per week, to com- mence on 1st August, 1874. Mail to be conveyed in a vehicle. Proposed term of contract as above.</p>	<p>May 22 July</p>	<p>3 Daniel &amp; Cum- berland... E. S. Steeves... John G. Iohn... Thomas Elliot... John Keatly... Boyle &amp; Ryan... E. W. Flagler... David Connell...</p>	<p>St. John... do do do do do do do do</p>	<p>June 27 July do 27 do do 15 June 27 do 27 July 2 do 29 do do 29 do do 23 do do 6 June 16</p>	<p>1 1 2 2 3 3 4 4 5 5 6 6 7 7 8 8</p>	<p>do</p>	<p>75 00 100 00 100 00 100 00 100 00 100 00 100 00 140 00</p>	<p>No. 1 accepted.</p>

Mail Tender Register—Continued.

Service.	Conditions stipulated by Département in Advertising Services:— Proposed duration of Contract.	Date of Advertising for Tenders.	Date of Reception of Tenders.	Name of person Tendering.	Residence of Person Tendering.	Date of Tender.	Date of Receipt by F. M. General.	No. of Tender.	Terms Proposed in Tender.	Amount per annum proposed in Tender.	Observations.
St. John and Mispec. (9 miles.)	Service once per week, to commence on 1st August, 1874. Mail to be conveyed in a vehicle. Proposed term of contract four years with usual reservation in favor of Postmaster-General.	1874. May 25	1874. July 3	James S. Woodworth Thomas Elliot Boyle & Ryan Elisha Steeves E. W. Flagler John Keatly David Connell Daniel & Cumberland Elisha Steeves	St John do do do do do do do do	June 29 do 27 do 29 do 24 do 27 do 29 do 6 do 27 do 24	1874. July 2 do 2 do 3 do 4 do 2 do 16 do 2 do 3	1 2 3 4 5 6 7 8 9	In conformity with terms of advertisement. do do do do do do do do do	96 00 100 00 100 00 100 00 100 00 100 00 120 00 125 00 3400 00	No. 1 accepted.
Berthier and Trois Rivières. (45 miles.)	Service six times per week, to commence on the 1st August, 1874. Mail to be conveyed in a vehicle. Proposed term of contract as above.	May 22	June 26	Louis Duchaine A. Gellins J. O. Belanger L. A. Lord M. Bolland	Yamachiche Three Rivers Maskinongé do do	June 18 do 20 do 22 do 23 do 23	June 20 do 23 do 23 do 26	1 2 3 4	do do do do	1300 00 1440 00 1600 00 1800 00	No. 1 accepted.
Sheffield and Upper Gasperaux. (45 miles.)	Service twice per week, to commence on 1st August, 1874. Mail to be conveyed in a vehicle. Proposed term of contract as above.	May 22	July 3	Albert Ferguson Isaac C. Burpee do E. N. Briggs John Goucher D. C. Burpee E. N. Briggs James Simmons	Sheffield Chipman Sheffield do do do do do do	May 25 do 23 do 20 June 20 do 24 do 29 do 28 May 20 June 24	June 1 do 5 do 3 do 4 do 5 do 6 do 7 May 27 June 24	1 2 3 4 5 6 7 8	do do do do do do do do	492 50 500 00 519 00 519 00 564 00 647 00 680 00 760 00	No. 1 accepted.

Bridge water and Flinton. (12 miles.)	Service twice per week, to commence on 1st Nov., 1874. Mail to be conveyed in a vehicle. Proposed term of contract as above.	June 5.	July 17.	Rich. P. Yorke. Wm. Campbell. Laurence Slaats. Charles Brocher. do	Kaladar..... Flinton..... Kaladar..... do	July 13 do 11 do 4 do 1	July 16 do 11 do 9 do 1	1 2 3 4	do	98 00 99 00 110 00 110 00	No. 1 accepted.
Cedar Hill and Pakenham. (5½ miles.)	Service twice per week, to commence on 1st October, 1874. Mail to be conveyed on horse-back or otherwise. Proposed term of contract as above.	June 5.	July 17.	Sam. S. Dickson Samuel Connerly	Pakenham..... do	July 11 do 15	July 13 Aug. 3	1 2	do	110 00 100 00	No. 1 considered excessive. No. 2 received too late. Arrangement made with No. 2 at \$75 a year.
Casselman and Crysler. (10 miles.)	Service three times per week, to commence on 1st Oct., 1874. Mail to be conveyed on horse-back or in a vehicle. Proposed term of contract as above.	June 5	July 17	Alpen Ferguson.	Casselman	June 15	June 17	1	do	156 00	Irregular. Contract made with former contractor at \$120 a year.
Cobourg and Harwood. (16 miles.)	Service three times per week, to commence on 1st Oct., 1874. Mail to be conveyed in a vehicle. Proposed term of contract as above.	June 5	July 17	P. McGuire..... Wm. Buchanan B. McAllister. John Stevenson	Cobourg..... do do do	July 7 do 6 do 14 do 13	July 7 do 6 do 14 Aug. 14	1 2 3 4	do	325 00 396 00 400 00 400 00	No. 1 accepted.
Kemptville and Merrickville. (18 miles.)	Service six times per week, to commence on 1st Oct., 1874. Mail to be conveyed in a vehicle. Proposed term of contract as above.	June 5	July 17	C. W. Putnam. Wm. Edwards..	Merrickville.... do	July 13 do 4	June 16 do 4	1 2	do	400 00 424 00	No. 1 accepted.
Leinster and Napanee. (15 miles.)	Service twice per week, to commence on 1st Oct., 1874. Mail to be conveyed on horse-back or in a vehicle. Proposed term of contract as above.	June 5	July 17	Wm. Grange...	Napanee.....	July 2	June 3	1	do	200 00	No. 1 accepted.

Mail Tender Register—Continued.

Service.	Conditions stipulated by Department in Advertising Service.— Proposed duration of Contract.	Date of Advertising for Tenders.	Date for Receipt of Tenders.	Name of Person Tendering.	Residence of Person Tendering.	Date of Tender.	Date of receipt of Tender by P. M. General.	No. of Tender.	Terms proposed in Tender.	Amount per annum proposed in Tender.	Observations.
		1873.	1873.								
Moir and Plainfield. (8 miles.)	Service three times per week, to commence on 1st Oct., 1874. Mail to be conveyed on horse-back or in a vehicle. Proposed term of contract as above.	June 5	July 17	Wm. A. Dean.	Huntington.	July 15	July 22	1	In conformity with terms of advertisement.	\$ cts. 115 00	No. 1 accepted.
North Augusta and Bellamy's Station (4½ miles.)	Service six times per week, to commence on 1st Oct., 1874. Mail to be conveyed in a vehicle. Proposed term of contract as above.	June 5	July 17	Samuel Mott. James Wilcox.	North Augusta. do	July 15 do 9	July 16	1 2	do do	150 00 165 00	No. 1 accepted.
Rochuck and Spencerville (4½ miles.)	Service twice per week, to commence on 1st October, 1874. Mail to be conveyed on horse-back or otherwise. Proposed term of contract as above.	June 5	July 17	Albert Laurence	Augusta.	July 14	July 16	1	do	75 00	Reduced to \$55, and accepted.
Bathurst and Shippigan. (70 miles.)	Service three times per week, to commence on 1st October, 1874. Mail to be conveyed in a vehicle. Proposed term of contract as above.	June 12	July 24	John S. Reardon John Conling Michael Reardon Stephen Cable. Daniel Lusk. J. L. Bishop. Thos. A. Harris. James McNevin. Robert Rivers.	Pockshaw New Brandon. Pockshaw. Bathurst Pockshaw Bathurst. do Pockshaw Bathurst	July 1 do 13 do 29 July 10 June 29 July 10 do 14 do 21	July 10 do 21 do 10 do 10 do 10 do 16 do 21 do 15 do 24	1 2 3 4 5 6 7 8 9	do	714 00 855 00 894 00 987 00 1,199 00 1,200 00 1,388 00 1,400 00 1,550 00	No. 1 accepted.

Boundary	Service	June 12	July 24	July 18	July 24	July 1	do	36 00	Excessive, reduced to \$34 and accepted.
Boundary Creek and Steves Mountain. (3½ miles.)	Service once per week, to commence on 1st October, 1874. Mail to be conveyed in a vehicle. Proposed term of contract as above.	June 12	July 24	July 18	July 24	July 1	do	36 00	Excessive, reduced to \$34 and accepted.
Chatham and Newcastle. (6 miles.)	Service twelve times per week, to commence on 1st October, 1874. Mail to be conveyed in a vehicle. Proposed term of contract as above.	June 12	July 24	July 18	July 24	July 1	do	450 00 479 00 497 00 685 00 700 00 800 00	No. 1 accepted.
Andover and Riley Brooks. (62 miles.)	Service once per week, to commence on 1st October, 1874. Mail to be conveyed in a vehicle. Proposed term of contract as above.	June 12	July 24	July 18	July 24	July 1	do	350 00 365 00 375 00 380 00 600 00	No. 1 withdrawn. A contract made with No. 2 at \$360 a year.
Amnaganne and Cornhill. (6 miles.)	Service twice per week, to commence on 1st October, 1874. Mail to be conveyed in a vehicle. Proposed term of contract as above.	June 12	July 24	July 18	July 24	July 1	do	69 00 70 00 73 00 80 00 90 00 94 00	No. 1 accepted.
Alma and Penobscot. (31 miles.)	Service once per week, to commence on 1st Oct., 1874. Mail to be conveyed in a vehicle. Proposed term of contract, as above.	June 12	July 24	July 18	July 24	July 1	do	95 00 95 00 98 00 100 00 107 00 119 00 120 00	No. 1 accepted.
Clarendon and Welsford. (10½ miles.)	Service once per week, to commence on 1st Oct., 1874. Mail to be conveyed in a vehicle. Proposed term of contract, as above.	June 12	July 24	July 18	July 24	July 1	do	69 50	Accepted.

Mail Tender Register—Continued.

Service.	Conditions stipulated by Department in Advertising Service:—Proposed duration of Contract.	Date of Advertising for Tenders.	Date of Reception of Tenders.	Name of Person Tendering.	Residence of Person Tendering.	Date of Tender.	Date of Receipt of Tender by P. M. General.	No. of Tender.	Terms Proposed in Tender.	Amount per Annum proposed in Tender.	Observations.
Fairhaven and Lords Cove. (8 miles.)	Service once per week, to commence on 1st Oct, 1874. Mail to be conveyed in a vehicle. Proposed term of contract four years, with usual reservation in favor of P. M. General.	1873. June 12	1873. July 24	T. H. Palmer ...	Deer Island ...	1873. July 13	1873. ....	1	In conformity with terms of advertisement.	\$ cts. 80 00	Excessive. Contract entered into with Caleb Greene at \$70 a year.
Florenceville, Upper Peel and Forest-ton (18 & 2 1/2 miles.)	Service twice per week, to commence on 1st Oct, 1874, between Upper Peel and Forest-ton, and three times a week between Florenceville and Upper Peel. Mail to be conveyed in a vehicle. Proposed term of contract as above.	June 12	July 24	Alonzo Taylor ... Wm. Tompkins ... F. Donnelly ...	E. Florenceville, Upper Peel ... do .....	July 14 do 18	July 23 do 23 do 23	1 2 3	do	299 00 310 00 380 00	No. 1 accepted.
Frederickton and New Maryland. (5 miles.)	Service once per week, to commence on 1st Oct, 1874. Mail to be conveyed in a vehicle. Proposed term of contract, as above.	June 12	July 26	J. R. Golding ... Lewis Fisher ... S. K. Nason ... Robert Irvine ...	Frederickton ... New Maryland ... do .....	July 15 do 14 do 11 June 29	July 20 do 20 do 20 do 20	1 2 3 4	do	38 00 44 00 39 00 47 00	No. 1 accepted.
Frederickton and Stanley. (28 miles.)	Service once per week, to commence on 1st Oct, 1874. Mail to be conveyed in a vehicle. Proposed term of contract, as above.	June 12	July 24	E. Crummer ... H. Turnbull ... Wm. Plant ... John McCoy ... J. R. Golding ... T. B. Dumbaby ... John Leslie ... Wm. Aikin ...	St. Marys ... York Co. ... Stanley ... St. Marys ... Frederickton ... St. Marys ... Frederickton ... do	July 20 do 18 do 16 do 10 do 15 do 4 do 4	July 24 do 23 do 23 do 20 do 21 do 10 do 10	1 2 3 4 5 6 7 8	do	135 00 149 00 165 50 155 00 170 00 173 00 200 00 225 00	No. 1 accepted.



Frederickton and Woodstock (65 miles.)	June 12	July 24	John McCann... Frederickton... Richardson Boom do... Robert Hume... Woodstock... Thos. B. Drumphy St. Mary's... I. R. Golding... Frederickton... J. R. Tupper... Woodstock...	July 15	July 21	1 In conformity with terms of advertisement.	698 00 748 00 789 00 798 00 800 00 994 00	No. 2 accepted.
Frederickton and Yoho. (15 miles.)	June 12	July 24	Israel R. Golding... Kingsclear...	July 15	July 22	do	100 00 125 00	No. 1 accepted.
Harvey and Point Wolfe. (23 miles.)	June 12	July 24	Edward Stevens... Harvey... Newton W. Reed do... William P. Bray do... Jno. S. Fullerton Hopewell... Walter Downey... Harvey... Obsdiah Calkin do	July 18	July 24	do	240 00 280 00 300 00 300 00 318 00 325 00	No. 1 accepted.
Knowlesville and Somerville. (27 miles.)	June 12	July 24	John Downey... S. H. Shaw...	July 17	July 23	do	280 00 319 00	No. 1 accepted.
Little River and Sheffield. (12 miles.)	June 12	July 24	J. McGowan...	July 24	July 24	do	52 00	Accepted.
Lower Southampton and Woodstock. (33 miles.)	June 12	July 24	D. A. McDonald... F. H. Clarke... Samuel H. Stearns... Lower Southampton... Lower Southampton...	July 8	July 18	do	150 00 188 00 139 75	No. 1 accepted. Received late.

Mail Tender Register—Continued.

Service.	Conditions stipulated by Department in Advertising Service:— Proposed duration of Contract.	Date of Advertising for Tenders.	Date of Reception of Tenders.	Name of Person Tendering.	Residence of Tendering.	Date of Tender.	Date of receipt of Tender by P. M. General.	No. of Tender.	Terms proposed in Tender.	Amount per annum proposed in Tender.	Observations.
Lutz Mountain and Moncton (8 miles.)	Service, once per week, to commence on 1st October, 1874. Mail to be conveyed in a vehicle. Proposed term of contract, four years, with usual reservation in favor of Postmaster General.	1874. June 12	1874. July 24	J. H. Horseman D. C. King Oliver Bunnell	Moncton do Lutz Mountain	1874. July 27 do do	July 27 do do	1 2 3	In conformity with terms of advertisement.	\$ 40 00 84 02 137 00	No. 1 accepted.
Milltown and St. Stephen and Upper Mill. (2½ and 4½ mls)	Service six times per week, to commence on the 1st October, 1874. Mail to be conveyed in a vehicle. Proposed term of contract as above.	June 12	July 24	Thos. Hardy and Isaiah Bridges Foster & McCormick Peter McCullock	St. Stephen do do do	July 13 June 26 July 19	July 19	1 3 3	do	165 00 174 00 300 00	No. 1 accepted.
Moncton and Railway Station. (½ mile)	Service twice per day each way, to commence on the 1st October, 1874. Mail to be conveyed in a vehicle. Proposed term of contract as above.	June 12	July 24	John Ramsay E. W. Lynds J. E. Feck H. J. Stephens and Brewster D. A. King	Moncton Hopewell Moncton do do	July 14 do do do do	July 21 do do do do	1 2 3 4 5	do	60 00 144 00 175 00 200 00 299 00	No. 1 accepted.
Ossheag and St. Martins. (30 miles.)	Service once per week, to commence on the 1st October, 1874. Mail to be conveyed in a vehicle. Proposed term of contract as above.	June 12	July 24	Thomas Brown A. G. Fownes Pat. H. Nugent	St. Martins do St. John	July 17 do do	July 24 23 24	1 2 3	do	198 00 200 00 230 00	No. 1 accepted.

River de Chute and Upper Kent. (2 miles.)	Service twice per week, to commence on the 1st October, 1874. Mail to be conveyed in a vehicle. Proposed term of contract as above.	June 12	July 24	A. Hawthorn. . . . .	Upper Kent . . . . .	July 14	July 17	1	do	50 00	Considered excessive; arrangement made with E. Cox at \$26 a year.
St. Stephen and The Ledge. (4 miles.)	Service three times per week in summer, and twice per week in winter, to commence on the 1st October, 1874. Mail to be conveyed in a vehicle. Proposed term of contract as above.	June 12	July 24	Saml. McClinton	The Ledge . . . . .	June 20	June 26	1	do	65 00	Accepted.
Poultier and York River. (23 miles.)	Service once per week, to commence on the 1st October, 1874. Mail to be conveyed in a vehicle. Proposed term of contract as above.	June 15	July 17	J. C. George . . . . . F. Mallet . . . . .	J. Farady . . . . . Madoc . . . . .	July 5 June 8	July 9 June 10	1 2	do	110 00 196 00	Accepted.

D. A. MACDONALD,  
*Postmaster-General.*

WILLIAM WHITE,  
*Secretary.*